

US to invest \$1.5 b in India, S-E Asia on energy, LNG infra

Rishi Ranjan Kala
New Delhi

In a significant move, the US will invest \$1.5 billion (₹14,400 crore) through an investment platform to create energy infrastructure, including liquefied natural gas (LNG) projects, in India and South-East Asia.

“The investment platform invests in Asia energy infrastructure to strengthen US allies’ energy security and expand US LNG and other hydrocarbon, equipment and service exports to the Indo-Pacific,” said the US International Development Finance Corporation (DFC).

“In partnership with US infrastructure investor I Squared Capital, DFC will in-

vest \$1.5 billion to establish an investment platform to facilitate buildout of energy security infrastructure across the Indo-Pacific, focusing primarily on South and South-East Asia,” said the agency.

The DFC Board of Directors approved \$2.5 billion in new strategic investments aimed at strengthening US supply chains, expanding energy exports, supporting regional peace & stability and bolstering economic cooperation.

These deals reflect DFC’s continued use of private capital as a core instrument of American economic statecraft, deploying debt, equity and political risk insurance across the capital stack and investment structures to ad-



BEYOND TRADE. The investments are aimed at strengthening US supply chains, expanding energy exports, supporting regional peace & stability and bolstering economic cooperation

vance US strategic objectives, said the US government’s international investment arm. “This deal represents the single-largest project investment in DFC’s history,” said the investment agency. The target DFC investment of \$1.5 billion will

be through a combination of debt and equity financing.

The investment platform will mobilise US private capital to develop LNG and other energy infrastructure in the region. The total target project cost is \$3 billion.

“The platform will aim to

address shortage of critical energy infrastructure in these markets, which limits energy security, drives price volatility and constrains industrial growth, and look to expand US natural gas and related energy exports to the region,” said DFC.

RATIONALE

These deals exemplify the shift in DFC’s strategy. The investments approved in Wednesday’s board meeting will develop critical infrastructure in South-East Asia, said DFC CEO Ben Black.

South and South-East Asia are experiencing strong LNG demand growth, driven by rising power needs, declining domestic gas production in certain markets and a shift away from coal, said DFC.

Secure India's release from the clutches of Hormuz: here's how

Every single link in a global supply chain needs to be carefully watched for susceptibility to the geopolitical risk of closure



INDIRA RAJARAMAN
is an economist.

Hormuz. An overwhelmingly dominant gateway of fuel oil for India, although other—more distant—sources have been tapped after the West Asia war began. The absence of a coherent command on both warring sides makes progress towards restoration of safe tanker passage through the strait tangled and uncertain. On one side are two countries which can fire missiles or make pronouncements without informing—let alone getting the approval of—the partner. On the other side is a country where the elimination of the Supreme Leader started the war, and led to a frayed command structure. Tanker passage is mired by fitful eruptions of hostilities and fears of sea mines.

Hormuz has in the past had a similarly key role, as the monopoly point of despatch for horse exports, starting in the late 13th century. Scholars estimate that at its peak in the early 18th century, annual horse imports into the Indian landmass exceeded the value of exports from Bengal to all European East India companies combined. The horse trade eventually declined with the replacement of cavalry warfare with artillery.

The import of horses between the 13th and 18th centuries was buoyed by unceasing warfare in the Deccan between the Vijayanagar kingdom and its neighbours, but there was also trade malfeasance. An early 16th century Italian traveller, Ludovico di Varthema, found that a ban on the import of mares was imposed by horse traders so as to disable horse breeding in the Indian subcontinent. Marco Polo reported another ban—on the immigration of farriers (trained in horse care), put in place by horse merchants “lest that should in any degree baulk the sale of horses, which brings them in every year such vast gains.” Hormuz came under the control of Alfonso de Albuquerque around the same time as his capture of Goa.

Several such long memories of trade malfeasance underlay trade hostility in post-independence India until the economic reforms of 1991. Thereafter, trade openness has clearly enabled spectacular growth spurts in India. But this was pursued without attention to the dangerously extreme dependence on imports which has happened in some sectors, reminiscent of the horse story.

We are of course helplessly in need of imported crude oil to the extent of 90% of our total requirements. We ignored coal gasification, the only source that could substitute for oil to any substantial degree. This has now been corrected with Cabinet approval on 13 May for a provision of ₹37,500 crore targeting gasification of 75 million tonnes of coal and lignite. There has certainly been a policy push in renewables, but the harder task with renewables is to create capacity for long-duration



energy storage. A fiscal incentive scheme for this too is reportedly underway, but it will be designed and ready for offer only a year from now.

Atmanirbharta (self-sufficiency) adopted in April 2020 was operationalized through India's performance-linked incentive (PLI) scheme for chosen sectors, criticized at the time for being a retrogression to pre-reform style appropriation by the state of the right to choose sectoral winners.

The PLI scheme in some cases shifted import dependence from final products to key inputs in the supply chain for domestic manufacture of the product. For example, upgraded point-of-sale machines for card payments, newer versions of which include a secure pathway to the Unified Payments Interface (UPI), have run up against a shortage of chips from China. Since earlier more makeshift access to UPI had led to widespread fraud and misuse, cash is coming back for small payments.

The PLI 2.0 scheme being designed for electronic products and components frontally addresses input import dependence by offering greater incentives for local sourcing of inputs. China has already pushed back through its recent tightening of regulatory laws threatening punitive action against companies that shift production out of China.

Pharmaceuticals, on the contrary, offer a successful case where PLI incentivized the domestic manufacture of the key active pharmaceutical ingredient in medical drugs, so releasing the chokehold of their source of supply (China).

The globalization experience has shown that overwhelming scale economies can enable a first-mover to become the lowest-price, go-to supplier of a key input for the rest of the world. Efficient, yes, while it lasts. But when supply from that source is withheld or otherwise disrupted, production facilities built up all over the world in the expectation of smooth availability close down. From a global perspective, this is terribly inefficient.

Globalization offers efficiency gains but today's world calls for limits on import dependence set by modelling multiple supply sources and their choke-off risks to achieve an optimal mix.

Global supply chains must be treated like what they are, a useful but risky instrument for improving production efficiency, safe only when dependence on any one source is limited to a percentage that should not be crossed. What that percentage should be can be worked out by modelling multiple supply sources and the reliability of maritime or air transport routes specific to each. Optimal levels of dependence on multiple alternatives for each link in the chain can then be worked out. These models will have to be continually updated in accordance with shifting geopolitical risks and changes over time in the production capacity of source countries.

QUICK READ

Hormuz used to be a chokepoint for the Indian subcontinent's import of horses at a time when trade curbs were often deployed to create scarcity. Now it's oil supply that's being choked.

Globalization offers efficiency gains but today's world calls for limits on import dependence set by modelling multiple supply sources and their choke-off risks to achieve an optimal mix.

India, Venezuela vow deeper energy ties



Prime Minister Narendra Modi shakes hands with Venezuela's Acting President Delcy Rodríguez in New Delhi on Thursday. MANAS RANJAN BHUI

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 4

India and Venezuela on Thursday agreed to deepen cooperation in energy, critical minerals, technology, agriculture and healthcare as Prime Minister Narendra Modi held wide-ranging talks with Venezuelan Acting President Delcy Rodríguez, with energy security emerging as the central theme of the visit.

Describing Venezuela as a

PM, Rodríguez discuss cooperation in key sectors

valued partner in Latin America, Modi said the two sides had extensive discussions on expanding cooperation across key sectors and reaffirmed their commitment to advancing the interests of the Global South. "Happy to meet with the Acting President of Venezuela, Delcy Rodríguez.

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India, Venezuela vow...

We had extensive discussions on expanding our cooperation in energy, critical minerals, technology, agriculture, health and people-to-people ties," Modi said after the meeting.

The talks assume added significance amid heightened uncertainty in global oil markets triggered by the crisis in West Asia and concerns over disruptions to shipping through the Strait of Hormuz, a critical artery for global crude supplies. The developments have reinforced India's efforts to diversify energy sources and strengthen partnerships with major oil-producing nations.

According to the Ministry of External Affairs (MEA), energy dominated the discussions as India and Venezuela sought to leverage what officials described as a "perfect complementarity" between one of the world's largest holders of proven oil reserves and one of the fastest-grow-

ing consumers of energy.

"Venezuela has already emerged as the third-largest supplier in our spot purchases this month," Secretary (East) Rudrendra Tandon said during a special media briefing. He added that both sides discussed cooperation across the energy value chain, including upstream and downstream activities.

Petroleum and Natural Gas Minister Hardeep Singh Puri, who also met Rodríguez, said Venezuela was among India's largest crude suppliers in April and May. He announced that an Indian technical team would soon visit Venezuela to explore opportunities for expanding energy cooperation and investments.

"Venezuela possesses the biggest proven reserves of oil in the world, while India has both the demand and the technological expertise to refine Venezuelan crude," Puri said.



Indian energy PSUs eye new ties with Venezuela



PTI

New Delhi: Indian oil and gas firms plan to build on their existing investments in Venezuela along with seeking new collaboration opportunities to enhance bilateral energy partnership, said Union minister for petroleum and natural gas, Hardeep Singh Puri. Puri, and heads of Indian oil and gas companies, met Venezuela's acting president Delcy Rodriguez on Thursday. **RITURAJ BARUAH**

Compressed biogas powerful pathway to net zero: Maruti

DEEPAK PATEL
New Delhi, 4 June

Maruti Suzuki India (MSIL) has identified compressed biogas (CBG) as a “powerful” pathway in helping India reach its goal of net-zero carbon emissions by 2070, and therefore, the company is doing “strategic investment” in setting up nine CBG plants, said its Managing Director and Chief Executive Officer Hisashi Takeuchi on Thursday.

CBG can be used in compressed natural gas (CNG) vehicles without any changes as it is a methane-rich fuel with properties similar to CNG after purification and compression.

Partho Banerjee, senior executive officer (marketing & sales) at Maruti Suzuki India, had on June 1 said bookings for the company’s CNG vehicles rose about 40 per cent after recent petrol and diesel price hikes, as consumers shifted towards lower running-cost alternatives amid the West Asia conflict. Maruti sold a record 78,000 CNG vehicles in May.

Unlike CBG, which is produced domestically from agricultural and organic waste, the natural gas that feeds India’s CNG network is



Maruti Suzuki India CMD Hisashi Takeuchi along with Union ministers Nitin Gadkari (L) and Hardeep Singh Puri at the launch of the firm’s first flex-fuel car in New Delhi on Thursday PHOTO: PTI

increasingly import-dependent. In FY25, more than half of India’s natural gas requirement was met through imports, according to data from the Petroleum Planning and Analysis Cell (PPAC), the oil ministry’s data and statistics arm.

Takeuchi, after launching India’s first flex fuel car — WagonR flex fuel variant — in Delhi on Thursday, said: “To meet different needs of different customers in India and to use all possible technologies to reduce carbon, Maruti

Suzuki is committed to a multi-pathway strategy, including EVs, strong hybrids, and CNG.”

Flex fuel refers to fuel containing at least 85 per cent ethanol blended with petrol. Vehicles designed to run on such blends are known as flexible-fuel vehicle (FFVs).

Takeuchi said that if the “natural gas” in CNG is produced from biomass, it becomes “carbon negative”. “So, we have identified CBG as a very powerful method for Carbon Net Zero. Therefore, we are

making a strategic investment in CBG as a fuel option,” he stated.

“To start with, we have announced nine CBG plants out of which two are already operational,” he added.

A Deloitte study prepared for the Petroleum and Natural Gas Regulatory Board (PNGRB) in August 2025 found that poor gas distribution infrastructure, lack of pipeline connectivity, feedstock shortages, high transport costs and regulatory delays remain the biggest roadblocks to scaling up CBG in India.

India already has a large network of city gas infrastructure, with more than 307 geographical areas covered by city gas distribution (CGD) networks and over 8,000 CNG stations that can potentially dispense CBG. However, according to the study, many CBG plants are located in areas that are not connected to gas pipelines, making it difficult for producers (like Maruti) to supply fuel at scale.

To promote the CBG sector, the government launched the Sustainable Alternative Towards Affordable Transportation initiative in 2018. Under the scheme, entrepreneurs, companies and cooperatives could set up CBG plants.

Centre rolling out 100 ethanol fuel stations in Delhi-NCR, Maha: Puri

Petroleum & Natural Gas Minister Hardeep Singh Puri expressed hope to expand this network of ethanol fuel stations to 500 by end of 2026

OUR CORRESPONDENT

NEW DELHI: The government is rolling out 50-100 ethanol fuel stations in Delhi-NCR, Pune, Mumbai and Nagpur, with an aim to reduce imports of fossil fuels, Petroleum and Natural Gas Minister Hardeep Singh Puri said on Thursday.

He expressed hope to expand this network of ethanol fuel stations to 500 by the end of 2026.

Speaking on the sidelines of the launch of India's first flex fuel car by Maruti Suzuki, Puri said he anticipates that by the end of 2027, India will have 5,000 ethanol fuel stations.

"I think we are starting with about 50 to 100 (ethanol) dispensing stations in Delhi-NCR region, Pune, Mumbai, and Nagpur, etc. This 50-100 (ethanol) dispensing stations will hopefully go up to 500 towards the end of 2026," he said. Puri said if the Euro VI standard vehicle can be made compliant with E100, it will also help in reducing import of fossil fuels, which is around \$120 billion.

Puri said the government is also working on supportive measures such as pricing support, road tax concessions, availability of E85 testing fuel, special identifiers for FFVs and retail



Petroleum and Natural Gas Minister Hardeep Singh Puri

Puri said he anticipates that by the end of 2027, India will have 5,000 ethanol fuel stations

outlets, consumer awareness initiatives, and development of storage and dispensing infrastructure to increase adoption.

"This is not merely a transition in fuel, but it is the creation of a complete ecosystem for cleaner mobility, stronger energy security, and greater self-reliance," he said.

Responding to a question on losses OMCs are making every day due to buying crude, gas and LPG at higher prices and shielding consumers by selling the three retail fuels at lower

Highlights

» 'If the Euro VI standard vehicle can be made compliant with E100, it will also help in reducing fossil fuel imports, which is around \$120 billion'

» Responding to a question on losses OMCs are making every day, he said, 'They are still quite high... Rs 500-550 crore per day loss'

» The minister said 60 per cent of India's LPG and 90 per cent of India's crude oil was coming via the Strait of Hormuz

prices, he said, "They are still quite high... Rs 500-550 crore per day loss."

The minister said 60 per cent of India's LPG and 90 per cent of India's crude oil was coming via the Strait of Hormuz.

"In the 93 or 94 days that have elapsed (after the attack of the US and Israel on Iran on February 28), there has not been a single dry out anywhere. There has been no shortage," Puri claimed.

He, however, asserted that there have been individuals who

have tried to take advantage of that situation by spreading false news by creating or conspiring to create artificial shortages when none existed.

Puri said India comes next to Japan as a country with the lowest increase in fuel prices.

The minister pointed out that if half the new (two-wheeler and four-wheeler) vehicles which come out are flex fuel-compliant, then India can unlock 311.8 crore litres of additional ethanol demand and Rs 12,403 crore additional income for farmers.

He noted that the country has already raised ethanol blending in petrol from 1.5 per cent in 2014 to 20 per cent today, resulting in foreign exchange savings of Rs 1.84 lakh crore through the substitution of 302 lakh metric tonnes of crude oil.

The minister said the entry of flex-fuel technology into the passenger vehicle segment is not merely a product launch, but also the beginning of a new chapter in India's energy transition. Puri noted that India has nearly 37 lakh passenger vehicles representing the aspirations of middle-class India and the future of personal mobility.

Large-scale adoption of flex-fuel technology in this segment

can significantly multiply the impact of ethanol-based mobility, he added.

Puri credited the leadership of Prime Minister Narendra Modi for balancing the three key pillars of India's energy strategy -- availability, affordability and sustainability.

On availability, he highlighted that India maintained uninterrupted supplies of crude oil, LPG and natural gas despite global volatility. "India increased domestic LPG production from 32 TMT per day pre-crisis to nearly 52 TMT per day, while also expanding the transition towards piped natural gas and CNG," the minister said.

On affordability, the minister said India recorded one of the lowest increases in fuel prices globally. He recalled the prime minister's decision to reduce central excise duties on petrol and diesel by Rs 10 per litre to provide relief to consumers.

Talking about sustainability, Puri recalled his earlier experience in Brazil and the USA, where ethanol blending based on sugar and maize had already demonstrated success.

He said India's ethanol blending programme has become one of the most successful energy transition initiatives.

Puri: Govt plans flex-fuel sale at 5K pumps by '27-end

DEEPAK PATEL
New Delhi, 4 June

Oil-marketing companies (OMCs) will soon start selling flex fuel at 50-100 outlets in the National Capital Region (NCR) and Mumbai-Pune-Nagpur corridor, and its sale will be expanded to 5,000 outlets across major cities in India by the end of next year, said Minister of Petroleum and Natural Gas Hardeep Singh Puri on Thursday.

Flex fuel not being sold at retail pumps in India is one of the main reasons inhibiting automakers from launching vehicles that run on it.

Flex fuel contains at least 85 per cent ethanol (called E85) blended with petrol. Vehicles designed to run on such blends are known as flex-fuel vehicles (FFVs).

"Since E85 has been notified as the mono fuel standard for flex-fuel vehicles (FFVs) under specifications of the Bureau of Indian Standards, alongside the phased national rollout of FFVs across vehicle segments, I think the success is ensured," said Puri in his speech after Maruti Suzuki India (MSIL) launched India's first FFV: The flex-fuel variant of the WagonR.

"In the beginning, we would have about 50-100 dispensing outlets in Delhi-NCR as well as the Mumbai-Pune-Nagpur corridor. This will expand to 500 outlets by December and approximately — god willing — 5,000 outlets across major cities by the end of next year," he added.

India has over 100,000 fuel retail outlets, operated by public and private OMCs, according to the Petroleum Planning & Analysis Cell, the Ministry of Petroleum and Natural Gas' data arm.

Since the start of the conflict in West Asia on February 28, the Centre has been exhorting automakers in India to launch FFVs because ethanol is locally produced from sources such as sugarcane while more than 85



«IN THE BEGINNING, WE WOULD HAVE ABOUT 50-100 OUTLETS IN DELHI-NCR AS WELL AS THE MUMBAI-PUNE-NAGPUR CORRIDOR. THIS WILL EXPAND TO 500 BY DECEMBER»

Hardeep Singh Puri
Minister of Petroleum & Natural Gas

per cent of the crude oil consumed in the country is imported. Puri said: "If 50 per cent of new two-wheelers and four-wheelers sold in India the next few years are FFVs, we can unlock 3.18 billion litres of additional ethanol demand, resulting in an additional income of ₹12,403 crore for farmers and leading to a reduction in 664 million tonnes of carbon emission."

A year or two ago, an oil-marketing company started selling flex fuel at a certain number of outlets but could not succeed because FFVs were not launched till then, Puri said. "The ethanol story has been a positive one but there have been a few anxious moments... Yesterday (Wednesday), India's largest two-wheeler maker, Hero MotoCorp, launched its first two flex-fuel motorcycles and today, India's largest car-maker, Maruti Suzuki India, launched India's first-flex fuel car," he added.

The government, according to Puri, is working on measures like pricing support, road tax concessions, making available E85 testing fuel, special identifiers for FFVs and retail outlets, and developing storage and dispensing infrastructure to increase adoption.

India, Venezuela to build energy ties

ASHOKE RAJ ■ New Delhi

India and Venezuela on Thursday pledged to establish a long-term energy partnership, leveraging their complementary strengths, as Prime Minister Narendra Modi held extensive talks with Venezuelan Acting President Delcy Rodriguez on strengthening bilateral economic cooperation.

The discussions focused on expanding collaboration across key sectors, including energy, critical minerals, pharmaceuticals, agriculture, automobiles, mining, and investment. Rodriguez arrived in India on Wednesday for a five-day visit aimed at deepening strategic and economic ties between the two countries.

The visit comes at a time when India is seeking to diversify its crude oil imports amid supply disruptions linked to the ongoing crisis in West Asia. Venezuela has emerged as a key energy supplier, with India's imports of Venezuelan crude gaining momentum since April. The South American nation is now India's third-largest source of crude oil.

Addressing a media briefing after the talks, Ministry of External Affairs Secretary (East) Rudrendra Tandon said Venezuela views India as a "preferred energy partner" because of the size of its economy and its

long-term demand for energy. "The discussions focused on forging an energy partnership. Venezuela sees India as a stable consumer for many years to come. There is a perfect complementarity between the two countries in the energy sector, covering both upstream and downstream activities," Tandon said.

Prime Minister Modi conveyed India's interest in expanding energy cooperation across the entire value chain, including exploration, production, refining, and related infrastructure. The Indian side also raised the issue of more than USD 500 million in pending dividends owed to ONGC Videsh Limited (OVL) from its operations in Venezuela. Tandon noted that Venezuelan authorities were "very sensitive" to the matter and acknowledged India's concerns.

Beyond energy, the two leaders explored opportunities to broaden economic engagement. Tandon highlighted Venezuela's vast natural resource base, which includes critical minerals, gold, diamonds, and other valuable resources.

"Mining cooperation featured prominently in the discussions. There was also interest in assessing Venezuela's resource potential and exploring possibilities for collaboration in this sector," he said. While



Prime Minister Narendra Modi during a bilateral meeting with Venezuela's Acting President Delcy Rodriguez at the Hyderabad House in New Delhi

declining to comment directly on Venezuela's political transition following the detention of former President Nicolas Maduro by US forces in January, Tandon emphasised India's commitment to maintaining strong relations with Caracas.

"We are working with a government that is friendly and keen to strengthen partnership with India. Venezuela has traditionally been a close friend of India, both bilaterally and at international forums," he said. The leaders also exchanged views on regional and global developments, including cooperation within BRICS. According to Tandon,

Venezuela's delegation praised India's leadership during its chairmanship of the grouping.

MEA spokesperson Randhir Jaiswal said the two sides reviewed the entire spectrum of bilateral relations and identified new opportunities for cooperation in trade, investment, healthcare, automobiles, and technology.

Rodriguez assumed office as acting president following Maduro's detention earlier this year. Her delegation includes ministers responsible for foreign affairs, economy and finance, science and technology, communication and informa-

tion, and transportation. During the visit, the Venezuelan delegation is scheduled to tour facilities linked to India's energy, pharmaceutical, and automobile industries. Officials said Rodriguez is expected to visit Reliance Industries' world-renowned refinery complex in Jamnagar, Gujarat.

"The Venezuelan leader will witness the sophistication and technological advancement India has achieved in the energy sector," Tandon said.

India and Venezuela share longstanding and cordial relations. Bilateral ties received a major boost during former Venezuelan President Hugo Chavez's state visit to India in 2005. Energy cooperation remains the cornerstone of the relationship.

ONGC Videsh currently operates in Venezuela through a joint venture with Corporacion Venezolana del Petroleo (CVP). The venture, Petrolera Indovenezolana SA, is engaged in oil exploration and production in the San Cristobal field, where OVL holds a 40 per cent stake.

With both nations seeking to deepen engagement in energy security and economic cooperation, the Modi-Rodriguez talks are expected to lay the groundwork for a more comprehensive strategic partnership in the years ahead.

India-Venezuela OMCs to explore energy pacts

Focus on 'perfect complementarity' between two nations

ARCHIS MOHAN
New Delhi, 4 June

India and Venezuela on Thursday discussed encouraging long-term energy contracts between public and private sector oil marketing companies (OMCs) operating in the two countries.

The two nations will explore broadening their economic partnership and trade to encompass cooperation in mining, including critical minerals and pharmaceuticals. Prime Minister Narendra Modi and visiting Venezuelan acting President Delcy Rodriguez held talks at Hyderabad House in the afternoon.

The discussion focussed on the "perfect complementarity" between the two nations since Caracas, with one of the largest oil reserves in the world, could rely on New Delhi as a "preferred partner." This is because the Indian economy is a large and growing consumer of oil and will have stable demand growth for many years, Ministry of External Affairs (MEA) officials said.

In recent weeks, India has turned to Venezuela for its crude oil needs as it has diversified energy sourcing because of the blockade of the Strait of Hormuz.

The South American country has emerged as India's third biggest source of oil in spot buying. India is now, after the United States, the second biggest purchaser of Venezuelan oil. The two countries will encourage their OMCs to explore long-term contracts, MEA officials said after the meeting between Modi and Rodriguez.

However, the two sides neither signed an agreement nor issued a joint statement. Rodriguez is on a five-day visit to India. Apart from Delhi, she will also visit Reliance Industries Limited's (RIL's) refinery



Prime Minister Narendra Modi with Venezuela's Acting President Delcy Rodriguez during a bilateral meeting at the Hyderabad House in New Delhi on Thursday

PHOTO: PTI

at Jamnagar in Gujarat, and meet leaders of India's energy sector in Mumbai. RIL is a leading purchaser of Venezuelan crude. Apart from her discussions with the Prime Minister, Rodriguez also met External Affairs Minister S Jaishankar.

Petroleum Minister Hardeep Puri also met Venezuela's Acting President Delcy Rodriguez along with senior ministry officials and the chairmen of India's energy sector PSUs. After the meeting, Puri said in a tweet that Venezuela was already among the largest crude oil suppliers to India in April and May 2026 and a technical team from his ministry will visit the South American nation soon to further explore this potential.

"Indian companies already have existing investments in Venezuela and now look forward to building upon them, in addition to looking for newer opportunities for fruitful collaborations which will provide momentum to our quest towards energy security," Puri said.

The two sides also discussed

cooperation in both upstream and downstream energy projects.

Rudrendra Tandon, Secretary (East), in the MEA, said Venezuela has traditionally been a close friend of India and sees India as a "preferred partner" in the energy sector.

Indian officials said there was no credence to speculation that India's purchase of Venezuelan oil was under pressure from another country. They maintained that the conflict in West Asia, which disrupted India's energy supplies, prompted India's OMCs to purchase oil from wherever it was available.

"The government is aggressively seeking new sources of crude oil and energy to ensure India's energy security. Venezuela is an opportunity and it is very much a part of our plan," Tandon said.

The US captured Venezuelan President Nicolas Maduro in January, and controls proceeds from Venezuelan oil sales through bank accounts administered by the Treasury Department.

Modi's green diplomacy comes of age

The agreements forged during Prime Minister Modi's visit reflect a broader vision of positioning India as both a leading advocate and a key driver of a sustainable, resilient and rules-based international order



SHEHZAD POONAWALLA **VIJETA RATTANI**

A defining feature of Prime Minister Narendra Modi's recent five-nation tour, which covered the United Arab Emirates, the Netherlands, Sweden, Norway and Italy, was the prominence accorded to green partnerships. Clean energy, green technology, shipping, the blue economy and climate resilience figured decisively in the agenda, highlighting how environmental and economic stakes have converged at a moment of global uncertainty. India's engagement abroad is no longer confined to conventional diplomacy, rather, it is strategically investing in partnerships and channels that secure long-term strategic interests, including energy security. In the wake of global turmoil, the resultant disruptions in supply-chain networks have exposed the vulnerabilities of fossil-fuel systems. The emphasis, therefore, is on convergence around clean energy, green technology and climate resilience, advancing self-reliance while shaping global environmental discourse and reinforcing a rules-based international order.

Bolstering green diplomacy

The Green Strategic Partnership with Norway elevates cooperation in clean energy, Arctic collaboration, defence technology, and other areas. With Sweden, the partnership focuses on green transition and resilient supply chains, while with the Netherlands, the engagement encompasses solar innovation, green hydrogen, storage and renewable investments, alongside maritime and sustainable agriculture. In the case of Italy, Prime Minister Modi and his counterpart, Prime Minister Meloni, agreed to strengthen the 2025-2027 Executive Programme for Scientific Cooperation, promoting joint research in renewable energy, quantum technologies, green hydrogen and the blue economy. Their joint tree-planting exercise underscored support for Prime Minister Modi's domestic green drive. Further, elevating the India-Nordic relationship to a Green Technology and Innovation Strategic Partnership further consolidates this vision. The tour, which secured nearly \$40 billion in investments, including from the UAE, is pivotal for its agenda, scope and timing.

Amid global supply-chain disruptions and mounting pressure on fossil-fuel systems, India's diversification of its energy basket through diplomatic channels is both a pragmatic and an economic necessity. The oil and gas crisis during disruptions in the Strait of Hormuz exposes this vulnerability. Committed to securing its energy



INDIA IS ALSO DRIVING CRUCIAL INTERNATIONAL INITIATIVES SUCH AS THE INTERNATIONAL SOLAR ALLIANCE, CDRI, LEADIT AND CIRCULAR-ECONOMY FORUMS, SHOWCASING ITS CAPACITY TO LEAD THE GLOBAL ENERGY AND CLIMATE AGENDA

Shehzad Poonawalla is the National Spokesperson of the Bharatiya Janata Party, and Vijeta Rattani is development and sustainability expert

- 1 @dailypioneer
- 2 @TheDailyPioneer
- 3 ThePioneer

needs beyond fossil-fuel dependence, India is embedding clean energy into external partnerships to build resilience against future shocks.

Second, in the new geopolitical reality, economic and ecological interests are increasingly intertwined and, in many instances, inseparable, and the Indian leadership is well aware of this. By cutting carbon emissions, adopting clean-energy pathways and investing in green technology, India stands to gain significantly in building a decarbonised economy and improving developmental indicators for its underprivileged sections through access to clean and reliable energy supply, cooking fuel, sustainable transport, decent jobs, rural livelihoods and improved living standards.

Third, securing convergence with European countries on clean energy and climate action reflects a shift in mindset. Historically, differences around equity and differentiated responsibility have defined global climate negotiations, with developing countries pressing for finance and technology while developed nations urge emerging economies such as India to act at par. The change in approach stems from changing realities and increasing vulnerabilities. Though India is one of the most climate-impacted countries in the world, Europe too is increasingly facing climate-related disasters and extreme weather in the form of heatwaves, forest fires, rising temperatures and rainfall anomalies. In 2025, Europe incurred losses of nearly \$45 billion due to extreme weather events.

The European Union has also significantly pushed environmental norms. Through agreements on joint projects with India in green manufacturing and technology, renewable energy and the blue economy, European countries seek to reinforce environmental standards and

strengthen multilateral frameworks. India, meanwhile, maintains its long-standing Global South position on equity while unlocking finance and technical expertise. Together, these efforts bolster a rules-based order with an emphasis on inclusivity, cooperation, partnerships and sustainable development.

India's diplomatic strength on the environmental agenda emerges largely from a wide array of domestic climate and environmental initiatives. India's decision to ratchet up its Nationally Determined Contributions (NDCs) underscores its sincerity towards meaningful

climate goals. It has pledged a 60 per cent rise in installed non-fossil-fuel capacity, a 47 per cent reduction in emission intensity, and the creation of a 35-40 billion-tonne CO₂ sink by

2035, aligned with Net Zero 2070 and Viksit Bharat 2047. This is further complemented by the strengthening of grassroots institutions, the development of a carbon-market framework, infrastructure for a clean and green transition, ambitious capacity-building efforts, increased climate resilience, biodiversity protection and the conservation of natural systems. India is also driving crucial international initiatives such as the International Solar Alliance, CDRI, LEADIT and circular-economy forums, showcasing its capacity to lead the global energy and climate agenda. In other multilateral forums as well, India has pushed sustainability initiatives as key summit outcomes. This has helped generate global momentum in environmental governance, where India's approach is active, assertive and confident.

By aligning with European countries on green partnerships, India positions itself as both a beneficiary and a driver of the global energy and climate agenda.

The Pioneer
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India, Venezuela seek deeper energy, economic partnership

BUILDING TIES. Discussions focus on oil, critical minerals and unpaid dividends

Amiti Sen
New Delhi

Venezuelan acting-President Delcy Rodríguez and Prime Minister Narendra Modi held wide-ranging talks on Thursday focused on forging a stronger energy partnership while expanding ties beyond oil to several sectors such as critical minerals, mining, pharmaceuticals, agriculture, and automobiles.

Rodríguez emphasised that Venezuela views India as a “preferred energy partner” due to the size of the Indian economy and its long-term stability as a buyer, Rudrendra Tandon, Secretary (East) in the Ministry of External Affairs, said at a media briefing.

Modi said that India looked forward to building this relationship across both upstream and downstream activities. “Venezuela has already emerged as the third-largest crude oil supplier this month... There exists a per-



TRADE TALKS. Prime Minister Narendra Modi and acting President of Bolivarian Republic of Venezuela Delcy Rodríguez at Hyderabad House in New Delhi on Thursday ANI

fect complementarity for India and Venezuela to work in the energy sector,” Tandon said.

The five-day visit is both politically and economically important, taking place just five months after US forces detained former President Nicolás Maduro. Facing West Asia supply disruptions, India is actively diversifying crude sources, while Venezuela, which holds the world’s largest proven oil re-

serves, needs a reliable buyer. To explore collaborations, the Venezuelan delegation will visit several industrial sites, which may include Reliance Industries’ refinery in Jamnagar, Gujarat.

The Modi-Rodríguez discussions also went into broadening the overall bilateral economic partnership to other areas.

“Venezuela is a resource-rich country. It’s not just about critical minerals; it has

also gold, diamonds, and other materials. So, mining is very much there. In fact, there was a discussion on how to assess the potential reserves that they have, or whether we could cooperate in that area,” he said.

PENDING ISSUES

During the talks, India raised the issue of Venezuela owing over \$500 million in dividends to ONGC Videsh as well as payments owed to pharmaceutical companies. “All pending issues were raised... They (the Venezuela side) are very sensitive to the issue,” Tandon stated.

When asked if the recent political transition in Venezuela came up for discussion, Tandon highlighted the close relations shared with the country.

“We are working with a government that is friendly, that wants a partnership with India. We want to reciprocate that. Venezuela has traditionally been a very close friend,” he said.

Crude oil falls 2% in futures trade amid weak global cues



PRESS TRUST OF INDIA
■ New Delhi

Crude oil prices dropped 2 per cent to ₹9,061 per barrel in futures trade on Thursday amid weak trends in the international markets.

On the Multi Commodity Exchange, the most-traded June contract declined ₹179, or 1.94 per cent, to ₹9,061 per barrel in a business turnover of 12,444 lots, snapping a three-day rally.

Crude oil prices eased in the domestic futures market after snapping three sessions of gains, after Israel and Lebanon agreed to a conditional ceasefire, brokerage firm Kotak Neo said.

In the international markets, Brent oil futures for August delivery fell 0.61 per cent to USD 97.21 per barrel,

and West Texas Intermediate (WTI) crude slipped 0.57 per cent to USD 95.47 per barrel.

The decline came after a conditional ceasefire agreement between Israel and Lebanon, which revived hopes for progress in negotiations to resolve the Iran conflict and reopen the Strait of Hormuz, Kotak Neo said.

Meanwhile, Israeli defence minister Israel Katz said the military will continue its ground operations in southern Lebanon, hours after Tel Aviv and Beirut agreed to implement a US-backed ceasefire to end hostilities.

Market participants also kept a close watch on continued risks around the Strait of Hormuz, which serves as the key transit route for nearly one-fifth of global crude trade, it added.

PRICE FOR DELHI FROZEN AT RS 115 PER LITRE, MUMBAI AT RS 114.5

ATF price under support scheme fixed at 10% over current levels

Sukalp Sharma
New Delhi, June 4

THE FIXED price of aviation turbine fuel (ATF), or jet fuel, under the Rs 10,000-crore price stabilisation fund scheme has been set at Rs 115 per litre, or Rs 1.15 lakh per kilolitre (kl), in Delhi by the public sector oil marketing companies (OMCs).

Although this fixed price is about Rs 10 per litre higher than the current ATF price in the capital, the mechanism is expected to protect airlines if prices go higher than the level frozen under the scheme, which may be likely given the extreme price volatility in the international market amid the ongoing West Asia crisis.

Under the scheme, which was approved by the Union Cabinet on Wednesday, the OMCs will sell jet fuel to participating Indian airlines for their domestic as well as international flights at this fixed price irrespective of the price fluctuations in the international market. The OMCs will be compensated for their losses from the price stabilisation fund when they incur losses on ATF sales. When international prices fall, the gains will be used to offset the financial

support that was provided.

According to Civil Aviation Ministry Director Rohit Raj, while the fixed price for jet fuel at Mumbai airport would be Rs 114.50 per litre, while at Chennai airport, it would be about Rs 139 per litre. Jet fuel prices vary across airports due to differences in levies imposed by states.

Jet fuel prices have gone up significantly in the international market due to the West Asia war. The OMCs have been selling ATF at a loss for domestic flights, which is adversely impacting their financial health. They are also bearing losses on other fuels like petrol, diesel, and cooking gas sold to households. On the other hand, Indian airlines have also been struggling, particularly in international flight operations, as they are required to pay the full market-linked price for overseas operations.

The government expects this arrangement, which will be in place for up to three years, to ease the pain for the OMCs as well as Indian airlines in the prevailing environment of extreme fuel price volatility. It also expects the move to rein in runaway airfares due to fuel price pressure. It is a voluntary

• STABILISING PRICES

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IT ALSO expects the move to rein in runaway airfares due to fuel price pressure

facility only available to Indian airlines, and not to foreign carriers. It will be implemented through an agreement between the airlines and the OMCs, under which the carriers will have to procure ATF exclusively from the OMCs for up to three years, "subject to annual review or until the advance amount is fully recovered, whichever is earlier".

Usually, ATF accounts for about 40% of Indian airlines' operational costs; the price surge had led to a further in-



THE FACILITY is voluntary, only available to Indian airlines, and not to foreign carriers

crease to 55-60%, according to an Indian airline association.

The hike in jet fuel prices resulted in most major airlines increasing fuel surcharges, particularly for overseas flights, even as they claimed that the surcharges would set off only a part of the cost escalation. The government said the West Asia crisis pushed up international jet fuel prices to Rs 142 per litre in May from Rs 60.50 per litre in March, an increase of 135%.

According to Raj, Rs 60.5 per litre was the base price — with-

out government taxes and other charges — on ATF March 1. This went up to as high as Rs 142 per litre in subsequent weeks. However, in the monthly price revision announced on April 1, the OMCs hiked the price by only 25% for domestic flights, while it should have more than doubled in line with international price benchmarks. For international flights, however, the full pass-through was implemented.

"If you apply 25% to the March base price of Rs 60.5 (per litre), the figure of Rs 75.62 comes. When you apply excise and VAT at Delhi, the selling price was about Rs 104. This price was because of capping. Under the new mechanism... we are moving towards a fixed price mechanism," Raj said.

He explained that the fixed price has been frozen at the base price level, excluding all charges and taxes like VAT, central excise, airport charges, and fixed differentials like freight, insurance, and profit margin of the OMCs. For domestic operations, that price has been fixed at Rs 86.32 per litre, while for international flights, it is Rs 104.49 per litre.

FULL REPORT ON

WWW.INDIANEXPRESS.COM

MARUTI SUZUKI LAUNCHES WAGONR FLEX FUEL

New WagonR can run on pure ethanol; India to have 5K flex-fuel pumps by 2027

Soumyarendra Barik
New Delhi, June 4

INDIA'S LARGEST carmaker, Maruti Suzuki India on Thursday launched the WagonR Flex Fuel, billed as the country's first mass-market flex-fuel passenger car, marking a significant step in India's push towards alternative fuels. The vehicle can even run on pure ethanol, and will allow consumers to use a wider range of ethanol and petrol mixes without engine modifications.

The launch comes as the government intensifies efforts to promote ethanol-based mobility and reduce dependence on imported crude oil amid the West Asia crisis. In a bid to develop a fuel supply and delivery ecosystem as flex-fuel vehicles hit the Indian roads, plans are also afoot to make the flex-fuels available at 5,000 fuel pumps by the end of 2027.

The carmaker has previously showcased prototype versions of



Maruti Suzuki India CEO Hisashi Takeuchi (left), Road Transport and Highways Minister Nitin Gadkari and Petroleum Minister Hardeep Singh Puri at the launch of India's first flex fuel car. X/@HARDEEPSURI

the car. The production-spec variant of the car launched on Thursday is capable of running on pure ethanol (E100), although it has been homologated to run on E85 fuel — 85% ethanol and 15% petrol.

Technically, it means the car can run on various fuel blends, from E20 to E100, but given that approved standards in India are

upto E85, the car has been certified to use ethanol blend of up to 85%.

Minister of Road Transport and Highways Nitin Gadkari, and Petroleum Minister Hardeep Singh Puri were present at the car's launch.

Flex-fuel vehicles are equipped with modified internal combustion engines that

can run on petrol, ethanol, or any combination of the two without requiring manual adjustments by the driver. Sensors in the vehicle detect the fuel blend and automatically alter engine settings like fuel injection and ignition timing to ensure optimal performance.

"The company is introducing BEVs (battery electric vehicles), Hybrids, CNG/CBG (compressed biogas) and ethanol flex-fuel vehicles to meet India's twin goals of reducing oil import and carbon emissions ...

The ecosystem for ethanol as a fuel in India is in its early stages ... Once it reaches mainstream adoption, flex-fuel vehicles have the potential to cut oil imports, carbon emissions, and local air pollution while enhancing domestic value addition and farmer incomes," said Hisashi Takeuchi, MD and CEO, Maruti Suzuki India.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

Up To 100 Ethanol Fuel Stations to be Rolled Out in NCR, Maha: Puri

Plan to expand network of ethanol fuel stations to 500 by the end of 2026, says oil minister

Press Trust of India

New Delhi: The government is rolling out 50-100 ethanol fuel stations in Delhi-NCR, Pune, Mumbai and Nagpur, with an aim to reduce imports of fossil fuels, Petroleum and Natural Gas Minister Hardeep Singh Puri said on Thursday.

He expressed hope to expand this network of ethanol fuel stations to 500 by the end of 2026.

Speaking on the sidelines of the launch of India's first flex fuel car by Maruti Suzuki, Puri said he anticipates that by the end of 2027, India will have 5,000 ethanol fuel stations. "I think we are starting with about 50 to 100 (ethanol) dispensing stations in Delhi-NCR region, Pune, Mumbai, and Nagpur, etc. This 50-100 (ethanol) dispensing stations will hopefully go up to 500 towards the end of 2026," he said.

The minister said if the Euro VI standard vehicle can be made compliant with E100, it will also help in reducing import of fossil fuels, which is around \$120 billion.

Puri said the government is also working on supportive measures such as pricing support, road tax concessions, availability of E85 testing fuel, special identifiers for FFVs and retail outlets, consumer awareness initiatives, and development of storage and dispensing infrastructure to increase adoption.

"This is not merely a transition in fuel, but it is the creation of a complete ecosystem for cleaner mobility, stronger energy security, and greater self-reliance," he said.

Responding to a question on losses OMCs are making every day due to buying crude, gas and LPG at higher prices and shielding consumers by selling the three retail fuels at lower prices, he said, "They are still quite high... ₹500-550 crore per day loss."



Petroleum & Natural Gas Minister Hardeep Singh Puri

The minister said 60% of India's LPG and 90% of India's crude oil was coming via the Strait of Hormuz. "In the 93 or 94 days that have elapsed (after the attack of the US and Israel on Iran on February 28), there has not been a single dry out anywhere. There has been no shortage," Puri claimed.

He, however, asserted that there have been individuals who have tried to take advantage of that situation by spreading false news by creating or conspiring to create artificial shortages when none existed.

Puri said India comes next to Japan as a country with the lowest increase in fuel prices.

The minister pointed out that if half the new (two-wheeler and four-wheeler) vehicles which come out are flex fuel-compliant, then India can unlock 311.8 crore litres of additional ethanol demand and ₹12,403 crore additional income for farmers.

He noted that the country has already raised ethanol blending in petrol from 1.5% in 2014 to 20% today, resulting in foreign exchange savings of ₹1.84 lakh crore through the substitution of 302

lakh metric tonnes of crude oil.

The minister said the entry of flex-fuel technology into the passenger vehicle segment is not merely a product launch, but also the beginning of a new chapter in India's energy transition.

Puri noted that India has nearly 37 lakh passenger vehicles representing the aspirations of middle-class India and the future of personal mobility.

Large-scale adoption of flex-fuel technology in this segment can significantly multiply the impact of ethanol-based mobility, he added.

Puri credited the leadership of Prime Minister Narendra Modi for balancing the three key pillars of India's energy strategy — availability, affordability and sustainability.

On availability, he highlighted that India maintained uninterrupted supplies of crude oil, LPG and natural gas despite global volatility.

"India increased domestic LPG production from 32 TMT per day pre-crisis to nearly 52 TMT per day, while also expanding the transition towards piped natural gas and CNG," the minister said.

On affordability, the minister said India recorded one of the lowest increases in fuel prices globally. He recalled the prime minister's decision to reduce central excise duties on petrol and diesel by Rs 10 per litre to provide relief to consumers.

Talking about sustainability, Puri recalled his earlier experience in Brazil and the USA, where ethanol blending based on sugar and maize had already demonstrated success.

He said India's ethanol blending programme has become one of the most successful energy transition initiatives.

Puri noted that India's ethanol success story was built through a whole-of-government approach and creation of a strong ecosystem involving farmers, ethanol producers, oil marketing companies, vehicle manufacturers, scientists and financial institutions.

कच्चे तेल का बड़ा आपूर्तिकर्ता बना रह सकता है वेनेजुएला

पीएम मोदी व राष्ट्रपति रोड्रिगुएज के बीच वार्ता में बनी सहमति

जागरण ब्यूरो, नई दिल्ली : पश्चिम एशिया विवाद और रूस से खरीद को लेकर अमेरिका की अस्थिर नीतियों के कारण भारत कच्चे तेल के एक बड़े आपूर्तिकर्ता की तलाश में है। यह फिलहाल दक्षिण अमेरिकी देश वेनेजुएला पर खत्म होती दिख रही है। गुरुवार को प्रधानमंत्री नरेन्द्र मोदी और वेनेजुएला की कार्यवाहक राष्ट्रपति डेल्सी रोड्रिगुएज के बीच बैठक में द्विपक्षीय सहयोग से जुड़े कई मुद्दों पर बात हुई। इसमें ऊर्जा सहयोग, खासकर कच्चे तेल की खरीद एवं आपूर्ति सबसे अहम मुद्दा रहा। जनवरी, 2026 में अमेरिका ने हस्तक्षेप करके वेनेजुएला में सत्ता परिवर्तन कर रोड्रिगुएज को कार्यवाहक राष्ट्रपति बनाया और उसके बाद से भारत ने बड़े पैमाने पर उससे तेल खरीद शुरू की है। चार महीने पहले तक भारत वेनेजुएला से एक लीटर तेल भी नहीं खरीदता था और आज यह तीसरा सबसे बड़ा आपूर्तिकर्ता बन गया है। गुरुवार की बैठक में कच्चे तेल की खरीद के लिए दीर्घकालिक समझौते पर बात हुई है। दोनों नेताओं के बीच दुर्लभ खनिजों और सांस्कृतिक संबंधों के क्षेत्र में सहयोग पर भी वार्ता हुई।

पश्चिम एशिया युद्ध के बाद से वैश्विक बाजार में न सिर्फ तेल की कीमतें बढ़ी हैं, बल्कि आपूर्ति भी प्रभावित हुई है। अपनी जरूरत का 87 प्रतिशत तक तेल आयात करने वाले भारत के लिए समस्या ज्यादा बढ़ी है। भारत 60 प्रतिशत तेल



● तेल खरीद के दीर्घकालिक समझौते पर हुई बात, दुर्लभ खनिजों के क्षेत्र में सहयोग पर भी वार्ता

नई दिल्ली में गुरुवार को वेनेजुएला की कार्यवाहक राष्ट्रपति डेल्सी रोड्रिगुएज का स्वागत करते प्रधानमंत्री नरेन्द्र मोदी ● एएनआइ

पश्चिम एशियाई देशों से लेता रहा है, लेकिन वहां से आपूर्ति बाधित है। अमेरिकी प्रतिबंध फिर लागू होने से रूस से खरीद मुश्किल हो जाएगी। अभी अमेरिका ने रूस से तेल खरीद पर भारत को जो छूट दी है, वह 17 जून, 2026 को समाप्त हो रही है। अमेरिकी विदेश मंत्री मार्को रूबियो ने संसद में बयान दिया है कि जल्द ही भारत को मिली छूट समाप्त की जाएगी। लिहाजा भारत जल्द से जल्द रूस के विकल्प की तलाश में है। विदेश मंत्रालय का कहना है कि भारत अपनी जनता व आर्थिकी को देखते हुए जहां से जरूरत होगी, तेल खरीदेगा। हालांकि, इससे इन्कार करना मुश्किल है कि स्थिति बदलने पर रूस से तेल खरीद में कुछ कमी हो। आंकड़ों के मुताबिक, भारत ने मई, 2026 में वेनेजुएला से चार लाख बैरल प्रतिदिन कच्चा तेल खरीदा है।

बता दें कि वेनेजुएला के कच्चे

तेल पर अमेरिका का कब्जा है। लिहाजा भारत जो भुगतान कर रहा है, उसका एक बड़ा हिस्सा अमेरिका को जाता है। इस बारे में विदेश मंत्रालय के सचिव (पूर्व) रूदेन्द्र टंडन ने सीधा जवाब नहीं दिया। उन्होंने कहा, 'वेनेजुएला एक परिवर्तन से गुजर रहा है। खरीद-बिक्री का मामला अस्थिरता में कंपनियों के बीच होता है। उन्हें मौजूदा भुगतान व्यवस्था का पालन करना पड़ता है।'

मौजूदा व्यवस्था के तहत वेनेजुएला की संपदाओं की बिक्री से मिली राशि को अमेरिकी वित्त मंत्रालय की निगरानी में खर्च किया जाता है। यह भी उल्लेखनीय है कि वेनेजुएला की राष्ट्रपति की भारत यात्रा की पहली घोषणा भी अमेरिकी विदेश मंत्री ने की थी। रोड्रिगुएज अभी तक सिर्फ अपने दो पड़ोसी देशों ग्रेनाडा व बारबाडोस की यात्रा पर गई हैं।

विमान ईंधन के लिए मानक कीमत तय

नई दिल्ली, हिन्दुस्तान ब्यूरो। केंद्र सरकार ने 10,000 करोड़ रुपये के विमान ईंधन (एटीएफ) मूल्य स्थिरीकरण कोष को मंजूरी देने के एक दिन बाद स्पष्ट किया है कि इस योजना में शामिल होना घरेलू विमानन कंपनियों के लिए अनिवार्य नहीं होगा। साथ ही सरकार ने एटीएफ की एक मानक कीमत भी तय कर दी है।

नई व्यवस्था के तहत घरेलू उड़ानों के लिए एटीएफ की आधार कीमत 86.32 रुपये प्रति लीटर तय की गई है, जबकि अंतरराष्ट्रीय उड़ानों के लिए यह कीमत

तय दर पर ईंधन लेना होगा

एक बार किसी एयरलाइन ने तेल विपणन कंपनियों के साथ एमओयू पर हस्ताक्षर किए, तो उसे तय दरों पर ईंधन खरीदना होगा, भले ही वैश्विक बाजार में तेल की कीमतें बाद में कम क्यों न हो जाएं। योजना से बाहर निकलने के लिए एयरलाइन को सभी बकाया भुगतान पहले चुकाने होंगे।

104.49 रुपये प्रति लीटर होगी। इस मूल्य में वैट, उत्पाद शुल्क, हवाई अड्डा शुल्क और अन्य कर शामिल नहीं हैं। इसमें केवल

शहरों में अलग-अलग कीमत

राज्य सरकारों द्वारा लगाए जाने वाले करों के कारण एटीएफ की कीमत हर शहर में अलग होगी। उदाहरण के लिए मुंबई में योजना के तहत एटीएफ की कीमत करीब 114.5 रुपये प्रति लीटर होगी, जबकि अधिक वैट के कारण चेन्नई में यह लगभग 139 रुपये प्रति लीटर तक पहुंच सकती है।

माल दुलाई, बीमा और तेल कंपनियों के मार्जिन जैसी निश्चित लागतें जोड़ी गई हैं।



दिल्ली-एनसीआर, महाराष्ट्र में जल्द स्थापित होंगे 100 एथनॉल स्टेशन

नई दिल्ली, (पंजाब केसरी): पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने बृहस्पतिवार को कहा कि सरकार कच्चे तेल के आयात को कम करने के उद्देश्य से दिल्ली-एनसीआर, पुणे, मुंबई और नागपुर में 50 से 100 एथनॉल ईंधन स्टेशन स्थापित कर रही है। पुरी ने उम्मीद जताई कि यह नेटवर्क बढ़कर 2026 के अंत तक 500 स्टेशनों तक पहुंच जाएगा। मारुति सुजुकी द्वारा भारत की पहली एथनॉल मिश्रित पेट्रोल से चलने वाली कार (फ्लेक्स-फ्यूल) पेश किए जाने के मौके पर पुरी ने कहा कि उन्हें उम्मीद है कि 2027 के अंत तक भारत में 5,000 एथनॉल ईंधन स्टेशन होंगे।

पुरी ने कहा, हम दिल्ली-एनसीआर, पुणे, मुंबई और नागपुर में लगभग 50 से 100 एथनॉल वितरण स्टेशन के साथ शुरुआत कर रहे हैं। यह संख्या 2026 के अंत तक बढ़कर 500 तक पहुंच सकती है। मंत्री ने कहा कि यदि यूरो 6 मानक वाहन को ई100 ईंधन (शत प्रतिशत



एथनॉल वाले वाहन) के अनुकूल बनाया जा सके, तो इससे लगभग 120 अरब अमेरिकी डॉलर के कच्चे तेल आयात को कम करने में मदद मिलेगी। तेल विपणन कंपनियों के घाटे पर एक सवाल के जवाब में उन्होंने कहा कि वे अभी भी प्रतिदिन लगभग 500 से 550 करोड़ रुपये का नुकसान उठा रही हैं। उन्होंने कहा कि भारत के 60 प्रतिशत एलपीजी और 90 प्रतिशत कच्चे तेल की आपूर्ति होर्मुज जलडमरूमध्य के रास्ते से होती है। पिछले 93-94 दिनों में किसी भी स्थान पर ईंधन की कमी नहीं हुई है, हालांकि कुछ लोगों ने झूठी खबरें फैलाकर कृत्रिम कमी पैदा करने की कोशिश की।

बीपीसीएल ने दर्ज की शानदार वृद्धि

नई दिल्ली, (पंजाब केसरी): देशभर में बढ़ती गतिशीलता, मजबूत औद्योगिक गतिविधियों, ऊर्जा खपत में वृद्धि और आर्थिक गतिविधियों के विस्तार की झलक भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) के मई 2026 के परिचालन प्रदर्शन में देखने को मिली। इस अवधि के दौरान कंपनी ने अपने प्रमुख व्यावसायिक क्षेत्रों में वृद्धि दर्ज की। समाह परिवहन, औद्योगिक और घरेलू ऊर्जा श्रेणियों में अधिक मांग देखने को मिली, जो भारत की विकास यात्रा की बेहतर तरिके से रेखांकित करती है। साथ ही, यह आर्थिक गतिविधियों को समर्थन प्रदान करने में ऊर्जा आधारभूत रचना की महत्वपूर्ण भूमिका को भी दर्शाती है। बीपीसीएल की पेट्रोल बिक्री 10.50 लाख मीट्रिक टन से ज्यादा रही, जो पिछले साल की इसी अवधि के मुकाबले 4.29 प्रतिशत की बढ़ोतरी दिखाती है। यह लोगों के ज्यादा यात्रा करने, सड़क यात्राओं में बढ़ोतरी और शहरों व छोटे शहरों में उपभोक्ता गतिविधियों के मजबूत

रहने को दर्शाता है। हाई-स्पीड डीजल (एचएसडी) की बिक्री 21.00 लाख मीट्रिक टन से ज्यादा रही, जो पिछले साल की इसी अवधि के मुकाबले 6.72 प्रतिशत की बढ़ोतरी दिखाती है। देश के अलग-अलग हिस्सों में सामान दुलाई, निर्माण काम, उद्योग और खेती के काम बढ़ने की वजह से डीजल की मांग मजबूत बनी रही।

बीपीसीएल के एक प्रवक्ता ने कहा कि मई 2026 में प्रमुख उत्पादों की बिक्री में जो वृद्धि हुई है, वह भारत की मजबूत आर्थिक मांग को दिखाती है। उन्होंने कहा कि परिवहन, बुनियादी ढांचे का विकास, उद्योग और घरेलू उपयोग में लगातार बढ़ोतरी हो रही है। ऐसे में बीपीसीएल अपनी मजबूत आपूर्ति व्यवस्था, बड़े वितरण नेटवर्क और ग्राहक-केंद्रित कामकाज के जरिए लोगों तक भरोसेमंद ऊर्जा पहुंचाने के लिए प्रतिबद्ध है। साथ ही कंपनी देश की बदलती ऊर्जा जरूरतों को पूरा करने और ऊर्जा से जुड़ी सुविधाओं को और मजबूत बनाने के लिए लगातार निवेश कर रही है।



विनय सिन्हा

देश के तेल व्यापार घाटे से निकली चेतावनी

तेल आयात पर निर्भरता कम करने के लिए भारत को इसकी मांग पर भी अंकुश लगाना होगा। बता रहे हैं धर्मकीर्ति जोशी और अधीश वर्मा

पश्चिम एशिया संकट भारत की अर्थव्यवस्था को कई तरह से प्रभावित कर रहा है। ऊर्जा जिससे खासतौर पर कच्चे तेल की कीमतों पर इसका सबसे अधिक असर हुआ है। फरवरी के अंत में जंग छिड़ने के बाद से अब तक कच्चे तेल की कीमतें 60 फीसदी बढ़ चुकी हैं। कमी के बावजूद तेल और तेल उत्पाद देश की कुल ऊर्जा आपूर्ति में 25 फीसदी के हिस्सेदार हैं। तेल आयात पर देश की बढ़ती निर्भरता हमें खासतौर पर संवेदनशील बनाती है। हमारी घरेलू तेल जरूरतों का 85 फीसदी आयात किया जाता है। हम कच्चे तेल का आयात करते हैं और उसका कुछ हिस्सा परिशोधित पेट्रोलियम उत्पाद के रूप में निर्यात करते हैं। चूंकि आयात का आकार और लागत पेट्रोलियम निर्यात से बहुत अधिक है इसलिए तेल व्यापार निरंतर घाटे में रहता है। वित्त वर्ष 26 में यह घाटा 120 अरब डॉलर रहा। आमतौर पर जब कच्चे तेल की कीमतें गिरती हैं तो भारत का तेल व्यापार घाटा कम

होता है। परंतु पिछले दो वित्त वर्षों यानी 2024-25 और 2025-26 में यह रिश्ता टूट गया। सस्ते कच्चे तेल के बावजूद (वित्त वर्ष 24 में 83 डॉलर प्रति बैरल से घटकर वित्त वर्ष 26 में 70.3 डॉलर प्रति बैरल) भारत का तेल व्यापार घाटा 27 फीसदी बढ़कर 94.5 अरब डॉलर से 120 अरब डॉलर हो गया क्योंकि पेट्रोलियम उत्पादों का निर्यात घट गया। वैश्विक तेल की मांग कमजोर होने के तीन मुख्य कारण थे। महामारी के बाद अचानक गतिशीलता में आई तेजी का कम होना, औद्योगिक वृद्धि की सुस्ती, और इलेक्ट्रिक वाहनों को अपनाने में वृद्धि। भारत में रुझान इसके विपरीत रहा। देश की तेजी से बढ़ती बड़ी अर्थव्यवस्था के कारण कच्चे तेल का आयात लगातार बढ़ता रहा। आश्चर्य नहीं कि 2024 के बाद के दो वित्त वर्षों में तेल भारत के वस्तु व्यापार घाटे का सबसे बड़ा योगदानकर्ता रहा है। चिंताजनक बात यह है कि वर्तमान में कच्चे तेल की कीमतों में आई तेजी लंबे

समय तक बनी रह सकती है। कच्चे तेल के बाजार एक बड़े आपूर्ति तंगी का सामना कर रहे हैं, क्योंकि होमजुस्टेड बंद है और पश्चिम एशिया में तेल उत्पादन केंद्र क्षतिग्रस्त हो गए हैं। भले ही होमजुस्टेड से आवागमन बेहतर हो जाए लेकिन पश्चिम एशिया संघर्ष से नाट हूए उत्पादन तंत्र को सामान्य होने में समय लगेगा। क्रिसिल का अनुमान है कि इस वित्त वर्ष में ब्रेंट क्रूड की औसत कीमत 90-95 डॉलर प्रति बैरल रहेगी, जबकि पिछले वित्त वर्ष में यह 70.3 डॉलर प्रति बैरल थी। परिणामस्वरूप वित्त वर्ष 27 में भारत का तेल व्यापार घाटा और भी बढ़ने वाला है। बढ़ता हुआ तेल व्यापार घाटा, अन्य कारकों के साथ मिलकर, इस वित्त वर्ष भारत के चालू खाते के घाटे को सकल घरेलू उत्पाद (जीडीपी) के 2.2 फीसदी तक पहुंचा देगा जो पिछले वित्त वर्ष के लगभग 0.8 फीसदी से तेज उछाल है। इसके साथ ही, पुंजी प्रवाह कमजोर रहने के आसार हैं। जैसा कि पिछले दो वित्तीय

वर्षों में हुआ। इसका अर्थ है कि रुपये और विदेशी मुद्रा भंडार पर दबाव ऊंचा बना रहेगा।

आईईए ने कहा है कि पूर्वानुमान अवधि यानी 2024 से 2030 के बीच में भारत की कच्चे तेल की मांग प्रतिदिन 10 लाख बैरल तक बढ़ेगी। किसी भी देश के लिए यह अब तक की सबसे बड़ी वृद्धि है। इसका कारण तेज शहरीकरण, अपेक्षाकृत मजबूत औद्योगिक वृद्धि और उभरता हुआ परिवहन क्षेत्र है। दूसरी ओर वैश्विक मांग धीमी बनी रहने की संभावना है और 2030 में तो इसमें कमी आ सकती है। वर्तमान मुश्किलों से निपटने के लिए सरकार मितव्ययिता उपायों और नैतिक आग्रह के माध्यम से प्रबंधन करने की कोशिश कर रही है। उदाहरण के लिए घर से काम को बढ़ावा देना। हाल तक तेल विपणन कंपनियों और सरकार ऊंचे तेल मूल्यों का बोझ खुद उठा रही थीं। अब यह धीरे-धीरे अंतिम उपभोक्ता तक पहुंचाया जा रहा है। मांग को नियंत्रित करने के लिए हाल ही में पेट्रोल और डीजल की कीमतें पंप पर बढ़ा दी गईं।

आपूर्ति के मामले में, कच्चा तेल वैकल्पिक स्रोतों से कुशल कूटनीति के जरिए खरीदा जा रहा है। रूसी तेल पर प्रतिबंध हटाना भी मददगार है। मध्यम से दीर्घकाल में मांग को नियंत्रित करने के लिए आपूर्ति का विविधीकरण जारी रहना चाहिए और रणनीतिक भंडार को मजबूत करना होगा। प्रधानमंत्री नरेंद्र मोदी ने हाल ही में संयुक्त अरब अमीरात की यात्रा के दौरान इस दिशा में कई ऐतिहासिक समझौतों पर हस्ताक्षर किए। इनमें से एक समझौता इंडियन स्ट्रैटिजिक पेट्रोलियम रिजर्व्स लिमिटेड और अबू धाबी नेशनल ऑयल कंपनी के बीच रणनीतिक सहयोग समझौता है जिसका उद्देश्य भारत की ऊर्जा सुरक्षा को मजबूत करना है।

उपलब्ध घरेलू ऊर्जा स्रोतों के उपयोग को प्राथमिकता देना ऊर्जा सुरक्षा सुनिश्चित करने के लिए अत्यंत महत्वपूर्ण है। विशेषकर भू-राजनीतिक अस्थिरता के समय। आयात पर निर्भरता कम करने के लिए तेल खनन की दिशा में भी ठोस प्रयास आवश्यक हैं। सरकार ने इस दिशा में कदम बढ़ाए हैं। हाल ही में कच्चे तेल और

प्राकृतिक गैस उत्पादन पर रॉयल्टी दरों में कमी घरेलू खोज को प्रोत्साहित करने और निवेश में सुधार दिखाई देने के उद्देश्य से की गई है। समुद्र मंथन कार्यक्रम का लक्ष्य गहरे समुद्र में तेल, गैस और अहम खनिजों की खोज करना है। इन पहलों को आगे बढ़ाना होगा। लेकिन इनकी परिपक्वता अवधि लंबी होती है और इनमें अनिश्चितताएं भी होती हैं। इसलिए साथ ही साथ कच्चे तेल पर आयात निर्भरता कम करने के लिए अतिरिक्त और अधिक निश्चित रास्ते भी खोजने होंगे।

हाल ही में घोषित 100 फीसदी एथनॉल मिश्रण का लक्ष्य उसी दिशा में एक कदम है। बेहतर और व्यापक ईवी अधोसंरचना विकसित करने पर अधिक ध्यान देना, साथ ही सार्वजनिक परिवहन (हाई-स्पीड रेल, मेट्रो नेटवर्क आदि) में अधिक निवेश करना भी वांछनीय है। भारत में कोयला प्राथमिक ऊर्जा का सबसे बड़ा स्रोत है और इस पर आयात निर्भरता कम है, क्योंकि घरेलू उत्पादन मांग का 70 फीसदी से अधिक पूरा करता है। यद्यपि स्वच्छ कोयला प्रौद्योगिकियां अपनाई जा सकती हैं, लेकिन नवीकरणीय ऊर्जा को अस्थिर प्रकृति को देखते हुए कोयला-आधारित बिजली आवश्यक क्षमता प्रदान करती रहेगी। यह दृष्टिकोण नवीकरणीय ऊर्जा, विशेषकर सौर ऊर्जा में तेज निवेश को सुगम बनाएगा, जहां भारत पहले ही उल्लेखनीय प्रगति कर चुका है। इसके अतिरिक्त, न्यूक्लियर टेक्नालॉजी को अपनाने की गति तेज करना और वर्ष 2031-32 तक लगभग 22 गीगावॉट का लक्ष्य हासिल करना एक सतत प्रयास होना चाहिए।

भारत का तेल व्यापार घाटा यदि सामान्य परिदृश्य में संरचनात्मक रूप से और बड़ा होने जा रहा है, तो आयात निर्भरता कम करने के उपायों को दीर्घकालिक आकांक्षा से हटाकर तत्काल, क्रियान्वयन योग्य प्राथमिकताओं में बदलना होगा। यह विकसित भारत 2047 के लक्ष्य के अनुरूप है, जिसे अधिक आत्मनिर्भरता के माध्यम से हासिल किया जाना है।

(लेखक क्रमशः क्रिसिल लिमिटेड में मुख्य अर्थशास्त्री और वरिष्ठ अर्थशास्त्री हैं। ये उनके निजी विचार हैं।)

2027 तक 5,000 पंपों पर बिकेगा फ्लेक्स-फ्यूल: पुरी

दीपक पटेल
नई दिल्ली, 4 जून

पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने गुरुवार को कहा कि तेल विपणन कंपनियां (ओएमसी) जल्द ही राष्ट्रीय राजधानी क्षेत्र (एनसीआर) और मुंबई-पुणे-नागपुर कॉरिडोर में 50 से 100 पेट्रोल पंपों पर फ्लेक्स-फ्यूल की बिक्री शुरू करेंगी। इसके बाद इस ईंधन की बिक्री का दायरा बढ़ाकर 2027 के अंत तक देश के प्रमुख शहरों में 5,000 पेट्रोल पंपों तक पहुंचाया जाएगा। देशभर में खुदरा पेट्रोल पंपों पर फ्लेक्स-फ्यूल की उपलब्धता नहीं होना भारत में फ्लेक्स-फ्यूल वाहनों (एफएफवी) को बाजार में उतारने में सबसे बड़ी बाधाओं में से एक रहा है। फ्लेक्स-फ्यूल ऐसे ईंधन को कहा जाता है जिसमें पेट्रोल के साथ कम से कम 85 प्रतिशत एथनॉल मिला होता है। ऐसे ईंधन पर चलने के लिए विशेष रूप से तैयार किए गए वाहनों को फ्लेक्स-फ्यूल वाहन कहा जाता है।

पुरी ने मारुति सुजुकी इंडिया लिमिटेड द्वारा भारत की पहली फ्लेक्स-फ्यूल कार वैगनआर के फ्लेक्स-फ्यूल संस्करण के लॉन्च के बाद अपने संबोधन में कहा कि भारत में विभिन्न वाहन श्रेणियों में एफएफवी को चरणबद्ध तरीके से लागू किए जाने के साथ ही भारतीय मानक ब्यूरो (बीआईएस) ने ई85 (85 प्रतिशत एथनॉल मिश्रित ईंधन) को एफएफवी के लिए मानक एकल ईंधन (मोनो फ्यूल) के रूप में अधिसूचित कर दिया है। ऐसे में मुझे लगता है कि इस पहल की सफलता सुनिश्चित है। उन्होंने कहा, 'शुरुआत में दिल्ली-एनसीआर और मुंबई-पुणे-नागपुर कॉरिडोर में लगभग 50-100 फ्लेक्स-फ्यूल



“ ”
शुरुआत में दिल्ली-एनसीआर और मुंबई-पुणे-नागपुर कॉरिडोर में लगभग 50 से 100 फ्लेक्स-फ्यूल डिस्पेंसिंग आउटलेट होंगे। इस वर्ष दिसंबर तक संख्या 500 तक बढ़ जाएगी

हरदीप सिंह पुरी,
पेट्रोलियम एवं प्राकृतिक गैस मंत्री

डिस्पेंसिंग आउटलेट होंगे। इस वर्ष दिसंबर तक यह संख्या 500 तक बढ़ जाएगी और अगले वर्ष के अंत तक ईश्वर की इच्छा से प्रमुख शहरों में लगभग 5,000 आउटलेट तक विस्तार होगा।'

पेट्रोलियम और प्राकृतिक गैस मंत्रालय के डेटा विभाग, पेट्रोलियम प्लानिंग और एनालिसिस सेल के अनुसार भारत में सार्वजनिक और निजी ओएमसी द्वारा संचालित एक लाख से अधिक ईंधन खुदरा आउटलेट हैं। प. एशिया में संघर्ष शुरू होने के बाद केंद्र सरकार वाहन निर्माताओं को भारत में फ्लेक्स-फ्यूल वाहनों को बाजार में उतारने के लिए प्रोत्साहित कर रही है।

कार्बन कम करने में सीबीजी 'शक्तिशाली' मार्ग : मारुति सुजुकी

दीपक पटेल
नई दिल्ली, 4 जून

मारुति सुजुकी इंडिया (एमएसआईएल) ने कहा है कि उसने कंप्रेस्ड बायोगैस (सीबीजी) को एक ऐसे 'शक्तिशाली' माध्यम के रूप में पहचाना है, जो भारत को 2070 तक कार्बन उत्सर्जन शून्य करने के लक्ष्य तक पहुंचने में मदद कर सकता है। इसलिए, कंपनी 9 सीबीजी संयंत्र लगाने में बड़ा निवेश कर रही है। यह बात गुरुवार को



मारुति सुजुकी इंडिया के एमडी और सीईओ हिसाशी ताकेउची

कंपनी के प्रबंध निदेशक और मुख्य कार्याधिकारी हिसाशी ताकेउची ने कही।

कंप्रेस्ड बायोगैस का इस्तेमाल सीएनजी वाहनों में बिना किसी बदलाव के किया जा सकता है, क्योंकि शुद्धीकरण और कम्प्रेसन के बाद यह सीएनजी जैसे गुणों वाला मीथेन संपन्न ईंधन बन जाता है। कंप्रेस्ड बायोगैस का उत्पादन कृषि और जैविक कचरे से देश के भीतर ही किया जाता है। इस गैस के बजाय भारत का सीएनजी नेटवर्क प्राकृतिक गैस के बढ़ते आयात पर निर्भर होता जा रही है।

पेट्रोलियम मंत्रालय की डेटा और सांख्यिकी शाखा पेट्रोलियम योजना और विश्लेषण प्रकोष्ठ (पीपीएसी) के आंकड़ों के अनुसार वित्त वर्ष 2025 में भारत की प्राकृतिक गैस की आधी से अधिक जरूरत आयात के जरिये पूरी की गई।

दिल्ली में भारत की पहली फ्लेक्स फ्यूल कार वैगनआर फ्लेक्स फ्यूल वेरिएंट लॉन्च करने के बाद,

ताकेउची ने कहा, 'भारत में अलग-अलग ग्राहकों की अलग-अलग जरूरतों को पूरा करने और कार्बन उत्सर्जन कम करने के लिए सभी संभावित टेक्नॉलजी का इस्तेमाल करने के लिए मारुति सुजुकी एक बहुस्तरीय रणनीति के लिए प्रतिबद्ध है, जिसमें ईवी, स्टॉन हाइब्रिड और सीएनजी शामिल हैं।' फ्लेक्स फ्यूल से मतलब ऐसे ईंधन से है जिसमें पेट्रोल के साथ कम से कम 85 प्रतिशत एथेनॉल मिला होता है। ऐसे मिश्रणों पर चलने के लिए डिजाइन वाहनों को एफएफवी कहा जाता है।

ताकेउची ने कहा कि यदि सीएनजी में मौजूद प्राकृतिक गैस का उत्पादन जैव पदार्थों से से किया जाता है, तो यह बिना कार्बन की बन जाती है। उन्होंने कहा, 'इसलिए, हमने 'शून्य कार्बन' के लिए कंप्रेस्ड बायोगैस को बहुत ही शक्तिशाली माध्यम के रूप में पहचाना है। इसलिए हम एक ईंधन विकल्प के तौर पर कंप्रेस्ड बायोगैस में बड़ा निवेश कर रहे हैं।'

मोदी और रोड्रिगेज के बीच हुई व्यापक वार्ता, भारत और वेनेजुएला कच्चे तेल समेत ऊर्जा क्षेत्र में साझेदारी बढ़ाएंगे

जनसत्ता ब्यूरो
नई दिल्ली, 4 जून।

प्रधानमंत्री नरेंद्र मोदी ने गुरुवार को वेनेजुएला की कार्यवाहक राष्ट्रपति डेल्सी रोड्रिगेज के साथ व्यापक वार्ता की, जिसमें महत्वपूर्ण खनिजों, परमाणुसूटिकल, कृषि और अटोमोबाइल सहित कई क्षेत्रों में द्विपक्षीय संबंधों को और मजबूत करने पर ध्यान केंद्रित किया गया। बैठक में दोनों देशों ने अपनी जरूरतों पर आधारित दीर्घकालिक ऊर्जा साझेदारी स्थापित करने का संकल्प भी लिया। पश्चिम एशिया में जारी संघर्ष के बीच भारत की ओर से अप्रैल से वेनेजुएला से कच्चे तेल की खरीद में तेजी आई है। यही नहीं, वेनेजुएला भारत को कच्चे तेल की आपूर्ति करने वाला तीसरा सबसे बड़ा देश बनकर भी उभरा है। विदेश मंत्रालय में सचिव (पूर्व) रुद्रेंद्र टंडन ने कहा कि बैठक में रोड्रिगेज को स्पष्ट संदेश था कि उनका देश भारतीय अर्थव्यवस्था के आकार और इस तथ्य के मद्देनजर भारत को 'पसंदीदा ऊर्जा भागीदार' के रूप में



प्रधानमंत्री नरेंद्र मोदी गुरुवार को वेनेजुएला की कार्यवाहक राष्ट्रपति डेल्सी रोड्रिगेज के साथ।

देखता है कि यह आने वाले कई वर्षों तक ऊर्जा बाजार में एक स्थिर खरीदार बना रहेगा। टंडन ने बताया कि जवाब में प्रधानमंत्री मोदी ने कहा कि भारत ऊर्जा संबंधों को आगे बढ़ाने के लिए उत्सुक

है और इसमें अपस्ट्रीम (खोज और उत्पादन) और डाउनस्ट्रीम (शोधन और वितरण) दोनों गतिविधियां शामिल होंगी।

उन्होंने कहा, वार्ता में मुख्य रूप से ऊर्जा

साझेदारी स्थापित करने पर ध्यान केंद्रित किया गया। वे (वेनेजुएला) भारत को आने वाले कई वर्षों तक एक स्थिर और भरपूर खरीदार के रूप में देखते हैं। इसलिए, भारत और वेनेजुएला के लिए ऊर्जा क्षेत्र में, मिलकर काम करने की पूरी संभावना एवं अनुकूलता है। उन्होंने बताया कि वार्ता में भारतीय पक्ष ने वेनेजुएला पर ओएनजीसी विदेश के 50 करोड़ अमेरिकी डॉलर से अधिक के लाभांश बकायों का मुद्दा भी उठाया।

टंडन ने एक सवाल के जवाब में कहा, यह हमारा पिसा है। वे (वेनेजुएला) इस मुद्दे को लेकर बहुत रंभीर हैं। उन्होंने बताया कि मोदी-रोड्रिगेज की वार्ता में समग्र द्विपक्षीय आर्थिक साझेदारी का अन्य क्षेत्रों में भी विस्तार करने के मुद्दे पर विचार-विमर्श हुआ। टंडन ने कहा, वेनेजुएला संबंधों से समृद्ध देश है। वहां केवल खनिज ही नहीं, बल्कि सोना, हरे और अन्य धातु भी पाए जाते हैं। इसलिए, खनिज की अपार संभावनाएं हैं। वास्तव में इस बात पर चर्चा हुई कि उनके पास मौजूद संभावित भंडारों का आकलन कैसे किया जाए।