

Modi's five-nation tour to focus on energy security, strategic ties

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 14

Against the backdrop of escalating tensions in West Asia, fragile global supply chains and an intensifying race for technological dominance, Prime Minister Narendra Modi will embark on a high-stakes five-nation tour on Friday aimed at securing India's energy future, expanding strategic partnerships and deepening access to advanced technologies across Europe.

The May 15-20 visit — covering the UAE, the Netherlands, Sweden, Norway and Italy — comes at a time when New Delhi is recalibrating its foreign policy priorities amid shifting geopolitical alignments and growing economic uncertainty. The first stop in Abu Dhabi is expected to focus heavily on energy security, with India and the UAE likely to sign agree-

May 15-20 visit covers UAE, Netherlands, Sweden, Norway & Italy

ments related to strategic oil reserves and LPG cooperation.

PM Modi will hold talks with UAE President Sheikh Mohamed bin Zayed Al Nahyan as both countries seek to consolidate their rapidly expanding comprehensive strategic partnership spanning trade, investment, energy, technology and connectivity.

Officials said the visit assumes added significance amid growing concerns over maritime security in the Strait of Hormuz and the wider Gulf region, through which a substantial portion of India's crude imports transit. "Discussions will also focus on strengthening our energy security," Secretary (West) Sibi

George had said during a special media briefing, describing the UAE as a critical pillar of India's energy architecture.

The UAE currently supplies nearly 11 per cent of India's crude oil requirements and has emerged as a key long-term LNG partner. Indian public sector companies, including IOC, GAIL and HPCL, have signed cumulative LNG supply agreements of 4.5 million metric tonnes per annum with ADNOC Gas. Following the Gulf leg, Modi will travel to Europe where trade, artificial intelligence, defence manufacturing and green technologies are expected to dominate engagements.

The European outreach comes shortly after the conclusion of India-EU Free Trade Agreement negotiations and the signing of the India-EU Security and Defence Partnership framework earlier this year.



Coal gasification emerges as a priority

Picture a lump of coal. For decades, coal in India had a singular role — to be burned for power. Today, that same lump can be transformed into fertiliser, steel inputs, transport fuels, and hydrogen, redefining it from a combustion fuel into a strategic industrial feedstock. This transformation, enabled by coal gasification, is no longer experimental. It is fast becoming a national priority.

At its core, gasification is a chemical, not thermal, process. Coal is heated at 700-1,500°C in a low-oxygen environment, producing synthesis gas (syngas), a mixture of hydrogen and carbon monoxide. This intermediate unlocks an entire value chain — ammonia, urea, methanol, synthetic natural gas, and petrochemical feedstocks. In a resource-constrained economy, this is not merely technological diversification, it is value maximisation.

India's recent moves signal a shift from hesitation to intent. Underground Coal Gasification (UCG), where coal is converted in situ without mining, is being piloted in Jharkhand. Bharat Heavy Electricals Ltd (BHEL) has developed indigenous gasification technology suited to India's high-ash coal, to produce high-value methanol. Simultaneously, the private sector is emerging as a serious participant.

The transition is underpinned by India's unique resource position. India produced over 1,047 million tonnes of coal in FY25, crossing the one-billion-tonne mark alongside China. It holds nearly 199 billion tonnes of proven reserves and 401 billion tonnes total geological reserves, one of the largest coal endowments globally. Yet nearly 80 per cent of the mined coal is still burnt for power. This is serious underutilisation of an advantageous natural endowment.

The urgency is amplified by import dependence. India imports 88 per cent of crude oil, over 90 per cent of methanol, and 13-15 per cent of ammonia, with ammonia imports alone costing \$982 million (2024). Each geopolitical disruption, from the Strait of Hormuz to tariff regimes, translates directly into inflation. Coal gasification offers a strategic domestic hedge.

Estimates suggest a scaled gasification programme could reduce imports by \$15 billion annually and generate savings of ₹60,000 crore-90,000 crore through domestic fertiliser and chemical production. This is not just energy transition but a macroeconomic stabilisation lever.

Policy and investment momentum reflect this shift. The ₹8,500 crore viability gap funding scheme (2024) targets 100 mt of gasification capacity by 2030: ₹4,050 crore for public sector units and ₹4,450 crore for private players. The Cabinet on Wednesday approved a ₹37,500 crore unified incentive scheme, with a maximum support of ₹3,000 crore per project (up from ₹1,000 crore for private projects and ₹1,350 crore for public projects), targeting self-reliance in liquefied natural gas (LNG), urea, ammonia, methanol, and direct reduced iron. Complementing this framework is a proposed ₹50,000 crore plan to revive 20,000 Mw of idle gas-based capacity. Seven major gasification projects worth ₹64,000 crore across Maharashtra, Odisha, and West Bengal are already underway. Experts estimate 15-20 large complexes will be needed between 2026 and 2030 to meet the 100 mt target.

The project pipeline reflects an ecosystem that looks credible: Policy, technology, capital, and execution are converging. Key developments include the Coal India Ltd-BHEL joint venture at Lakhanpur, Odisha (₹11,782 crore); Coal India-Gas Authority of India Ltd (GAIL) joint venture at Sonepur Bazari, West Bengal (₹13,052 crore); and CIL-Steel Authority of India Ltd joint venture at Durgapur Steel Plant commissioning by FY29. The ₹13,000 crore Talcher Fertilizer Plant in Odisha, India's first coal gasification-based urea project producing 1.27 million tonnes annually, has been developed as a joint venture between GAIL, Coal India, Rashtriya Chemicals & Fertilizers Ltd and Fertilizer Corporation of India Ltd, was inaugurated by the Prime Minister in September 2018.

Private sector initiatives are equally significant: Jindal Steel's Angul facility, among the world's largest syngas-based steel plants, is operational, with new

projects in Raigarh in Maharashtra. New Era Cleantech's \$2.5 billion coal-to-ethanol investment and NLC India's lignite-to-methanol project further expand the ecosystem. Recent developments indicate deepening engineering and execution capability: L&T Energy Hydrocarbon Onshore has secured a large order from Bharat Coal Gasification and Chemicals Ltd in Odisha. The total pipeline now exceeds ₹85,000 crore. More large Indian companies are preparing to enter.

What distinguishes the current moment is the alignment of five enabling conditions: Abundant domestic coal supply, India-adapted technology, strong policy backing, rising private participation, and a geopolitical environment penalising import dependence.

The economic logic is compelling. Syngas from domestic coal can substitute for imported LNG, supply farmers with home-grown urea, reduce coking coal imports in steel, and bridge the hydrogen economy transition. But this is also where caution is warranted. Gasification projects are capital-intensive, technologically complex, and highly sensitive to global price cycles. India has faced this before. When oil prices declined in the past, interest in gasification waned. China, by contrast, persisted. Both countries began exploring gasification simultaneously, but China treated it as a strategic priority, deploying patient capital across price cycles. Today, China gasifies over 80 mmtpa annually and dominates global methanol and ammonia production through coal-derived syngas. India's output is a mere 3-5 per cent of that scale.

India now stands at an inflection point. The debate on coal is often framed as one between continuation and transition. Gasification reframes it entirely: From combustion to conversion, from fuel to feedstock, from constraint to opportunity, from black to green. If executed strategically, it can redefine energy security, industrial policy, and economic and environmental resilience.

One wonders why this transformation was delayed for decades!

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INFRATALK
VINAYAK CHATTERJEE



CNG costlier

State-run gas distributor Mahanagar Gas Limited has increased CNG prices across the Mumbai Metropolitan Region by ₹2 per kilogram with immediate effect. The hike has sparked fresh demands from auto-rickshaw unions for a fare increase. **SEE CITY**

Auto-rickshaw unions seek ₹1 fare increase after rise in CNG price

Abhishek Pathak

MUMBAI

Auto-rickshaw unions in Mumbai have renewed their demand for a fare hike following the latest increase in Compressed Natural Gas (CNG) prices. Union representatives met transport department officials on Thursday and submitted revised fare calculations based on the formula recommended by the B Khatua Committee.

The demand comes a day after Mahanagar Gas Limited (MGL) increased CNG prices by ₹2 per kilogram across Mumbai and the Mumbai Metropolitan Region (MMR).

With the revision that came into effect from midnight of May 13-14, CNG now costs ₹84 per kg. Auto unions are seeking a ₹1 increase in the minimum fare, which currently stands at ₹26. They said rising fuel prices and inflation have significantly increased the operating costs for drivers.

“The fuel expense for auto-rickshaw drivers has increased by around ₹1.03. The Consumer Price Index has also gone up, affecting overall running costs. We have therefore demanded a fare hike from the government,” said Thampi Kurien, general secretary of the Mumbai Rickshawmen's Union.

At present, passengers are charged ₹17.14 per kilometre after the minimum fare. According to the unions' revised calculations, the rate should be increased to ₹18.17 per kilometre.

Transport department sources said this was the first round of discussions between unions and officials after the latest CNG price hike. The proposal will now be examined by the Mumbai Metropolitan Region Transport Authority (MMRTA).

Meanwhile, MGL defended the price hike, citing higher gas procurement costs due to global and domestic economic factors.



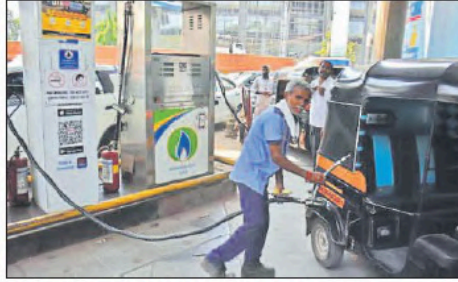
MAHANAGAR GAS HIKES CNG PRICE BY ₹2 PER KG



MAHANAGAR Gas (MGL) has raised the price of CNG by ₹2

per kg across Mumbai and adjoining areas, effective May 14. The company attributed the revision to geopolitical disruptions impacting global energy supply chains, increased reliance on costlier gas sources.

CNG price rise sparks calls to hike auto fares



CNG prices rose by ₹2 to ₹84 per kg from Thursday. HT ARCHIVES

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MUMBAI: Autorickshaw unions on Thursday demanded a fare hike, a day after Mahanagar Gas Limited (MGL) announced a ₹2-per-kg increase in the retail price of compressed natural gas (CNG) due to global energy market disruptions linked to the ongoing West Asia conflict.

Union members met with officials from Maharashtra's transport department on Tuesday and presented fresh fare calculations based on the formula presented by the BC Khatua Committee. The formula, finalised in 2017, is the official framework used by the transport department to determine and revise autorickshaw and taxi fares in Mumbai and other areas in Maharashtra.

The demand comes a day after MGL hiked CNG prices by ₹2 per kg, taking the retail rate to ₹84 per kg across the Mumbai Metropolitan Region (MMR) from 12 am on May 14. The autorickshaw unions are pressing for a ₹1 hike in the base fare of ₹26.

"The expenses on fuel have increased by ₹1.03 per km for autorickshaw drivers. The consumer price index (CPI) has also gone up, impacting overall running costs. Hence, we have demanded a fare hike to the government," said Thampi

Kurien, general secretary, Mumbai Rickshawmen's Union. A jump of ₹1.03 per km pushes the per-kilometre running cost for autorickshaw drivers from ₹17.14 to ₹18.17.

Officials said the transport department will present the unions' demands to the Mumbai Metropolitan Region Transport Authority (MMRTA). The authority, chaired by the additional chief secretary of the transport department and whose members include the transport commissioner, will scrutinise the demands and decide whether to sanction a fare hike.

In a statement issued on Wednesday, MGL attributed the revision to a combination of factors. "Due to geopolitical disruptions affecting the global energy supply chain, coupled with increased dependence on expensive gas sources, rising crude oil prices, and rupee depreciation overall, gas procurement costs have risen significantly," read the statement.

The hike is expected to have an immediate impact on Mumbai's transport ecosystem, which has increasingly shifted towards cleaner and cheaper fuel alternatives like CNG. According to MGL, around 1.28 million vehicles in MMR run on CNG. This includes roughly 470,000 autorickshaws, over 160,000 taxis, and more than 500,000 private cars.

बढ़ सकता है ऑटो का किराया !

CNG महंगी होते ही रिक्शा यूनियनों ने की किराया बढ़ाने की मांग | गैस के दाम में दो रुपये की बढ़ोतरी से रिक्शा चलाने का बढ़ा खर्च

■ NBT रिपोर्ट, मुंबई

सीएनजी की कीमत बढ़ने के बाद मुंबई में अब ऑटो रिक्शा का किराया भी बढ़ सकता है। रिक्शा यूनियनों ने परिवहन विभाग से किराए में कम से कम एक रुपये की बढ़ोतरी करने की मांग की है। यूनियनों का कहना है कि सीएनजी के दाम बढ़ने से रिक्शा चलाने का खर्च बढ़ गया है, इसलिए किराया बढ़ाना जरूरी हो गया है।

रिक्शा यूनियनों ने गुरुवार को बांद्रा स्थित परिवहन आयुक्त कार्यालय में अधिकारियों से मुलाकात कर अपना प्रस्ताव सौंपा। यूनियनों के मुताबिक, सीएनजी के दाम में प्रति किलो दो रुपये की बढ़ोतरी हुई है। इसके अलावा महंगाई बढ़ने से वाहन चलाने का कुल खर्च भी बढ़ गया है।

मुंबई रिक्शा मेन्स यूनियन के महासचिव थम्पी कुरियन ने कहा कि लंबे समय से किराया बढ़ाने की मांग की जा रही थी। अब सीएनजी महंगी होने के बाद यह मांग और जरूरी हो गई है। यूनियनों ने खटुआ समिति के फॉर्मूले के आधार पर नया किराया तय करने का प्रस्ताव भी दिया है।



शेयर रिक्शो का किराया भी बढ़ सकता है

मीटर रिक्शा के साथ-साथ शेयर रिक्शा चालक भी किराया बढ़ाने की तैयारी में हैं। यदि सरकार मंजूरी देती है, तो मुंबई और आसपास के इलाकों में रोज सफर करने वाले लाखों यात्रियों पर इसका सीधा असर पड़ सकता है।

अब आगे क्या होगा?

फिलहाल यह परिवहन विभाग और रिक्शा यूनियनों के बीच शुरुआती बैठक थी। अब इस प्रस्ताव को मुंबई महानगर क्षेत्र परिवहन प्राधिकरण के पास भेजा जाएगा। इसी प्राधिकरण की बैठक में किराया बढ़ाने पर अंतिम फैसला लिया जाएगा। परिवहन विभाग के अधिकारियों का कहना है कि यूनियनों की मांग और किराया तय करने के फॉर्मूले की जांच के बाद ही कोई निर्णय लिया जाएगा।

13 लाख वाहनों पर असर

महानगर गैस लिमिटेड ने अंतरराष्ट्रीय परिस्थितियों का हवाला देते हुए सीएनजी के दाम बढ़ाए गए हैं। इसका असर मुंबई महानगर क्षेत्र के करीब 13 लाख वाहनों पर पड़ा है। इनमें लगभग पांच लाख ऑटो रिक्शा, डेढ़ लाख टैक्सी और बड़ी संख्या में अन्य वाहन शामिल हैं। यदि किराया बढ़ता है, तो आम यात्रियों का मासिक खर्च बढ़ सकता है।

No price hike, fuel retail outlets operating normally, LPG delivery robust: Govt

AGENCIES

New Delhi, 14 May

There are adequate stocks of petrol and diesel available at all petrol pumps in the country, regular retail prices for petrol and diesel are unchanged, and there is no price increase at PSU oil marketing companies (OMCs) retail outlets, the government said on Thursday.

"All citizens are requested to make necessary efforts to conserve energy in their daily use during the current situation," a Petroleum Ministry official said in the daily inter-ministerial briefing.

"Citizens are advised to avoid panic purchase of petrol, diesel and LPG as the government is making all efforts to ensure availability



of petrol, diesel and LPG. Beware of rumours and rely on official sources for correct information," the ministry official said.

The government said, despite

the ongoing geopolitical situation, it has ensured that 100 per cent supply is being made to domestic LPG, domestic PNG and CNG (transport).

During the last three days, about 1.90 lakh 5-kg FTL cylinders were sold. On Wednesday, about 67,600 5-kg FTL cylinders were sold.

"About 1.39 crore LPG cylinders were delivered against bookings of around 1.40 crore LPG cylinders during the last 3 days," the ministry said.

Moreover, since March, about 7.03 lakh PNG connections have been gasified, and infrastructure has been created for an additional 2.72 lakh connections, taking the total to 9.75 lakh connections.

"Further, about 7.49 lakh customers have been registered for new connections. Till May 13, more than 57,200 PNG consumers have surrendered their LPG connections via

MYPNGD.in website," the ministry said.

PSU OMCs have strengthened and continued surprise inspections and imposed penalties on 401 LPG distributorships, and 76 LPG distributorships have been suspended till Wednesday.

Notably, the provision for 1,120 MT per day, from the LPG pool, has been made for pharma, chemical and paint sector companies.

Since May 1, 2026, more than 6,700 MT of C3-C4 Molecules (comprising propylene and butylene) and more than 2,800 MT of butyl acrylate have been sold by Mumbai, Kochi, Vizag, Chennai, Mathura and Gujarat refineries to the chemical, pharma, and paint industry, said the government.

Clean fuel push: Biogas plants for 1,000 tribal families in Guj

665 installed; move aims to reduce LPG dependence

SHASHI BHUSHAN
NEW DELHI, MAY 14

In a significant step towards promoting self-reliance in clean cooking fuel, nearly 1,000 tribal households across villages surrounding the Statue of Unity in Ektanagar, Gujarat's Kevadia, are being equipped with individual biogas plants. The initiative, inspired by Prime Minister Narendra Modi's vision of "Aatmanirbharta" (self-reliance), aims to reduce dependence on LPG and traditional firewood while ensuring access to clean, sustainable energy in rural households.

The project, announced by the Prime Minister during the "Rashtriya Ekta Diwas" parade in 2025, is being implemented across 89 villages under 38 gram panchayats in the Garudeshwar taluka of Narmada district. The project, being imple-

▶ **THE PROJECT,** announced by PM Narendra Modi during the 'Rashtriya Ekta Diwas' parade in 2025, is being implemented across 89 villages under 38 gram panchayats

mented by the Garudeshwar taluka panchayat, is being monitored by the district rural development agency (DRDA), Narmada district.

So far, more than 665 biogas plants have already been installed in tribal households in the region, while work is underway to complete installations in the remaining 300 households.

With the project, tribal families receive the dual benefits of clean fuel and biogas slurry, which can be utilised as organic manure in farming.

The Gujarat government said that with the project progressing rapidly, the

initiative stands as a model of sustainable rural development, reducing dependence on conventional fuels, improving health conditions, and reinforcing the vision of self-reliant villages.

A resident of Vaghapura village, Ravina Tadvi said, "We no longer worry about LPG cylinders. After the installation of the biogas plant, we have become self-reliant for our cooking fuel needs. We get clean fuel every day, and the slurry is also useful in our fields, improving crop yield."

Echoing similar sentiments, another local resident said, "Women have benefited the most. Earlier, they had to work in the fields and then travel long distances to collect firewood. Cooking with smoke was also harmful. Now, with biogas, they are free from smoke and have become self-reliant in cooking fuel."



INDIA'S RUSSIAN CRUDE IMPORTS DECLINE 15%

SANGEETHA G.
CHENNAI, MAY 14

India's crude oil imports from Russia fell 15 per cent to Euro 4.5 billion in April as imports by Nayara's Vadinar refinery dipped 92 per cent.

India was the second-largest buyer of Russian fossil fuels in April, importing a total of EUR 5 billion of Russian hydrocarbons. Of this, crude oil constituted 90 per cent of India's purchases, totalling EUR 4.5 bn, coal EUR 297 million and oil products EUR 209 million, said Centre for Research on Energy and Clean Air (CREA) data.

The imports of both crude oil and coal in April were lower than in March. In March, India imported EUR 5.8 billion of Russian hydrocarbons. Crude oil products constituted 91 per cent of India's purchases, totalling EUR 5.3 bn, coal EUR 337 mn and oil products EUR 178.5 mn.

India in April accounted for 19 per cent of Russian hydrocarbon exports after China (37 per cent).



Modi likely to seek more energy supplies from UAE

New Delhi: Prime Minister Narendra Modi will visit the United Arab Emirates (UAE) briefly on Friday, where he may discuss long-term energy supply deals and seek



PTI

support to expand his country's strategic oil reserves, three persons in the know said. UAE will be Modi's first stop on a five-nation tour from 15 to 20 May, as India seeks to secure supplies disrupted by Iran war. **REUTERSF**

Less royalty, high prices: twin boost for OIL, ONGC stocks

Ashish Agrawal
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The Indian government's move to lower royalty rates on oil and gas produced in the country is a sharp contrast to its decision to impose a windfall tax during the earlier bout of oil price surge in 2022, when the Russia-Ukraine war began. The West Asia war is causing sharp volatility in oil prices, besides exposing supply-chain vulnerabilities, and seems to have prompted the Centre to provide greater incentives to encourage domestic production.

The share prices of state-owned producers Oil India Ltd (OIL) and Oil & Natural Gas Corp. Ltd (ONGC) have jumped 13.5% and 7%, respectively, over the last three days after the news.

The royalty rate on onshore fields is down to 12.5% from 20%, while it remains steady at 10% for offshore fields. The move should spur greater investments in onshore fields, which are faster and cheaper to develop. Yet, the effective rate would drop for offshore fields as well, as the method of deducting expenses before royalty calculation has changed. Exploration and production (E&P)

The government had imposed a windfall tax when oil prices surged in 2022 after the Russia-Ukraine war began

companies can now claim a deduction of 15-20% of realization, or up to \$16 per barrel, assuming an oil price of \$80 per barrel, against \$3-6 per barrel earlier.

Existing producers should benefit. Thus, earnings estimates have been raised. ICICI Securities has revised its FY27-28 earnings per share estimates upwards by 16% and 7% for Oil India, and 12% and 10% for ONGC. Oil India benefits more, as it produces all its oil from onshore fields, whereas ONGC's fields are primarily offshore. Earnings could be even higher if oil prices stay stronger for longer.

"Our assumptions of \$85 per barrel realizations for FY27 and

\$80 per barrel for FY28 are conservative and may see upside risk if the current tightness in the oil markets continues for the next 3-4 months," said ICICI Securities. Cairn Oil & Gas, a part of Vedanta, is undergoing a demerger and should also benefit.

Higher oil prices improve realizations of producers. Oil India's crude oil realization in the March quarter (Q4FY26) grew sharply to \$77.9 per barrel, from \$62.8 per barrel in Q3FY26. Thus, Ebitda grew nearly 40% sequentially to ₹1,820 crore. ONGC will declare its Q4 results on 26 May.

Oil India and ONGC's shares have gained 22-25% so far in 2026 in the backdrop of firm oil prices. Easing of geopolitical tensions, or any government decision to share the subsidy burden with OMCs, would be a dampener for the stocks.

Fired up

Oil India's realization jumped q-o-q in Q4FY26 following a steep rise in oil prices.

Oil India's crude oil realization (in \$ per barrel)



Source: Company, Emkay Global Financial Services

mint

PRATEEK KUMAR/MINT

Govt confirms safe passage of two LPG tankers through Strait of Hormuz

Our Bureau

New Delhi

The government on Thursday said that two liquefied petroleum gas (LPG) tankers are en route to India after crossing the Strait of Hormuz. However, one Sharjah-bound Indian-flagged vessel sank after being hit near the strategic shipping corridor.

Addressing an inter-ministerial briefing, Additional Secretary in the Ministry of Ports, Shipping & Waterways, Mukesh Mangal said that LPG tanker *Symi* transited through the Strait on May 13, while *NV Sunshine* safely crossed the waterway on Thursday. This brings the total number of Indian vessels to have crossed the shipping channel, which had been effectively shut since the US-Israel strikes on Iran and Tehran's retaliation more than two months ago, to 13.

Mangal said *Symi*, a Marshall Islands-flagged vessel carrying 19,965 tonnes of LPG, is expected to arrive at Kandla in Gujarat on May 16. *NV Sunshine*, a Vietnam-flagged vessel carrying 46,427 tonnes of LPG cargo, is expected to arrive at New



Mukesh Mangal, Additional Secretary, Ministry of Ports in Shipping & Waterways

Mangalore on May 18, he said, adding that the cargo on both vessels belongs to Indian Oil Corporation (IOC).

12 VESSELS STRANDED

Since early March, 13 India-flagged vessels, including 12 LPG tankers and one crude oil tanker, have crossed the Strait of Hormuz, even as tensions in the region continue to disrupt maritime traffic. Several foreign-flagged energy tankers carrying cargo for India have also arrived from the Persian Gulf after transiting the strategic waterway. At least 12 Indian vessels remain stranded in the Gulf, along with multiple foreign ships transporting India-bound cargo.

The passage of two India-bound LPG vessels occurred amid a deadlock in negotiations to end the war and the arrival of Iranian Foreign

Minister Abbas Araghchi in New Delhi to attend the BRICS Foreign Ministers' meeting.

Meanwhile, *Haji Ali*, an Indian dhow or mechanised sailing vessel (MSV), came under attack in the early hours of Wednesday in Omani waters during its voyage from Somalia to Sharjah, UAE, leading to a fire onboard the wooden vessel and its subsequent sinking.

"All 14 crew members onboard (*Haji Ali*) were safely rescued by the Omani Coast Guard and have reached Dibba Port in Oman. The crew is reported to be safe, and necessary formalities with the local authorities have been completed," Mangal said while asserting that the crew will be brought back to India soon.

"The government remains in close coordination with the authorities in the Sultanate of Oman, Indian Mission officials and relevant maritime agencies," he said. The vessel was 57 metres long and 14 metres wide. An Indian dhow is a traditional, usually wooden, sailing vessel with one or more masts and characteristic lateen (triangular) sails, essential to maritime trade in the Indian Ocean for centuries.

NDMC freezes fossil-fuel vehicle sales for 1 year in bold green push

ANSHITA MEHRA
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 14

The New Delhi Municipal Council (NDMC) on Thursday announced a series of green mobility, energy conservation and digital work measures to cut fuel use and promote eco-friendly practices in central Delhi.

NDMC Vice-Chairperson Kuljeet Singh Chahal chaired a high-level meeting at Palika Kendra and said the decisions aligned with Prime Minister Narendra Modi's vision for sustainable development and Delhi Chief Minister Rekha Gupta's appeal for fuel conservation and responsible consumption.

As part of the initiative, NDMC announced a 50 per cent concession in parking charges for electric vehicles from Monday. It also said no new petrol, diesel or CNG vehicles will be procured for the next year. Instead, the civic body will focus on e-mobility, shared transport and efficient use of existing resources.

To reduce private vehicle use, NDMC will launch shuttle bus services for employees from four residential colonies from Friday. The network will later expand to 14 more locations



with 16 buses.

The service aims to improve last-mile connectivity and ease congestion in central Delhi.

The council also announced that every Monday will be observed as a "public transport day", with officers and staff required to commute by Metro or other shared transport. Shared 16-seater vehicles will be used for official field inspections to reduce fuel consumption.

In another step, NDMC will promote bicycles and e-bikes through its network of 51 e-bike stations and around 500 bicycles. It will also coordinate with traffic authorities to improve e-rickshaw and e-auto connectivity in NDMC areas.

The council further decided to cut unnecessary travel by prioritising online meetings

and video conferencing. Official foreign visits by employees will remain suspended for the next year. Up to 33 per cent of Group B and Group C staff may also be allowed to work from home on a rotational basis.

Energy-saving measures will include regulated use of air conditioners in offices under the supervision of designated nodal officers. NDMC also reiterated its commitment to prioritising "Made in India" products in procurement and encouraging citizens to adopt sustainable lifestyles.

As part of its outreach efforts, NDMC will engage Resident Welfare Associations, market bodies and educational institutions to promote environmental awareness, digital learning and responsible consumption.

Delhi Tribune

Fri, 15 May 2026

<https://epaper.tribuneindia.com/c/79870929>



Indian-flagged vessel sinks off Oman coast after attack

‘Unacceptable,’ says MEA; all crew members safe

SHUBHANGI MATHUR & ARCHIS MOHAN

New Delhi, 14 May

India on Thursday condemned an attack on one of its vessels in the Gulf of Oman that left it ablaze before it sank, calling the incident “unacceptable”. The incident took place even as New Delhi hosted Iranian Foreign Minister Seyed Abbas Araghchi for the two-day Brics foreign ministers’ meeting and two India-bound liquefied petroleum gas (LPG) tankers crossed the Strait of Hormuz over the past 48 hours.

The attack on Haji Ali, an Indian dhow, or mechanised sailing vessel (MSV), took place in the early hours of Wednesday during its voyage from Somalia to Sharjah in the United Arab Emirates. The Ministry of External Affairs (MEA) said it “deplored the fact that commercial shipping and ci-

vilian mariners continue to be targeted”.

“India reiterates that targeting commercial shipping and endangering innocent civilian crew members, or otherwise impeding freedom of navigation and commerce, should be avoided,” the MEA said.

The vessel was attacked in Omani waters, triggering a fire on board before it sank. All 14 crew members were rescued by the Omani coast guard and taken to Dibba port in Oman, Indian officials said. India thanked the Omani authorities and said the crew would be repatriated soon.

The attack came against the backdrop of heightened tensions involving the US, Israel and Iran that have disrupted shipping through the Persian Gulf and the Strait of Hormuz, a maritime chokepoint for roughly a fifth of global oil and liquefied natural gas trade. Turn to Page 18 ▶

PHOTO: X/@IRANINDIA



PM Narendra Modi with Iranian Foreign Minister Seyed Abbas Araghchi in New Delhi

■ Peace cannot be piecemeal, says Jaishankar at Brics meet

18 ▶



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Indian-flagged vessel attacked, sinks

On the other hand, at an inter-ministerial briefing on the West Asia crisis, Mukesh Mangal, additional secretary at the ministry of ports, shipping and waterways, said the safe passage of two LPG vessels through the strait underlined India's close ties with Iran.

SYMI, a Marshall Islands-flagged vessel carrying 19,965 tonnes of LPG cargo for India and crewed by 21 foreign nationals, crossed the Strait of Hormuz on Wednesday and is expected to reach Kandla port in Gujarat on Saturday. NV SUNSHINE, a Vietnam-flagged vessel carrying 46,427 tonnes of LPG cargo for India and staffed by 24 foreign crew members, crossed the strait on Thursday and is expected to arrive at New Mangalore port on Monday.

Both LPG cargoes belong to state-run Indian Oil Corporation Ltd (IOCL). Mangal said 13 Indian vessels -- 12 carrying LPG and one carrying crude oil -- had crossed the Strait of Hormuz since the conflict involving Iran, the US and Israel began. With India facing an acute shortage of cooking gas amid the West Asia crisis, the government is prioritising the safe passage of LPG

tankers from the region. At least 12 Indian vessels remain stranded in the Gulf, alongside several foreign ships carrying India-bound cargo. The development comes as nearly 10 vessels, unusually high traffic since the conflict escalated, have crossed the Strait of Hormuz since May 10, according to a Bloomberg report.

Meanwhile, Araghchi met PM Narendra Modi, alongside other Brics foreign ministers on Thursday. Addressing the meeting, the Iranian foreign minister urged the grouping to condemn the US and Israel's military campaign against Tehran and sought India's backing for a joint statement. Iran's deputy foreign minister for legal and international affairs, Kazem Gharibabadi, who has also been in India for Brics preparatory meetings, told reporters on Wednesday that Tehran was working to facilitate the passage of the remaining India-bound vessels and that Iran considered India a friend.

An oil ministry official said India had sufficient petrol and diesel stocks, while urging citizens to conserve fuel amid rising energy prices.

India to invest over \$20 bn in offshore energy mapping: Puri

State-run explorers have spent over \$500 mn on seismic surveys in 8 yrs

SHUBHANGI MATHUR
New Delhi, 14 May

India plans to invest over \$20 billion in offshore data acquisition to boost domestic oil and gas production under the government's Samudra Manthan programme, Union Minister for Petroleum and Natural Gas Hardeep Singh Puri said on Thursday.

The government plans major investments in seismic data acquisition to enable major discoveries in India's sedimentary basins, Puri said. "Since data is very crucial for the forward journey of the energy sector, massive thrust is now being laid on 'ROCKS' in the form of heavy investments," he said in a post on X.

Business Standard had earlier reported that the government is planning to allocate funds for the collection of seismic data in unexplored deepwater and ultra-deepwater oil and gas blocks, after the West Asia crisis exposed India's heavy dependence on energy imports.

The exercise is expected to be led by the upstream regulator, the Directorate General of Hydrocarbons.

Puri said state-run upstream companies have invested over \$500 million in seismic data acquisition over the past eight years despite financial challenges, while drilling 6,500 wells. He added that production from India's existing natural reservoirs is depleting, making fresh discoveries essential to boost the country's energy quest and achieve energy self-sufficiency.

India's dependence on imports to meet domestic energy demand continues to rise, driven by growing consumption and stag-



“SINCE DATA IS VERY CRUCIAL FOR THE FORWARD JOURNEY OF THE ENERGY SECTOR, MASSIVE THRUST IS NOW BEING LAID ON 'ROCKS' IN THE FORM OF HEAVY INVESTMENTS”

Hardeep Singh Puri
Petroleum and natural gas minister

nant domestic production. India's crude oil production fell for the eleventh consecutive year in 2025-26 (FY26), while natural gas output declined for the second straight year, mainly due to the natural decline of ageing oil fields and the absence of major new discoveries. In FY26, India's import dependence stood at 89 per cent for crude oil and 51 per cent for natural gas, according to official data.

Puri said the government has updated regulations governing oil and gas exploration to align India with globally competitive jurisdictions, attracting interest from major investors.

The changes include amendments to the Oilfields (Regulation and Development) Act, an overhaul of petroleum and natural gas rules, and regulatory relaxations such as the release of 1 million square kilometre of "no-go" areas, along with updated revenue-sharing contracts, said the minister.

HORMUZ UNCERTAINTY CHOKES IMPORTS

CRUDE SHOCK LOOMS

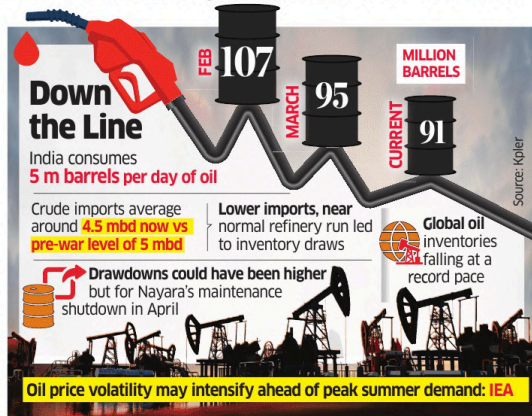
Oil Stock Down 15% Since War

Supply constraints may force refiners to scale back processing

Sanjeev Choudhary

New Delhi: India's crude oil stocks have fallen 15% since the Iran conflict began in end-February as refiners moved to maintain processing rates amid declining imports, according to estimates by commodities data and analytics firm Kpler.

Sustained supply constraints could eventually force refiners to cut runs or pull back on crude processing—a factor analysts say may partly explain Prime Minister Narendra Modi's latest call for fuel conservation. India's crude stocks are currently at 91 million barrels, slipping from 107 million barrels at the end of February, according to Kpler's inventory data, which includes strategic petroleum reserves (SPR), commercial inventori-



es, and refinery stocks. The estimates exclude pipeline stocks.

India consumes about 5 million barrels of oil a day, allowing current inventories to cover about 18 days of demand. The current crude stocks can feed up to 60 days of national consumption, the govern-

ment said Monday, without elaborating. The stock estimate includes cargoes loaded on India-bound ships, said Sujata Sharma, joint secretary in the petroleum ministry on Thursday.

Moderate Drawdown ▶▶ 16

Moderate Drawdown

▶▶ From Page 1

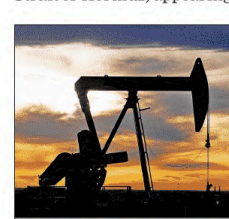
It also includes pipeline stocks.

India's crude imports averaged 4.5 million barrels per day (mbd) in the past two and a half months, declining from the pre-war level of 5 mbd, said Nikhil Dubey, lead analyst, refining, at Kpler. "However, refinery run rates have not declined proportionally with the drop in imports, suggesting that part of the supply gap is currently being met through inventory drawdowns, most likely from refinery storage tanks."

The current drawdown in inventories is "moderate", said Dubey.

The drawdown could have been larger had Nayara Energy not undertaken a maintenance shutdown at its 400,000 barrels-per-day refinery in Gujarat in April, according to an industry executive.

"With near-term prospects for a reopening (of the Strait of Hormuz) appearing increasingly uncertain,



India cannot continue relying on inventory drawdowns indefinitely," said Dubey.

He warned that refineries may eventually need to reduce run rates in line with lower oil supplies. "This could also explain why the Prime Minister has recently called for fuel conservation efforts," he said.

Global oil inventories fell by 129 million barrels in March, and by a further 117 million barrels in April, according to the International Energy Agency (IEA). "With global oil inventories already drawing at a record clip, further price volatility appears likely ahead of the peak summer demand period," the IEA warned Wednesday.

The near closure of the Strait of Hormuz has cut oil output from the Gulf by 14.4 mbd below pre-war levels. This has severely hit global oil supply, which declined by a further 1.8 mbd in April to 95.1 mbd, taking total losses since February to 12.8 mbd.

Saudi Arabia and the UAE—possessing alternative export routes—continued shipments, while Iraq and Kuwait—which depend entirely on the Strait of Hormuz—have been unable to export any volumes.

Hormuz shipping gridlock traps 360 vessels, threatens global oil trade

● Evacuation limited to about 40 ships a day

SAURAV ANAND
New Delhi, May 14

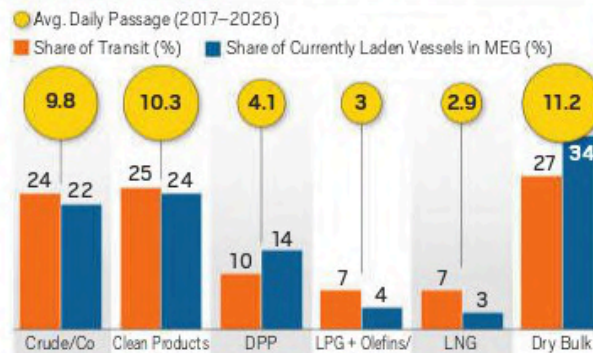
A MASSIVE SHIPPING bottleneck has built up inside the Strait of Hormuz, with nearly 360 laden commodity vessels stranded in the Gulf and evacuation capacity limited to around 40 ships a day, raising fears of prolonged disruption to global oil, gas and commodity trade despite US-backed evacuation efforts.

Shipping intelligence firm Kpler said clearing the backlog could take several weeks even under a "best-case" emergency scenario, highlighting the logistical constraints in one of the world's most critical energy transit routes.

The Strait of Hormuz handles nearly a fifth of global oil and gas trade, making the disruption one of the biggest threats to global energy supply chains since tensions in the region escalated earlier this year.

"Based on a 40-vessel-per-day 'best case' scenario, Kpler intelligence reveals that clearing the current backlog of around 360 laden commodity cargo ships will be a race against logistical bottlenecks and the limits

CRISIS RINGS ALARM BELLS



Source: Kpler



Global energy demand slumps

GLOBAL FUEL MARKETS are slipping into a major demand crisis, with refinery runs projected to plunge by 5.2 million barrels per day (b/d) in the second quarter and refined fuel demand expected to contract by 4.4 million b/d as prolonged disruptions around the Strait of Hormuz severely tighten global energy supplies, according to S&P Global Energy.

The agency said the market has now crossed a critical threshold where supply disruptions are no longer temporary logistical shocks but are beginning to force large-scale fuel demand destruction across economies.

On an annual average basis, S&P Global Energy now expects global refinery runs to decline by 1.9 million b/d during 2026.

—FE BUREAU

of an untested Omani route," the consultancy said.

The warning came after US President Donald Trump announced support for an

emergency evacuation of commercial vessels trapped inside the Strait. However, Kpler said physical transit limitations and operational realities make rapid

clearance unlikely.

Historical shipping data suggests there is little room to accelerate traffic through the narrow corridor even during emergencies. Between January 2017 and February 2026, average laden vessel transit through Hormuz stood at 41.3 ships a day.

Even after the initial attack on February 28, only 38 laden vessels exited the Middle East Gulf zone despite heightened urgency across shipping markets. "This number is close to the pre-war average, suggesting that even with a high sense of urgency, the daily exit number is unlikely to exceed this threshold," Kpler said.

The highest daily laden vessel movement recorded through the Strait was 62 ships on June 9, 2025.

STRONGER PUSH FOR ACCOUNTABILITY

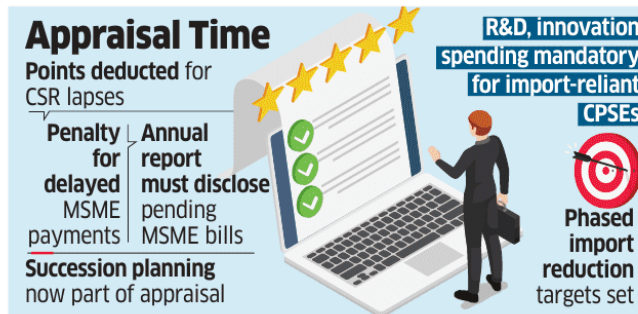
Evaluation Tightened, Faltering CPSEs to Face Strict Penalties

THE PARAMETERS CSR obligations, timely payments to MSMEs, succession plan

Anuradha Shukla

New Delhi: The Centre has tightened annual performance norms for central public sector enterprises (CPSEs), with strict penalties for failing to meet corporate social responsibility (CSR) obligations, delaying payments to micro, small and medium enterprises (MSMEs) or falling short of preparing a succession plan.

Going forward, any deviation from mandatory CSR activities or MSME procurement rules will result in a full deduction of marks assigned to these performance parameters, according to the new parameters to assess the annual performance of each CPSE for FY27. These parameters are fixed annually.



The move is aimed at signaling a stronger push for accountability and timely support to small businesses, officials said. The Centre circulated the guidelines to the CPSEs in the first week of this month. The parameters were set by a high-powered committee chaired by the cabinet secretary,

which had officials from Niti Aayog, chairperson of the public enterprise selection board, and secretaries from the finance ministry as its members. “The new parameters are aligned with the vision of Atmanirbhar Bharat, supporting small enterprises and strong corporate governan-

ce,” said an official. CPSEs are mandated to disclose the number and amount of bills pending and paid during a financial year in their annual reports and failure to report will attract penalty of full marks. CPSEs will also be assessed on research and development (R&D) and innovation initiatives. This parameter will be mandatory for all CPSEs that rely on imports to foster a culture of innovation and technological advancement and CPSEs will be assessed on how much they spent on the R&D in the last three years. CPSEs have also been asked to reduce their import dependency in a phased manner. The target for import reduction will be set by the concerned administrative ministries.



India asks US for Russian oil waiver extension

BLOOMBERG

May 14

INDIA HAS ASKED the US to extend its waiver on Russian oil, according to people familiar with the matter, as the nearly 11-week war in the Persian Gulf disrupts energy supply. The US first provided a green light in March, and then widened that with an authorization that runs until May 16, in an effort to limit rising oil prices with additional barrels. While Russian crude is not subject to blanket sanctions, Washington has previously pushed New Delhi to cut back on discounted purchases in order to pressure Moscow over its war in Ukraine.

With no end in sight for the conflict in the Middle East, officials in New Delhi have warned Washington that supply remains a priority, as continued volatility in the oil market will have wide consequences. That includes the impact on 1.4 billion Indians already struggling with a cooking gas shortage, the people said. They asked not to be named as the conversations are not public.

The Oil Ministry and Ministry of External Affairs did not respond to requests for further information. The US Treasury also did not respond to emailed queries.

Fuel conservation must begin with the Government



**SUBHASH CHANDRA
AGRAWAL**

Prime Minister Narendra Modi's appeal to citizens to save fuel in the national interest is both timely and necessary. At a time when rising global crude prices, environmental degradation and growing urban congestion are placing enormous pressure on India's economy, energy conservation cannot remain merely a matter of public responsibility. The government itself must lead by example through serious structural reforms and policy changes that reduce unnecessary fuel consumption and discourage the culture of excessive automobile dependence.

One of the first steps should be a complete ban on extravagant political roadshows and large election rallies that involve thousands of vehicles, helicopters, diesel generators and massive logistical arrangements. Political parties often preach austerity to citizens while practising excess themselves. Such events not only consume enormous quantities of fuel but also create traffic chaos and environmental pollution. Public messaging on fuel conservation will carry credibility only when political leadership demonstrates restraint.

Similarly, the government should review the size of official convoys accompanying ministers and senior bureaucrats. Security considerations are important, but there is ample scope to reduce unnecessary layers of vehicles without compromising safety. Long convoys of SUVs and luxury cars moving through crowded cities send the wrong message in a country where ordinary citizens are repeatedly urged to conserve fuel and reduce consumption.

Government expenditure on luxury vehicles must also be curtailed. All central and state government departments, along with public sector undertakings, should be required to purchase only economy-range vehicles, except for constitutional authorities such as the President, Vice-President, Prime Minister and visiting foreign dignitaries. Over the years, several state governments have faced criticism for purchasing expensive luxury cars even during periods of economic distress. Such decisions create public anger because they reflect misplaced priorities. Public money should be directed towards healthcare, education, public transport and infrastructure rather than official extravagance.

India must also rethink its broader transport culture. The obsession with private cars has reached unsustainable levels in major cities. Roads are congested, parking space is shrinking and pollution levels continue to rise. Instead of encouraging ever-growing car ownership, policy should focus on efficient, affordable and eco-friendly public and shared transport systems. One practical solution could be the promotion of modern, air-conditioned auto-rickshaws powered by electricity or CNG. Such vehicles occupy less road space, require less parking, consume less energy and are more environmentally sustainable. If designed properly with safety and comfort in mind, they could become a preferred mode of transport even for sections of the middle class.

Government departments should adopt public and shared transport alternatives instead of maintaining large fleets of cars. India must expand metro rail networks, electric buses and integrated urban transport systems rather than encouraging private automobile growth. At the same time, luxury vehicles should attract higher taxes and stricter loan norms, as such consumption often reflects status rather than necessity.

The government should further reconsider policies that indirectly encourage the expansion of large private vehicles. Former Union Environment Minister Jairam Ramesh once accurately described SUVs as "Socially Useless Vehicles" because they consume excessive fuel and occupy disproportionate road space. Large cars worsen congestion while offering little public benefit. India requires a fresh automobile policy that prioritises compact, energy-efficient and environmentally responsible vehicles over oversized luxury models.

Another critical issue is diesel usage in private cars. Diesel has historically been subsidised because it powers public transport, goods carriers and essential logistics.

Allowing luxury private vehicles to benefit from lower-priced diesel distorts the purpose of the subsidy. Diesel engines in private cars should therefore be gradually phased out while investments are directed towards electric mobility, CNG infrastructure and cleaner technologies. At the same time, environmental regulation should become more practical and scientific. Blanket scrapping policies that force owners to abandon diesel cars after ten years and petrol cars after fifteen years often unfairly burden middle-class families and senior citizens who use their vehicles sparingly. Vehicle fitness should instead be determined through rigorous pollution and safety testing rather than arbitrary age limits. Authorised workshops should conduct computerised fitness checks after a fixed number of years, and only vehicles failing those tests should be scrapped.

Pollution-control systems also need major reform. Automobile workshops should be mandated to install pollution-testing facilities so that every vehicle leaving a service centre is certified for emissions compliance. Presently, vehicle owners are forced to repeatedly visit separate pollution-testing centres, causing inconvenience and unnecessary fuel consumption. A more integrated system would improve efficiency and compliance.

The automobile industry itself requires greater regulation in the interest of consumers. Excessive variants of the same car model confuse buyers and artificially inflate prices. Standardisation of components such as tyres, batteries and spare parts across manufacturers could significantly reduce costs through economies of scale. Car manufacturers currently enjoy enormous profit margins on spare parts because of limited competition and lack of standardisation. The government's anti-profiteering mechanisms should ensure that consumers are not exploited through unreasonable pricing.

India must ultimately redefine what progress means in the transport sector. Development cannot simply be measured by rising sales of expensive cars or expanding highways crowded with private vehicles. A truly modern transport vision is one that prioritises efficiency, sustainability, affordability and public welfare. Fuel conservation is not merely about reducing imports or saving money; it is also about environmental responsibility, urban livability and economic discipline. Citizens certainly have a role to play, but meaningful change will come only when governments, policymakers and industries demonstrate the same commitment they expect from the public.



The writer is a Delhi-based RTI consultant

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The Pioneer

India Asks US to Extend Waiver on Russian Oil as Iran War Drags On

India has asked the US to extend its waiver on Russian oil, according to people familiar with the matter, as the nearly 11-week war in the Persian Gulf disrupts energy supply.

The US first provided a green light in March, and then widened that with an authorisation that runs until May 16, in an effort to limit rising oil prices with additional barrels. While Russian crude is not subject to blanket sanctions, Washington has previously pushed New Delhi to cut back on discounted purchases to pressure Moscow over its war in Ukraine.

With no end in sight for the conflict in West Asia, officials in New Delhi have warned Washington that supply remains a priority, as continued volatility in the oil market will have wide consequences. That includes the impact on 1.4 billion Indians already struggling with a cooking gas shortage, the people said. They asked not to be



named as the conversations are not public.

India's Oil Ministry and Ministry of External Affairs did not respond to requests for further information. The US Treasury also did not respond to emailed queries.

Indian imports of Russian oil have been running at a record pace as refiners go all out before

the current waiver expires.

So far in May, daily inflows have totaled an unprecedented 2.3 million barrels, according to Kpler data, as the waiver allowed imports of already-loaded Russian oil.

Full-month flows may come in at a still-substantial 1.9 million barrels a day, Kpler's predictive data shows.—**Bloomberg**

Another High for Ural Oil in W Asia Turmoil

Russia is getting a further boost from the Iran war as the price for its flagship Urals oil export blend reached the highest since October 2023 for tax purposes this month.

The finance ministry will calculate taxes for oil producers in May based on an average Urals price of \$94.87 a barrel and an exchange rate of 76.938 rubles per US dollar, according to the nation's tax service. That

amounts to nearly 7,300 rubles per barrel, a 18% increase from the previous month and a 60% jump from a year ago.

The Kremlin, which relies on the oil and gas industry for about a fifth of its budget revenues, saw its war economy supported by higher oil prices and stronger demand for Russian barrels after the Iran war disrupted supplies from the Persian Gulf through the Strait of

Hormuz.

The inflow of petrodollars has already allowed the government to resume replenishing its rainy-day fund and delay cutting non-priority spendings.

The boost from the war-driven oil rally would be even greater if not for the appreciation of the nation's currency. A stronger ruble means lower tax proceeds from barrels priced in dollars.—**Bloomberg**

Modi may seek more energy supplies during brief UAE visit

REUTERS

New Delhi, May 14

PRIME MINISTER NARENDRA

Modi will visit the United Arab Emirates briefly on Friday, where he is likely to discuss long-term energy supply deals and seek support to expand India's strategic oil reserves, three sources said.

The UAE will be Modi's first stop on a five-nation tour from May 15 to 20, as the world's third-largest energy importer seeks to secure supplies that have been badly disrupted by the US-Israel war on Iran.

The UAE's recent exit from OPEC is expected to boost its output and help countries like India. Trips to the UAE by heads of governments have been rare since the war began and Iran launched strikes on the country.

The UAE is one of India's biggest suppliers of crude oil and natural gas.

In January, India signed a \$3 billion deal to buy liquefied natural gas from the Gulf nation. Modi will meet UAE President Sheikh Mohamed bin Zayed Al Nahyan and will discuss a range of issues, in particular energy cooperation, India's foreign

OIL DIPLOMACY



■ Meeting with Sheikh Mohamed bin Zayed Al Nahyan to discuss long-term crude and LNG supply deals

■ Talks aim to expand India's strategic oil reserves amid West Asia supply risks linked to war

■ UAE remains a key energy supplier to India, building on a recent \$3-bn LNG pact

■ Both sides target \$200 bn in trade and deeper energy and defence cooperation

ministry said.

The UAE is India's third-largest trade partner and is home to more than 4.5 million Indians. The three Indian sources said Modi is likely to

seek help with long-term supplies of cooking gas and crude oil, in addition to expanding India's strategic reserves.

They did not give additional details and declined to be named publicly because they were discussing potential government-to-government negotiations.

India has three strategic reserve facilities with a total capacity of 5.33 million metric tons (MMT) and plans to build two more with additional capacity of 6.5 MMT. India has leased about 1.5 MMT of the existing capacity to Abu Dhabi National Oil Co (ADNOC).

India's oil and gas ministry did not respond to an email seeking comment. ADNOC declined to comment ahead of the visit and the UAE foreign ministry did not respond to an emailed request for comment.

In 2015, Modi became the first Indian premier to visit the UAE in 34 years. The upcoming trip would be his eighth.

The countries plan to double bilateral trade to \$200 billion in six years and form a defence partnership. From the UAE, Modi will take off for the Netherlands, Sweden, Norway and Italy.

Ride out inflation with patience and prudence

As the energy crisis prolongs, the need for deeper reform in politically sensitive areas will become even more pressing

The stress on the Indian economy is beginning to show up in data. The wholesale price index (WPI) for April, at 8.3% over the past year, has seen a sharp jump over the March number, which stood at 3.88%. Fuel inflation, no surprises, is the sharpest, up almost 25%.

Also visible is the pressure on the government finances, as the consumer price index (CPI) for April was less than half this number at 3.48%, up marginally from March at 3.40%. While it might be incorrect to directly compare WPI and CPI data, the fact that the government has absorbed higher fuel prices till now is beginning to show up in the sharp increase in the gap between the two numbers.

Oil companies are losing ₹1,000 crore a day, said petroleum and natural gas minister Hardeep Singh Puri earlier this month. It is only a matter of time before the higher fuel costs are passed on and begin to affect households. The silver lining is that food prices are still benign at 2.31% in the WPI and at

4.20% in the CPI. But these will get impacted due to the double shock of a weaker monsoon and the potential fertiliser shock.

The 2020s are becoming a brutal decade. Whereas the world has always been in some crisis or another, the scale, frequency, and brutality of events since 2020 are probably unprecedented. We're just not catching a break. The Indian economy entered the decade with a gym bod with its macro numbers in place, shoes on, and raring to breach the 8% GDP number. But a war we did not start and that goes on longer than was estimated points to tougher days ahead for us as employees, borrowers, consumers, and investors.

The question everybody is asking is: What's the worst we are looking at? Things will get worse before they get better as the crisis prolongs. We should brace for pain ahead: Higher prices, lower growth, and higher borrowing costs.

In the near term, it will mean higher fuel prices because, at some point, the government will have to transfer the price rise to the public — this is already evident in the divergence between the WPI and CPI. Till now, the price at the pump has remained steady, but not for much longer.

The Prime Minister has already prepared the country for the coming price shock.

But a fuel price hike is not an isolated event; it has a ripple effect on the economy, raising overall prices. Costs of transportation go up and all these get built into the prices we pay at the point of sale. How bad is bad? At its worst, runaway inflation is a downward spiral. As prices rise, consumers begin to cut consumption or savings or both. If

demand falls sharply, that is a signal for production cuts, which lead to wage cuts that further cause demand cuts, and so it goes.

It is unlikely that the story derails in this manner for India. The Reserve Bank of India (RBI) has been an inflation-targeting central bank since 2016, with a target of 4% in a plus-minus band of 2. What helps the country is that we entered this war with sub-target levels of inflation, giving RBI plenty of room to hold rate hikes till now.

But going forward, expect the rate cut cycle to reverse and see both interest rates and costs of borrowing to go up. There are enough policy tools, both fiscal and monetary, to prevent a collapse. Remember that a few percentage points shaved on growth is not a recession or an economic collapse—beware the merchants of doom.

But the story for a middle-class household might not end with just a price rise, because along with the price rise comes the supply shock, something that we are not used to



Monika Halan



It is only a matter of time before the higher fuel costs are passed on and begin to affect households.

BLOOMBERG

anymore. Those who grew up in the 2000s will have no memory of shortages of any kind, unless it is an Apple phone, for which you might have lined up overnight. But basic goods shortages have disappeared from our memory. These might resurface in pockets, and we need to be prepared in terms of both prudence and patience.

This is a time to be sensible about our finances. Delay non-essential foreign travel. Repurpose old family jewellery for weddings. Switch to induction cookers from LPG. Find domestic locations for weddings and other occasions like reunions, birthdays, and other events.

Nothing changes for our investments, except ensuring that we have liquid funds available and we are

not depending on the equity markets for our near-term needs. The time for risky gambles is clearly over, whether it was in futures and options or in cryptocurrencies.

While we belt up for the next few months, we must not lose focus on the fact that the Indian State performs the best with a gun to its head. As the crisis prolongs, the need for deeper reform in politically sensitive areas will become even more pressing. The optimist in me thinks that history could well look back at the 2020s as the big decade of shotgun reform.

Monika Halan is the best-selling author of the Let's Talk series of books on money. The views expressed are personal

India's crude imports fall 17% amid supply shock

Rajeev Jayaswal

letters@hindustantimes.com

NEW DELHI: In March, the first full month after the US and Israel launched an attack on Iran, India's crude oil imports declined 17.1% over March 2025, reflecting the disruption in the global energy supply chain caused by the conflict.

The decline in imports meant that despite a spike in global crude oil prices, India's total crude oil import bill fell by around 5% on an annualised basis in March, according to the latest government data.

India's crude oil imports bill fell from \$12.3 billion in March 2025 to \$11.7 billion in March 2025, a dip of 4.88%, according to provisional numbers released by oil ministry's data keeper Petroleum Planning and Analysis Cell. In terms of volume, they fell to 18.9 million metric tonnes (MMT) as compared to 22.8 MMT in the same month of 2025.

The supply chain disruption was caused mainly by a closure of the Strait of Hormuz. One-fifth of global energy supplies pass through this.

After the war broke out, international benchmark prices of crude surged by over 64% from \$72.87 per barrel on February 27 to nearly \$120 a barrel in intraday trades on March 9 and remained above \$100 barrel.

India's average monthly crude import price (also called Indian



India's crude import volume fell to 18.9 MMT in March. AFP

basket) in March spiked by 56.6% to \$113.49 a barrel as against \$72.47 a barrel in March 2025, according to the government data.

With an uneasy and fragile ceasefire in West Asia threatening to collapse, the situation looks fraught. Over the past week, India's Prime Minister Narendra Modi has asked people to be prudent in their consumption of both energy and foreign exchange. The rupee has weakened by 6.5% to the dollar since January 1.

Cumulatively, India closed financial year 2025-26 with crude oil imports worth \$123.10 billion or ₹10,88,904 crore. In dollar-terms, this is 10.27% less compared to \$137.20 billion spent in 2024-25, and 6.17% less in the rupee-terms. This despite a year-on-year increase in volumes. In 2024-25, the country imported 243.2 MMT of crude

oil, which rose to 245.4 MMT in 2025-26, an increase of 0.9%, data showed. Lower and stable oil prices helped India's cause for much of the year.

India's state owned oil companies have done well in the financial year, people familiar with the matter said.

"HPCL [Hindustan Petroleum Corporation Ltd] has made handsome profit in the fourth quarter (January-March quarter of 2025-26)," a former government official and sector expert said. Two other large state-owned companies, Indian Oil Corporation (IOC) and Bharat Petroleum Corporation Ltd (BPCL) are likely to do even better than HPCL, this person added. IOC is expected to declare its financial results on May 18 and BPCL on May 19.

State-run HPCL on Wednesday declared a 46% jump in net profit for Q4 of FY26 to ₹4,901.50 crore as compared to ₹3,355 crore in Q4 of FY25.

In the full fiscal year (FY26), HPCL's net profit was ₹17,175 crore, a 133% jump as compared to ₹7,365 crore in FY25. The company also declared a final dividend of ₹19.25 per equity share having face value of ₹10 for FY26, which is in addition to the interim dividend of ₹5 per equity share.

Oil minister Hardeep Puri said recently that Indian oil companies are together losing Rs 1000 crore a day because they are yet to raise retail fuel prices.



Panic buying leads to long queues, rationing at Odisha petrol pumps

Sujit Bisoyi

Bhubaneswar, May 14

SEVERAL FUEL stations across Odisha saw long queues and panic buying of petrol and diesel over the last three to four days, leading to some running out of stock. The state government has maintained that there is no shortage of fuel and appealed to the public to refrain from panic buying.

In Bhubaneswar, some stations put up barricades after they ran out of fuel. Some others capped fuel sales to up to Rs 200 for two-wheelers and Rs 1,000 for four-wheelers.

The government said there was no need to panic and that there was no shortage of fuel. "As less than 1% of fuel stations in Odisha have faced a temporary shortage of petrol and diesel, it would not be appropriate to say there is a crisis," said Sanjay Singh, Secretary, Odisha Food Supplies and Consumer Welfare Department.

Singh said the state government has been in constant touch with oil marketing companies (OMCs) and is keeping a close watch on the situation. Crisis management groups have also been formed at the district level to tackle the energy crisis.

Workers at fuel stations reported long queues. "While it takes hardly five minutes to refuel a vehicle, people now have to wait for at least half-an-hour because of the long queues. Some even argue when we tell them about the rationing," said Satrughna Sahoo, who works at a fuel station in the state capital.

The petroleum dealers' association said panic-driven purchases by the customers have led to the situation, even though there has been no shortage of

fuel in Odisha.

"When the Prime Minister appealed to the people to judiciously use petrol and diesel, many thought there might be a crisis and began panic buying. There has been a 50% hike in the sale of petrol and diesel across Odisha in the past three days. Where there is panic buying, it impacts the fuel supply chain," said Sanjay Lath, general secretary, Utkal Petroleum Dealers Association.

Lath said that when some fuel stations run out of stock due to sudden panic buying, it triggers further concerns among customers about a perceived fuel crisis, leading to more panic buying. "While the OMCs used to tell the dealers to maintain stock for three to four days in the underground tanks at the fuel stations, recently, they have been told to maintain the stock for two days only. The customers suffer because of such an artificial shortage. The OMCs and the government must find a way to deal with the situation," he said.

The dealers' association also demanded that OMCs must ensure adequate supply of petrol and diesel to fuel stations across the state, especially in rural areas.

According to official sources, Odisha requires nearly 45 lakh litres of petrol and more than 1 crore litres of diesel every day, while the state has a minimum stock for nearly 15 days.

Odisha Chief Minister Mohan Charan Majhi has reduced his convoy size by half, following the PM's appeal to conserve fuel. Odisha Chief Secretary Anu Garg said some more decisions will be taken by the government in a day or two regarding measures to save fuel.

पेट्रोल-डीजल की कीमतों में कोई बढ़ोतरी नहीं: सरकार

वैभव न्यूज ■ नई दिल्ली

केंद्र सरकार ने गुरुवार को कहा कि देश के सभी पेट्रोल पंपों पर पेट्रोल और डीजल का पर्याप्त भंडार उपलब्ध है। पेट्रोल और डीजल की खुदरा कीमतों में कोई बदलाव नहीं किया गया है और सरकारी तेल विपणन कंपनियों के बिक्री केंद्रों पर भी कीमतें नहीं बढ़ाई गई हैं। अपने दैनिक ब्रीफिंग में पेट्रोलियम मंत्रालय ने कहा, 'मौजूदा स्थिति को देखते हुए सभी नागरिकों से अपील है कि वे रोजमर्रा के जीवन में ऊर्जा की बचत करने का प्रयास करें।

अधिकारी ने कहा, लोग पेट्रोल, डीजल और रसोई गैस की घबराकर खरीदारी न करें, क्योंकि सरकार इनकी उपलब्धता सुनिश्चित करने के लिए हर संभव प्रयास कर रही है। अफवाहों से बचें और सही जानकारी के लिए केवल सरकारी स्रोतों पर भरोसा करें। सरकार ने कहा कि मौजूदा भू-राजनीतिक परिस्थितियों के बावजूद घरेलू रसोई गैस, पीएनजी



और सीएनजी (परिवहन) की 100 प्रतिशत आपूर्ति सुनिश्चित की जा रही है। पिछले तीन दिनों में करीब 1.90 लाख पांच किलोग्राम वाले छोटे रसोई गैस सिलेंडर बेचे गए। केवल बुधवार को ही लगभग 67,600 छोटे सिलेंडरों की बिक्री हुई। मंत्रालय ने बताया कि पिछले तीन दिनों में करीब 1.40 करोड़ बुकिंग के मुकाबले 1.39 करोड़ रसोई गैस सिलेंडर लोगों

तक पहुंचाए गए। इसके अलावा, मार्च से अब तक करीब 7.03 लाख पाइप गैस कनेक्शनों में गैस आपूर्ति शुरू की गई है, जबकि अतिरिक्त 2.72 लाख कनेक्शनों के लिए बुनियादी ढांचा तैयार किया गया है। इस तरह कुल 9.75 लाख कनेक्शनों का ढांचा तैयार हो चुका है। सरकार ने बताया कि करीब 7.49 लाख ग्राहकों ने नए पाइप गैस कनेक्शन

के लिए पंजीकरण कराया है। 13 मई तक 57,200 से अधिक पाइप गैस उपभोक्ताओं ने एमवाईपीएनजीडी.इन वेबसाइट के जरिए अपने रसोई गैस कनेक्शन वापस कर दिए हैं। सरकारी तेल विपणन कंपनियों ने रसोई गैस वितरकों की अचानक जांच तेज कर दी है।

401 गैस एजेंसियों पर जुर्माना लगाया गया, जबकि 76 गैस एजेंसियों को निर्लंबित किया गया है। सरकार ने कहा कि दवा, रसायन और पेंट उद्योग की कंपनियों के लिए प्रतिदिन 1,120 मीट्रिक टन एलपीजी पूल से उपलब्ध कराने की व्यवस्था की गई है।

सरकार ने आगे बताया कि 1 मई 2026 से अब तक मुंबई, कोच्चि, विशाखापत्तनम, चेन्नई, मथुरा और गुजरात रिफाइनरियों से रसायन, दवा और पेंट उद्योगों को 6,700 मीट्रिक टन से अधिक सी3-सी4 अणु और 2,800 मीट्रिक टन से अधिक ब्यूटाइल एक्रिलेट की आपूर्ति की गई है।

गैस को लेकर महिलाओं ने डीएसओ कार्यालय घेरा



गुरुवार को डीएसओ दफ्तर पर गैस को लेकर हंगामा करते लोग। • हिन्दुस्तान

मेरठ, वरिष्ठ संवाददाता। घरेलू गैस की किल्लत को लेकर उपभोक्ताओं के सब्र का बांध टूटने लगा है। गुरुवार को फूलबाग की महिलाओं ने जिला पूर्ति अधिकारी कार्यालय का घेराव कर प्रदर्शन किया।

वार्ड 60 की पार्षद रेखा सिंह और उनके पति पूर्व पार्षद नीरज सिंह के नेतृत्व में बड़ी संख्या में कॉलोनी के लोग मेडा कार्यालय स्थित जिला पूर्ति अधिकारी कार्यालय पहुंचीं। उन्होंने जिला पूर्ति अधिकारी विनय कुमार सिंह का घेराव कर लिया। महिलाओं ने कहा कि गैस एजेंसियां गैस की कालाबाजारी कर रही हैं। नीरज सिंह ने कहा कि सविता और मीरा गैस एजेंसी बुकिंग के बाद 15 से 20 दिन में भी सिलेंडर नहीं दे रही हैं। लोगों के पास बिना सिलेंडर मिले ही सिलेंडर मिलने के मैसेज पहुंच रहे हैं। जिला पूर्ति विभाग दोषियों के

- फूलबाग की महिलाओं ने बुकिंग के बाद भी गैस नहीं मिलने के लगाए आरोप
- कहा, अधिकारी समय से एजेंसियों का नहीं कर रहे निरीक्षण

खिलाफ कार्रवाई क्यों नहीं कर रहा है। डीएसओ विनय कुमार सिंह ने कहा कि कंट्रोल रूम में आने वाली शिकायतों को समाधान कराया जा रहा है।

पार्षद रेखा सिंह ने कहा कि अगर उपभोक्ताओं को बुकिंग के बाद सिलेंडर नहीं मिलेंगे तो महिलाएं यहीं पर अनिश्चितकालीन धरने पर बैठ जाएंगी। डीएसओ ने आश्वासन दिया। मौके पर नीरज भारद्वाज, मुकेश पंडीर, लोकेश लोधी, तरुण शर्मा, प्रशांत चौहान, कपिल अग्रवाल मौजूद रहे।

पेट्रोल संकट का दीर्घकालीन समाधान भारत के पास

कुलभूषण उपमन्यु

लेखक, पर्यावरणविद और हिमालय नीति अभियान के अध्यक्ष हैं।

ईरान, इजराइल-अमेरिका युद्ध ने वैश्विक स्तर पर खनिज तेल आधारित ऊर्जा व्यवस्था को डाँवाडोल कर दिया है। भारतवर्ष पर इसका खासा असर होना स्वाभाविक है क्योंकि हमारी 85 फीसद ऊर्जा जरूरतें अयात के माध्यम से ही पूरी होती हैं और इसका बड़ा भाग मध्य पूर्वी देशों से ही आता है। होर्मुज जलछमरुमध्य से समुद्री नौवहन में युद्ध के कारण आई रुकावट के चलते यह स्पष्ट हो चुका है कि इस तरह की स्थितियाँ देश की घरेलू, औद्योगिक, और सैनिक जरूरतों के लिए घातक साबित हो सकती हैं। अंतरराष्ट्रीय बाजार में युद्ध के चलते खनिज तेल की कीमतें दुगुनी हो चुकी हैं। सरकार ने अभी तक तो घरेलू ऊर्जा जरूरतों पर बढ़ी हुई कीमतों का उतना असर नहीं होने दिया है किन्तु लंबे समय तक ऐसा कर पाना संभव नहीं होगा। इस समस्या के दीर्घकालीन समाधान को ध्यान में रख कर ही सरकार ने एथनोल को पेट्रोल में मिला कर पेट्रोलियम पदार्थों की मांग कम करने का प्रयास शुरू किया है। एथनोल के प्रयोग को लगातार बढ़ते जाने की योजना पर काम हो रहा है, लेकिन इसकी भी सीमा है जिससे आगे एथनोल उत्पादन संभव नहीं होगा। हमारे पास और भी संसाधन हैं जिनके योजनाबद्ध उपयोग से हम ऊर्जा सुरक्षा और आत्मनिर्भरता में बड़ा योगदान कर सकते हैं। हमारे पास कृषि अपशिष्ट और गोबर का

प्रचुर भंडार है, जिससे मीथेन, सीएनजी, पीएनजी बना कर खनिज तेल की आयात जरूरतों को कम किया जा सकता है। फिलहाल उपलब्ध गोबर का उपयोग करने पर क्या स्थितियाँ बनेंगी इस पर विचार करते हैं। देश में 2025 की पशु गणना के अनुसार 193.50 करोड़ गोवरा और 109.85

जो हमें दो पशुओं से दैनिक प्राप्त हो सकता है। इस तरह 150 करोड़ किलो गैस प्रतिदिन बनाई जा सकती है। साल में कुछ कमीवैरी को छोड़ दें तो 300 दिन का गिनते हैं। इससे 45000 करोड़ किलो गैस प्रतिवर्ष बनाई जा सकती है। इसको टन में बदल लें तो 45 करोड़ टन हुए। एक सिलिंडर में 15 किलो गैस के

का परिवार मानते हुए 28 करोड़ परिवार हुए। यदि हर महीने प्रति परिवार एक सिलिंडर की खपत मान कर चलें तो 12 महीने में 336 करोड़ सिलिंडर की खपत होगी। जबकि हमारे पास संसाधन 2970 करोड़ सिलिंडर भरने की है। यानि इस क्षमता का 15-20 प्रतिशत दोहन भी कर लिया जाए तो घरेलू खपत को पूरा किया जा सकता

होगा। शेष संसाधन को वाणिज्यिक स्तर पर बढ़े और आधुनिक तकनीक पर कार्य करने वाले गोबर गैस प्लांट बना कर ऊर्जा सुरक्षा की ओर आत्मनिर्भर कदम बढ़ाया जा सकता है, और आयात बिल और विदेशी मुद्रा को भी बचाया जा सकता है। जिस तरह एथनोल उत्पादन कार्य को गंभीरता से तेज गति से बढ़ाया गया है यदि उसी भावना से गोबर गैस उत्पादन को भी वाणिज्यिक स्तर पर प्रोत्साहन दे कर आगे बढ़ाया जाए तो बड़ी उपलब्धि हासिल की जा सकती है।

इससे किसानों को भी गोबर उपलब्ध करवाने के बदले अतिरिक्त कमाई हो सकती है। इस प्रक्रिया में गैस तो निकल जाती है, शेष गोबर, डाईजैस्टर में अच्छी तरह सड़ कर बाहर आता है जो ज्यादा गुणवत्ता पूर्ण खाद होता है। इसके अलावा फसलों के अपशिष्ट, पराली या गेहूँ के अपशिष्ट भी सीएनजी, पीएनजी बनाने के लिए उपयोग कर लिए जाए तो काफी बड़ी मात्रा में प्राकृतिक गैस के आयात में कमी आ सकती है।

फसल अपशिष्ट से सीएनजी बनाने के कुछ संयंत्र तो शुरू भी हो चुके हैं। इन सब कामों के लिए तकनीक तो हमारे पास उपलब्ध ही है केवल राजनीतिक इच्छा शक्ति और दृढ़ संकल्प से आरंभ करने की बात है। फसल अपशिष्ट इस तरह इस्तेमाल कर लेने से उन्हें जलाने के कारण होने वाले प्रदूषण और उससे होने वाली बीमारियों और असमय मौतों से भी बचा जा सकता है। इस कार्य में भी कुछ कठिनाइयाँ तो आएंगी किन्तु अंतरराष्ट्रीय व्यापारिक गुलामी से मुक्ति भी तो मिलेगी।



करोड़ भैंस हैं। कुल 303.35 करोड़ ऐसा पशु धन है जिनके गोबर से मीथेन गैस बनाई जा सकती है। एक किलो मीथेन गैस बनाने के लिए लगभग 30 किलो गोबर चाहिए,

हिसाब से एक टन से 66 सिलिंडर भरे जा सकते हैं। 45 करोड़ टन से 2970 करोड़ सिलिंडर भरे जाएंगे। देश की आबादी को 140 करोड़ मानते हुए औसत पांच प्राणियों

है और इससे आगे व्यवसायिक खपत की भी गुंजाइश रह जाती है। हर घर में गोबर गैस प्लांट बनाना शायद संभव नहीं होगा किन्तु कुछ में तो संभव

एमजीएल ने एमएमआर रीजन में सीएनजी की कीमतों को 2 रुपए प्रति किलो तक बढ़ाया

एजेंसी ■ नई दिल्ली

महानगर गैस लिमिटेड (एमजीएल) ने कॉम्प्रेस्ड नेचुरल गैस (सीएनजी) की कीमतों में 2 रुपए प्रति किलो बढ़ाकर 84 रुपए प्रति किलो कर दिया है। यह सरकारी कंपनी मुख्यतः मुंबई मेट्रोपॉलिटन रीजन (एमएमआर) क्षेत्र में सीएनजी की आपूर्ति करती है। गैस की कीमतों में बढ़ोतरी की वजह वैश्विक स्तर पर ऊर्जा की अधिक कीमतें, कमजोर रुपया और हॉमुज स्ट्रेट बंद होने से आपूर्ति श्रृंखला संबंधी बाधाओं को माना जा रहा है। एमजीएल मुंबई, ठाणे, नवी मुंबई और एमएमआर के आसपास के इलाकों में ऑपरेट करती है और इसका उसर इन इलाकों में



रहने वाले उपभोक्ताओं पर होगा। फिलहाल दिल्ली एनसीआर, जहां परिचालन इंड्रप्रस्थ गैस लिमिटेड (आईजीएल) के हथ में है, कीमतों में कोई बढ़ोतरी नहीं है। एमजीएल की ओर से सीएनजी की कीमतों में बढ़ोतरी के बाद दिल्ली-एनसीआर के उपभोक्ताओं की नजर भी कीमतों पर बनी हुई है।

एलपीजी लदे दो पोत ने होर्मुज पार किया

नईदिल्ली, एजेंसी। बंदरगाह, शिपिंग और जलमार्ग मंत्रालय ने गुरुवार को बताया, एलपीजी लदे दो पोतों ने होर्मुज को सुरक्षित रूप से पार कर लिया है।

पश्चिम एशिया संकट के संबंध में अंतर-मंत्रालयी प्रेस कॉन्फ्रेंस में बोलते हुए मंत्रालय के अतिरिक्त सचिव मुकेश मंगल ने कहा, दोनों कार्गो खेप भारत आ रही हैं। एक पोत के 16 मई तक कांडला बंदरगाह पहुंचने की उम्मीद है। दूसरा पोत एनवी सनशाइन 46427 मीट्रिक टन एलपीजी लेकर आ रहा है। इधर, ओमान जलक्षेत्र में भारतीय पोत 'हाजी अली' पर 13 मई को हमला हुआ था। इस हमले की वजह से पोत समुद्र में डूब गया। पोत पर सवार सभी 14 सदस्यों को बचा लिया गया।

IGL बिल अपडेट का झांसा दे पौने 5 लाख ठगे

■ NBT रिपोर्ट, टीएचए

ब्रिज विहार निवासी कमल कुमार गौतम ने बताया कि वह एफएसएल दिल्ली में कार्यरत है। 3 मई की शाम को करीब 6 बजे उनके मोबाइल पर आईजीएल कनेक्शन कटने से संबंधित मेसेज आया था। इसमें एक कथित व्यक्ति मनीष राठौर का नंबर दिया हुआ था और उस नंबर पर कॉल किया, तो उसने बताया कि उनके वॉट्सएप नंबर पर एक लिंक भेजा हुआ है। वह कॉल पर ही रहे, वह उनका बिल अपडेट कराने का प्रोसेस कॉल पर ही बता देंगे। पीड़ित को लिंक डाउनलोड कर कुछ रुपये पे करने के लिए कहा गया। पीड़ित ने अपने क्रेडिट कार्ड की डिटेल भरकर 5-10 रुपये पे करने का प्रयास किया, तभी जालसाजों

आईजीएल बिल अपडेट कराने के लिए जालसाज ने एफएसएल कर्मचारी को भेजी थी एपीके फाइल

ने उनका मोबाइल हैक कर लिया। इसके बाद तीन मई की शाम को 6.35 बजे 1.96 लाख और एक मिनट बाद ही 98 हजार रुपये का ट्रांजेक्शन हो गया। इसके अलावा उनके आईसीआईसीआई और एक्सिस बैंक अकाउंट से भी रुपये निकालने का प्रयास किया गया। वहीं, ब्रिज विहार में ही रहने वाले संदीप कुमार ने दर्ज केस में बताया कि उनके पास खुद को आईजीएल गैस का अधिकारी बताने वाले शख्स का कॉल आया था। उसने बिल अपडेट कराने के लिए कहा, कॉल पर रहते हुए ही जालसाज ने उन्हें लिंक भेज दिया। उसे डाउनलोड करते ही उनका मोबाइल हैक हो गया। इसके बाद उनके खाते से एक लाख 88 हजार रुपये निकल गए।