Business Line, Delhi, 10/06/2026
Page No: 1, Size: 25.43cm × 25.51cm

# To hold fuel prices, OMCs got ₹1.23 lakh cr support

**WAR EFFECT.** Fertilizer Ministry has sought double the subsidy allocation

**Shishir Sinha**
New Delhi

The government provided nearly ₹1.23 lakh crore to support state-run oil marketing companies hold fuel prices for 78 days following the West Asia crisis, top officials said on Tuesday.

Concurrently, the Fertilizer Ministry has sought a near 100 per cent increase in subsidy support over its budgeted outlay, which amounts to an additional allocation of approximately ₹3.4 lakh crore.

### FISCAL CUSHION

The substantial fiscal cushion provided to the energy sector underscores the intensity of the external shocks hitting India's import bills. "Oil marketing companies are still incurring losses of ₹650 crore per day for selling fuel at a lower rate than the prevailing global crude prices," said a senior official.

The financial cushion was necessary even though oil marketing companies raised retail petrol and diesel prices four times since May 15, by ₹7.50-8/litre. Previously, the government had reduced excise duty on both fuels by ₹10 a litre on March 27.

On the fertilizer front, another official said the Ministry of Chemicals and Fertilizers had sought about ₹3.4 lakh crore of subsidy allocation from the Ministry of Finance or nearly 100 per cent over and above the Budget Estimate of ₹1.71 lakh crore. "It is under consideration of the Finance Ministry," the official said, adding that global fertilizer supply has 'narrowed'.

"China has started participating in the supply of fertilizers now. They were not doing so for the past eight months," the official said.

The breakdown of the agricultural input subsidy details reveals a steep escalation in retail price protection for farmers. According to top government sources, the subsidy on each bag of urea has increased from ₹2,900 to ₹4,500 at present, adding pressure to the government's expenditure commitments.

Reviewing the broader macroeconomic landscape, the first official said that while the economy is facing severe external challenges due to the West Asia crisis, domestic consumption remains remarkably strong.

However, "growth is not under stress, but there are external challenges from high fertilizer, crude import bill," the official said, adding that March quarter growth momentum is continuing in the first quarter of FY27, and no adverse impact has been seen on remittances so far.

### ASSET OPTIMISATION

To balance these escalating expenditure commitments, the Centre is looking at aggressive asset optimisation and capital inflows.

Further, the official said the government hopes to exceed the budgeted disinvestment, asset monetisation target of ₹80,000 crore in FY27. "Effort for IDBI Bank disinvestment is on," the official said, adding that more steps would be taken to increase FDI flows. "No proposal to curb capital outflow," the official said.

Meanwhile, the government's decision to scrap capital gains tax on foreign portfolio investments in government securities is aimed at helping India's inclusion in Bloomberg's Global Aggregate Index.

**GROWING CONCERN**

- Oil marketing companies are incurring a loss of ₹650 crore per day for selling fuel lower than the global rate
- The Fertilizer Ministry has sought about ₹3.4 lakh crore of subsidy allocation
- The subsidy on each bag of urea has increased from about ₹2,900 to around ₹4,500 at present

# Centre spent ₹1.23L cr to shield consumers from fuel price hike for 78 days

ADITYA RANGROO
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 9

The government extended financial support of approximately Rs 1.23 lakh crore to oil marketing companies (OMCs) to cushion under-recoveries caused by the West Asia conflict and shield consumers from rising crude oil prices for 78 days.

Government sources said the measure was aimed at ensuring that state-owned fuel retailers did not immediately transfer higher global oil costs to consumers.

The Finance Ministry had advised OMCs to delay the pass-through of higher oil prices for 78 days. Beyond that period, however, extending support would have become difficult given the

CONTINUED ON PAGE 8

## More funding not feasible, firms likely to take hike call

## CONG SLAMS CUT IN UJJWALA LPG REFILLS

The Congress has slammed the Centre for slashing the number of subsidised LPG cylinder refills from nine to just four under the Pradhan Mantri Ujjwala Yojana, saying the Modi government is "intoxicated on power".

# Centre spent...

rising costs of fertilisers and crude oil, the sources said.

According to the sources, the government's support amounted to Rs 1.23 lakh crore, including excise duty revenue foregone during the period. "OMCs received support from the government to the tune of Rs 1.23 lakh crore. More funding is not feasible. OMCs are increasingly making their own pass-through decisions," the sources added.

The OMCs are currently under-recovering more than Rs 650 crore per day. The government said its support package included both direct aid and revenue foregone through lower excise duty collections.

GAIL

Millennium Post, Delhi, 10/06/2026
Page No: 9, Size: 29.24cm × 26.64cm

# ATF prices rise about 10% as oil companies roll out fixed pricing

## The new rate will be locked in for up to three years for airlines that opt to participate in the government-backed price stabilisation scheme

OUR CORRESPONDENT

**NEW DELHI:** Aviation turbine fuel (ATF) prices were raised by around 10 per cent on Tuesday as state-owned fuel retailers rolled out a price stabilisation regime, offering domestic airlines a fixed fuel rate for up to three years in a move aimed at shielding carriers and passengers from sharp swings in global oil prices.

Jet fuel for domestic airlines will now cost Rs 115 per litre, up from Rs 104.927, industry sources said.

The new rate will be locked in for up to three years for airlines that opt to participate in the government-backed price stabilisation scheme.

Airlines that do not opt for the scheme will pay market-linked prices, currently around Rs 142 per litre, similar to international carriers.

Those opting into the price stabilisation scheme will continue to receive ATF at Rs 115 per litre, insulated from global benchmark fluctuations. While non-participating carriers will benefit from price declines, they will also face higher costs when international rates rise.

Sources said the scheme is completely voluntary, and airlines will have to take a call if they want to participate in it.

Airlines that do not opt for the scheme will pay market-linked prices, currently around Rs 142 per litre, similar to international carriers

Under the voluntary scheme, participating airlines will pay a fixed free-on-board (FOB) benchmark price of Rs 86.32 per litre, plus airport charges, oil company margins and applicable taxes, resulting in an effective selling price of Rs 115 per litre in Delhi, Rs 114.5 in Mumbai and Rs 139 in Chennai.

The new rate compares with a below-market level of about Rs 105 per litre in Delhi, which had remained unchanged for more than two months after the government allowed only a partial pass-through of higher global fuel costs triggered by the outbreak of the West Asia conflict in late February. The freeze had led to losses for oil marketing companies on aviation turbine fuel (ATF), similar to pressures seen in petrol, diesel and LPG segments.

### Highlights

- » Jet fuel for domestic airlines will now cost Rs 115 per litre, up from Rs 104.927, industry sources said
- » Those opting into price stabilisation scheme will continue to receive ATF at Rs 115/litre, insulated from global benchmark fluctuations
- » While non-participating carriers will benefit from price declines, they will also face higher costs when international rates rise

To address these losses, the Union Cabinet approved a Rs 10,000-crore price stabilisation scheme aimed at capping ATF prices and shielding airlines from volatility linked to geopolitical tensions, while also supporting the financial health of state-owned oil companies.

Under the scheme, whenever global benchmark prices rise above the base rate of Rs 86.32, the government will provide an interest-free advance to oil marketing companies to cover the difference. When prices fall, the differential will be recovered from the companies and returned to the Consolidated Fund of India.

ATF typically accounts for about 40 per cent of airline operating expenses and can rise to as much as 60 per cent during periods of sharp volatility.

Sources said international jet fuel prices had climbed to as high as Rs 142 per litre in May from pre-war rates of Rs 60.50 per litre, raising concerns over airline operating costs and potential fare increases.

The new arrangement, they said, is not a subsidy but a temporary stabilisation framework intended to smooth volatility in fuel prices while ensuring accountability, monitoring and full recovery of funds.

For passengers, the most important benefit of this decision is that it will help to moderate sudden increases in the airfare that often result from sharp spikes in fuel prices.

By reducing the exposure of airlines to extreme fuel price fluctuations, the government aims to minimise the pass-through of such costs to travellers and provide greater fare stability.

Financial Express, Delhi, 10/06/2026
Page No: 2, Size: 15.90cm × 21.91cm

# Hormuz closure opens up $100-bn LNG opportunity

SAURAV ANAND
New Delhi, June 9

**CLOSURE OF THE** Strait of Hormuz has removed more than 80 million tonne per annum (mtpa) of liquefied natural gas (LNG) from global markets — equivalent to nearly one-fifth of worldwide supply — creating conditions for a fresh wave of multi-billion-dollar LNG investments outside West Asia even as energy buyers grapple with unprecedented uncertainty over future gas supplies, according to a new analysis.

The report suggests that while the immediate impact has been a sharp tightening of LNG availability and heightened price volatility, the bigger story may be the investment response. More than 150 mtpa of LNG export capacity is already under construction outside the Persian Gulf, predominantly in the US, while another 30 mtpa is expected to reach final investment decision (FID) by end of 2027.

Under a prolonged disruption scenario, that pipeline could expand further as buyers seek alternatives to Gulf supplies and developers rush to fill the supply gap left by the most important LNG transit corridor.

"The Strait of Hormuz closure has done more than remove LNG from the market. It has removed certainty" said Kateryna Filippenko, research director, Global Gas Markets, Wood Mackenzie. "There is no longer consensus on how the market evolves. Volatility is the new baseline. The question for buyers, investors and policy-makers is not which scenario proves correct. It is whether their portfolios and supply strategies are resilient enough to absorb any of them."

The report outlines three possible pathways for the market. Under the quick peace scenario, Gulf LNG facilities restart in June 2026 and return to full capacity by 2027. A summer settlement scenario would delay recovery until September 2026, with full restoration by 2028. Under the most severe extended disruption scenario, recurring conflict and infrastructure damage could permanently alter West Asia's LNG growth prospects.

In that scenario, Qatar's planned North Field West project could be postponed indefinitely, major LNG developments could face years of delays, and no additional pre-FID projects would move forward as originally planned.

The report warns consequences would extend far beyond West Asia. Countries across Europe and Asia are heavily dependent on LNG imports. The report says prolonged disruption could encourage countries to diversify away from LNG dependence, particularly after 2030.

## POSSIBLE PATHWAYS

- Under quick peace scenario, Gulf LNG facilities restart in June 2026 & return to full capacity by 2027
- Summer settlement of crisis will delay recovery until September, with full restoration by 2028
- Extended disruption could permanently alter West Asia's LNG growth prospects

# GDP growth intact, no additional borrowing needed so far: Sources

*On the fiscal deficit front, the sources said the budgeted target of 4.3 per cent of GDP is still intact*

**OUR CORRESPONDENT**

**NEW DELHI:** The Indian economy is facing headwinds from external sectors with rising fuel and fertiliser import bills due to West Asia crisis, but GDP growth momentum remains intact with domestic consumption holding up, government sources said on Tuesday.

Sources said the FY27 Budget had taken into cognisance the uncertainties in the global economy around tariffs, and the government do not immediately need to account for additional borrowing or bring in supplementary demands for grants in the upcoming monsoon session of Parliament.

On the fiscal deficit front, sources said the budgeted target of 4.3 per cent of GDP is still intact, and the government is actively tapping its non-tax revenue areas like disinvestment and asset monetisation in the current fiscal.

"DIPAM and DPE have a year-long pipeline and also a medium-term outlook of disinvestment and asset monetisation. I would hope the budgeted Rs 80,000 crore under this head exceeds BE and both the departments are working on it," a source said, adding IDBI Bank disinvestment will happen going ahead.

Once the data of the April-June quarter and the impact of El Nino on the monsoon is available, the government will reassess the macroeconomic data in July. Sources said the FY26 March quarter growth momentum is continuing in the first quarter of FY27, and there is no adverse impact on remittances so far.

> 'DIPAM and DPE have a year-long pipeline and also a medium-term outlook of disinvestment and asset monetisation'

Besides, GST numbers are good, frequency data are also showing up, and private investment is picking up pace, as shown in the data released by CII, sources said.

Stressing that the reform express will continue, sources said more measures to increase FDI flows into the economy are in the offing, and there is no proposal to curb capital outflow.

## Key Points

- 'I would hope budgeted Rs 80K cr under this head exceeds BE and both the departments are working on it,' a source said, adding IDBI Bank disinvestment will happen going ahead
- 'The FY26 Q4 growth momentum is continuing in Q1 of FY27 & there is no adverse impact on remittances so far'
- Budget has estimated a fertiliser subsidy of Rs 1.77 lakh cr for FY27

Sources further said that in view of rising fertiliser prices globally, the fertiliser ministry has sought a 100 per cent increase in subsidy for the current fiscal. The budget has estimated a fertiliser subsidy of Rs 1.77 lakh crore for the current fiscal.

Besides, the government has provided support of Rs 1.23 lakh crore to oil marketing companies to hold pump prices steady for 78 days since the West Asia crisis. After that, the OMCs have started increasing pump prices in a staggered manner, but are still incurring a loss of Rs 650 crore per day for selling fuel at a lower rate than the prevailing global crude price.

Financial Express, Delhi, 10/06/2026
Page No: 2, Size: 15.88cm × 24.79cm

# OPEC+ output hike fails to plug global oil supply gap

SAURAV ANAND
New Delhi, June 9

## DISRUPTION WOES

- Oil market is facing gap between production targets and actual barrels reaching consumers
- Challenge is being compounded by Russia, which is left with an output gap of 600,000 bpd
- Energy market could face a surplus of as much as 5 million bpd once the Strait of Hormuz reopens

The latest decision of the Organization of the Petroleum Exporting Countries (OPEC) and allies to raise oil production by 188,000 barrels per day (bpd) is unlikely to bring meaningful relief to global markets as the closure of the Strait of Hormuz and Russia's inability to meet higher production targets undermine the alliance's efforts to boost supply, according to Rystad Energy.

The producer group is on course to unwind the first tranche of voluntary production cuts by September, but analysts say the market is increasingly facing a gap between announced production targets and actual barrels reaching consumers. The warning comes as energy markets grapple with one of the biggest supply disruptions in recent years, with the Strait of Hormuz remaining shut and limiting the movement of crude from the Gulf region, a critical source of global oil supplies.

"With the Strait of Hormuz closed, the issue is not whether OPEC+ raises paper quotas, but whether additional barrels can actually reach the market," said Jorge Leon, head of geopolitical analysis at Rystad Energy.

The assessment raises questions over the effectiveness of OPEC+'s current supply strategy. While the alliance continues to increase quotas, physical exports remain constrained, reducing the real-world impact of output hikes.

The challenge is being compounded by Russia, one of the largest members of the group. Under the latest OPEC+ agreement, Russia's quota rises to around 9.82 million bpd, but the country is currently producing only around 9.2 million bpd, leaving an output gap of roughly 600,000 bpd.

According to Rystad, the shortfall reflects the combined impact of intensifying drone attacks on Russian oil infrastructure and a longer-term erosion of production capacity that predates the current conflict. The widening gap between Russia's assigned quota and actual output could become increasingly visible as OPEC+ continues unwinding supply cuts.

The development also complicates a broader review underway within the alliance.

OPEC+ is currently conducting a capacity assessment that is expected to help determine production baselines for 2027 quotas. However, with the Strait of Hormuz closed and several producers operating at below-normal levels, an accurate assessment of sustainable production capacity has become significantly more difficult.

That could make the next round of quota negotiations considerably more sensitive.

While current market attention remains focused on supply disruptions, Rystad warned that the opposite risk may emerge once the Strait of Hormuz reopens.

The consultancy estimates the market could face a surplus of as much as 5 million bpd in the months following a reopening, driven by returning OPEC+ supply, stronger US shale production and weaker demand after a prolonged period of elevated prices. Additional production from the UAE could add further downward pressure if restrictions are relaxed.

# No more fiscal support to OMCs: Govt

Centre has extended support of ₹1.23L cr to OMCs by allowing to retain gains from excise duty cut on petrol, diesel

PUSHPITA DEY @New Delhi

THE Centre has extended fiscal support of around ₹1.23 lakh crore to oil marketing companies (OMCs) by allowing them to retain gains from the excise duty cut on petrol and diesel and absorb the impact of elevated crude oil prices for 78 days, senior government sources said on Tuesday.

However, officials indicated that no further fiscal support is likely, and future increases in input costs may have to be passed on to consumers through fuel price revisions.

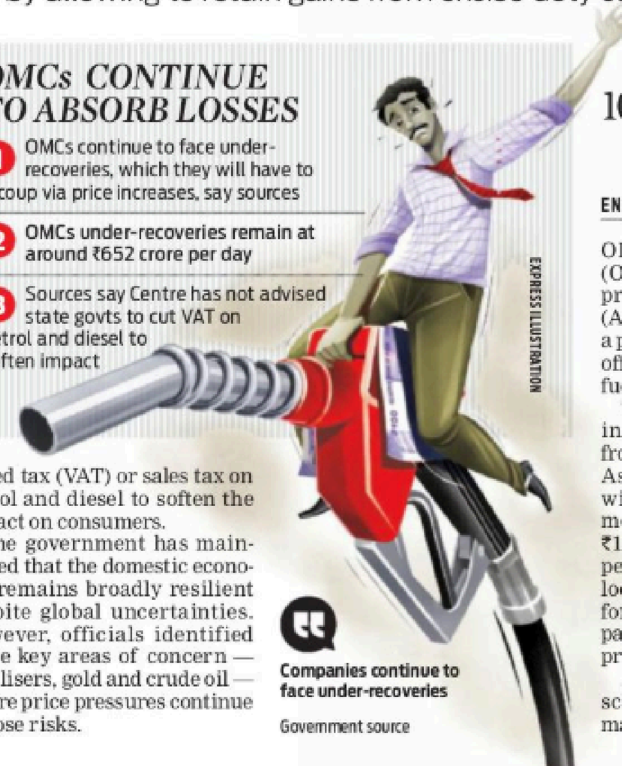
Amid the impact of the West Asia crisis on global crude oil prices, the government on 27 March reduced the central excise duty on petrol and diesel by ₹10 per litre each. While the duty cut lowered government revenues, OMCs did not correspondingly reduce retail fuel prices, enabling them to offset a portion of their losses. The government also earmarked ₹10,000 crore for OMCs to help stabilise aviation turbine fuel (ATF) prices.

"We provided fiscal support of around ₹1.23 lakh crore to OMCs by enabling them to absorb the impact of higher crude prices for 78 days. However, the companies continue to face under-recoveries, which they will have to recoup through calibrated price increases," a government source said. According to officials, OMC under-recoveries remain elevated at around ₹652 crore per day following the sharp increase in global crude oil and natural gas prices.

The West Asia conflict has disrupted energy supply chains and pushed up crude prices, resulting in major pressure on OMC margins. In response, fuel retailers raised petrol and diesel prices in phases four times last month. Petrol prices have increased cumulatively by ₹7.35 per litre, while diesel prices have risen by ₹7.53 per litre.

Sources clarified that the Centre has not advised state governments to reduce value-added tax (VAT) or sales tax on petrol and diesel to soften the impact on consumers.

The government has maintained that the domestic economy remains broadly resilient despite global uncertainties. However, officials identified three key areas of concern — fertilisers, gold and crude oil — where price pressures continue to pose risks.




### OMCs CONTINUE TO ABSORB LOSSES

1. OMCs continue to face under-recoveries, which they will have to recoup via price increases, say sources
2. OMCs under-recoveries remain at around ₹652 crore per day
3. Sources say Centre has not advised state govts to cut VAT on petrol and diesel to soften impact

**Companies continue to face under-recoveries**
Government source

## ATF prices rise 10% as oil retailers roll out scheme

ENS ECONOMIC BUREAU @New Delhi

OIL marketing companies (OMCs) have increased the price of aviation turbine fuel (ATF) by 10% while rolling out a price stabilisation regime that offers domestic airlines a fixed fuel rate for up to three years.

The move is aimed at shielding carriers and passengers from swings in global oil prices. As per a report citing sources, with the increase, jet fuel for domestic airlines will cost about ₹115 per litre, up from ₹104.93 per litre. This new rate will be locked in for up to three years for airlines that opt to participate in the government-backed price stabilisation scheme.

Airlines that don't opt for the scheme will continue to pay market-linked prices.

Economic Times, Delhi, 10/06/2026
Page No: 10, Size: 42.78cm × 18.28cm

ABOUT 15% OF GAS OUTPUT FROM NORTHEAST REMAINS IDLE

# Cos Seek Lifting of Curbs on Gas Pipeline Integration

## Push for connecting common carrier & regional pipelines; move could free up 10% of gas output, help cut import reliance

**Prashant Mukherjee**

**New Delhi:** Domestic energy companies, including Oil India, ONGC, Hindustan Oil Exploration Company, OilMax Energy and Vedanta, are demanding that the Petroleum and Natural Gas Regulatory Board (PNGRB) lift restrictions on connecting common carrier pipelines with regional pipelines, a move that could immediately free up nearly 10% of India's gas output and ease pressure on national supplies.

Around 14 million metric standard cubic metres per day (MMSCMD), nearly 15% of country's domestic gas output from the Northeast, is lying idle and not utilised, even as India imports 95 MMSCMD of LNG at $19-20 per mmbtu. The foreign exchange drain amounts to nearly $500 million annually.

Three pipelines in the northeast—Duliajan-Numaligarh Pipeline, Assam Gas Company Ltd network and Indradhanush Gas Grid Limited (IGGL) regional line—terminate within 100 metres of the Numaligarh Refinery but cannot legally connect under the PNGRB rules. Producers say a temporary regulatory waiver would take six weeks to implement and could unlock around 8 MMSCMD of gas sitting idle in upper Assam region.

Kapil Garg, chairman and managing director of Oilmax Energy, told **ET** that the solution is straightforward. "We have requested the PNGRB to temporarily allow connection of the common carrier pipeline with the other pipelines. This will take only six weeks and around 6-8 MMSCMD of gas can be put to use immediately, which will help India at this critical time," he said.

ONGC and OIL did not respond to requests for comment. Queries sent to Vedanta Oil and Gas did not elicit a response till press time.

The upper Assam region has been producing gas since 1889. Its recoverable reserves stand at 200 billion cubic metres. Key fields at Duliajan operated by Oil India, Lakwa and Geleki by ONGC and the Agartala Dome in Tripura have fed refineries, power plants and fertiliser units for decades. Yet today five state capitals—Shillong, Imphal, Kohima, Aizawl and Gangtok—have no pipeline gas connection. The three networks that do exist are isolated.

While the long-term solution, the Indradhanush Gas Grid, a 1,670-km open-access pipeline designed to connect all eight Northeastern states is under construction. The first section from Guwahati to Numaligarh is operational. The rest is being tested, with gas-in targeted for the end of 2026. But full completion is at least two years away.

IGGL CEO Subrata Das told ET, "There was no proper forecasting initially and no planning. The entire upper Assam region was left out of demand surveys. When domestic gas prices were low, exploration companies felt the costs were too high. Now the gas is there, around 8 MMSCMD idle in Duliajan alone, but there is no evacuation line. Even if we start laying pipes today, it will take two more years."

Besides, in Bihar's Barauni, where the NE grid meets GAIL's national Urja Ganga pipeline, a compressor must be built to bridge pressure difference between the two systems. Without it, gas from Assam and Tripura physically cannot enter the national grid. For now, around 8 MMSCMD of gas needs only six weeks and one regulatory decision to start flowing. That decision sits with the PNGRB and each passing day costs India about $1.4 million in avoidable LNG imports.

Economic Times, Delhi, 10/06/2026
Page No: 1, Size: 40.32cm × 22.15cm

# Fuel Use Drops 6.5% YoY in May

## Supply, price worry; fall a red-flag for economic activity

**Sanjeev Choudhary**

### Fuelling a Shift

Fuel sales on-year growth rate (%)

| | May | FY26 |
|---|---|---|
| Petrol | 3.3 | 6.5 |
| Diesel | 1.5 | 3.6 |
| ATF | 0 | 2.0 |
| Fuel Oil | 24.0 | -1.5 |
| LPG | -20.5 | 6.0 |
| Naphtha | -29.5 | -10.0 |
| Bitumen | -39.4 | 3.0 |
| Petcoke | -11.3 | -10.0 |

**New Delhi:** A supply squeeze and higher product prices due to the Iran war are weighing on demand for transportation fuels and other petroleum products in India, while also pushing consumers towards alternatives.

Total consumption of refined products fell 6.5% in May, from a year earlier, to 19.93 million metric tonnes, according to oil ministry data. The month saw subdued growth in transportation fuels sales— petrol was up 3.3% and diesel grew 1.5% while aviation turbine fuel (ATF) was flat. Sales of other products such as naphtha (29%), LPG (20.5%), bitumen (39.4%) and petcoke (11.3%) fell sharply.

Petrol and diesel sales increase in May was around half the average growth recorded for the two fuels in FY26.

Slowing fuel consumption is an indicator of weakening economic activity, said an industry executive.

**Alt Fuel Use on the Rise ▸▸ 12**

# Alt Fuel Use on the Rise

**▸▸ From Page 1**

While softer diesel demand reflects sluggish activity in the transportation sector, lower bitumen consumption signals slow pace of road construction. Decline in naphtha and petcoke usage suggests tepid industrial activity, especially as alternative fuels such as natural gas have also become expensive and are seeing weak demand, the executive said.

The near closure of the Strait of Hormuz and import curbs are at the heart of the slowdown in fuel consumption, a second executive said.

"Supplies of LPG, bitumen, and petcoke from the Gulf region have been disrupted," the executive said. "To compensate for lower LPG imports, domestic refiners are maximising LPG output, resulting in changes in the yield pattern of other petroleum products."

More naphtha is being diverted to boost LPG production, he said, while lower naphtha availability is driving consumers towards fuel oil, a cheaper alternative whose consumption rose 24% in May.

Industry executives said a sharp rise in bulk diesel prices—about Rs 50 per litre compared with Rs 8 per litre for retail diesel—may also have curbed consumption as users sought alternatives or improved efficiencies.

Higher prices at pumps run by private fuel retailers Nayara Energy and Shell also reflected on India's subdued petrol and diesel sales in May, executives said. Sales at private retailers declined, while rising at pumps run by state-run refiners.

Meanwhile, higher ATF prices prompted airlines to cut several flights, keeping national consumption flat last month.

Hindustan, Delhi, 10/06/2026
Page No: 13, Size: 8.70cm × 12.94cm

# विमानन ईंधन के दामों में 10 फीसदी की बढ़ोतरी

**नई दिल्ली, एजेंसी।** विमानन ईंधन की कीमतों में मंगलवार को करीब 10 प्रतिशत की बढ़ोतरी की गई। साथ ही सरकार समर्थित 10,000 करोड़ रुपये की मूल्य स्थिरीकरण व्यवस्था को भी लागू किया गया है। इस योजना के तहत घरेलू एयरलाइंस कंपनियों को तीन वर्ष तक निर्धारित दर पर ईंधन उपलब्ध कराने का विकल्प दिया गया है, ताकि वैश्विक तेल कीमतों में उतार-चढ़ाव से उन्हें आंशिक सुरक्षा मिल सके।

सूत्रों ने कहा कि घरेलू एयरलाइंस के लिए अब एटीएफ की कीमत 115 रुपये प्रति लीटर कर दी गई है, जो पहले 104.927 रुपये प्रति लीटर थी। योजना में शामिल होने वाली एयरलाइंस को एटीएफ तय दर पर मिलेगा। वहीं, योजना का हिस्सा न बनने वाली एयरलाइंस को बाजार आधारित कीमत चुकानी होगी, जो फिलहाल लगभग 142 रुपये प्रति लीटर है। सूत्रों ने बताया कि योजना के तहत एयरलाइंस को

■ सरकार समर्थित मूल्य स्थिरीकरण व्यवस्था भी लागू, घरेलू कंपनियों को तय दर पर ईंधन मिलेगा

86.32 रुपये प्रति लीटर के आधार मूल्य पर एटीएफ मिलेगा। हवाई अड्डा शुल्क, पेट्रोलियम कंपनियों का मार्जिन और कर जोड़ने के बाद एटीएफ की दिल्ली में प्रभावी कीमत 115 रुपये, मुंबई में 114.5 रुपये और चेन्नई में 139 रुपये प्रति लीटर होगी।

सरकार ने यह कदम तेल कंपनियों को हुए नुकसान की भरपाई और एयरलाइंस को लागत में अस्थिरता से बचाने के उद्देश्य से उठाया है।