



## APPOINTMENT



**Ashu Shinghal assumes charge as Chief Executive Officer of GAIL Gas:** Ashu Shinghal has assumed charge as Chief Executive Officer of GAIL Gas Limited, a wholly owned subsidiary of Maharatna PSU GAIL (India) Limited. Prior to his new assignment, Shinghal served as Managing Director of Mahanagar Gas Limited (MGL).

## भिवाड़ी में वारदात • आरोपी को पता था कि घर में पार्सल आने वाला है, 20 मिनट तक लूट डिलीवरी बॉय बन गेल इंजीनियर के घर में घुसा, बच्चे की गर्दन पर चाकू रख नकदी-जेवर लूटे

भिवाड़ी | डिलीवरी बॉय बनकर घर में घुसे बदमाश ने मां-बेटे को बंधक बनाकर ज्वेलरी और नकदी लूट ली। आरोपी ने 2 साल के मासूम की गर्दन पर चाकू रख घटना को अंजाम दिया। 20 मिनट में 3 लाख के जेवर और 70 हजार रुपए नकद ले गया। इसी दौरान दूसरा डिलीवरी बॉय महिला के घर पहुंचा तो बदमाश ने घर के बाहर ही रोक लिया। पार्सल रिसेव किया। भिवाड़ी एसपी बृजेश उपाध्याय ने बताया कि मामला फूलबाग आशियाना तरंग सोसायटी में गेल में इंजीनियर शुभम सक्सेना के घर वारदात हुई है। मामले की जांच की जा रही है।

### भास्कर नॉलेज • घर में अगर अकेले हों तो सतर्क रहें

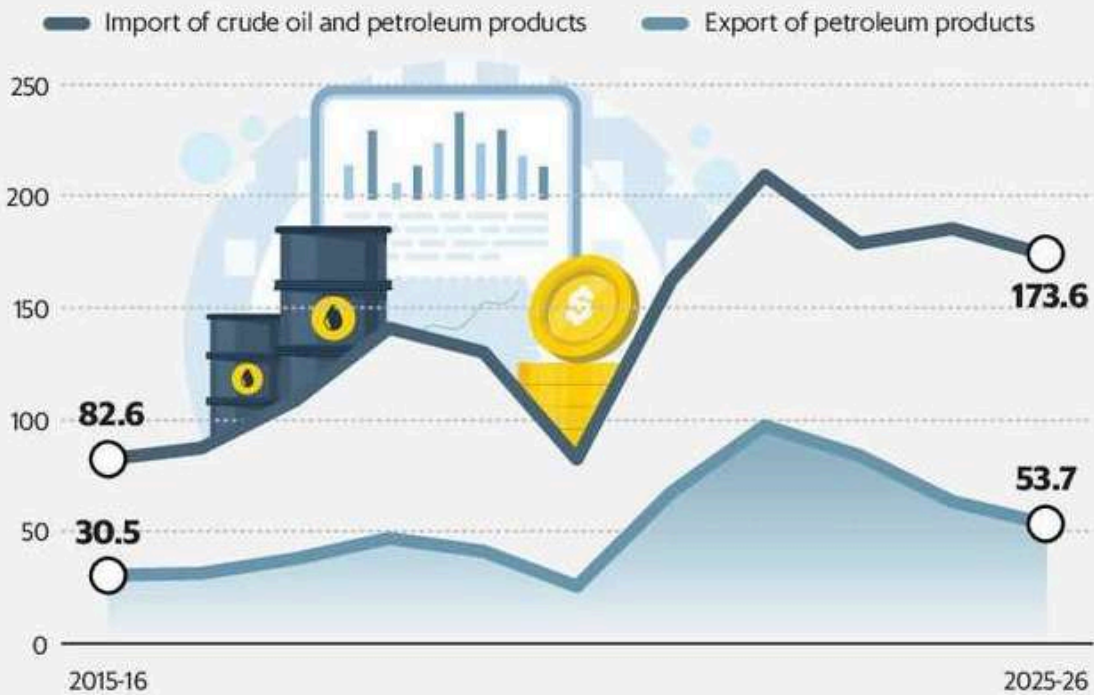
- डिलीवरी बॉय की पहचान जरूर करें। दरवाजा खोलने से पहले नाम, कंपनी और ऑर्डर डिटेल्स पूछें। संभव हो तो ऐप में दिखा रही जानकारी से मिलान करें।
- अनजान व्यक्ति के लिए दरवाजा पूरा न खोलें। सेफ्टी चेन, शिल या डोर व्यूअर से बात करें। घर में अकेले हों तो सतर्क रहें
- महिला, बच्चे या बुजुर्ग घर में अकेले हों तो डिलीवरी गेट या सोसायटी रिसेप्शन से ही रिसेव करने की कोशिश करें।
- कैश पेमेंट करते समय दरवाजे पर ही लेन-देन करें। किसी भी अनजान व्यक्ति को घर के अंदर आने की अनुमति न दें। संदिग्ध व्यक्ति दिखे तो तुरंत सूचना दें।

**mint** | DATA BITES

# WHAT IS INDIA'S PETROLEUM EXPORT VALUE?

India hiked export duties on petrol by ₹3 per litre to secure domestic energy supplies. The country's petroleum product exports had already been slowing after a sharp rise immediately following the Russia-Ukraine war.

Value (in \$ billion)



Data: Rupanjal Chauhan;  
Graphic: Prateek Kumar

Source: CMIE

## Hike in fuel prices to have no direct impact on India's fiscal situation: SBI report

**STATESMAN NEWS SERVICE**

*New Delhi, 18 May*

The SBI research report has said the recent hike in the petrol and diesel prices are going to have no direct impact on the fiscal situation.

SBI Ecowrap said the historical data shows that hike in petrol and diesel price has been followed by a decline in consumption immediately after the hike, only to recover thereafter with no decline visible in the annual consumption levels.

"Further, immediate impact on CPI inflation is likely around 15-20 bps in May-June 2026. So we revise our FY27 forecast to 4.7 per cent. There is no direct impact of this hike on the fiscal situation," it said.

The current increase in oil price by Rs 3 provides a relief of Rs 52,700 crore in under-recoveries, which is 15 per cent of the expected total loss of the OMCs in financial year 2027.

"If we assume that the Government reduced the excise duty on petrol and diesel to zero from its current level of 11.9 per cent and 7.8 per cent respectively, it will lead to reduction in government



revenue/gain of OMCs to the tune of Rs 1.9 lakh crore. This might increase the fiscal deficit by 0.5 per cent of GDP, if the government doesn't reduce the expenditure," the report added.

The report said, "Our estimates suggest that states would lose Rs 0.8 lakh crore if Centre's excise duty is reduced to nil, keeping all else the same. However, higher oil prices will benefit states by around Rs 30,000 crore, so the net impact of excise duty cut on states revenue would be Rs 50,000 crore."

On Sunday, the Trump administration allowed a sanctions waiver on Russian seaborne crude to expire. This will add to the woes of India, as the country managed to survive one of the worst global oil shocks in recent years through a narrow opening.

# Govt: India buying Russian crude for commercial reasons

**MADHUSUDAN SAHOO**  
NEW DELHI, MAY 18

The government on Monday said India's purchases of Russian crude oil have continued due to commercial considerations.

"India's crude purchases from Russia have not depended on the US waiver framework, and are driven by commercial considerations. We have been purchasing from Russia before the waiver, during the waiver also, and now also," said Sujata Sharma, petroleum joint secretary.

Indian refiners and oil traders have indicated that supplies remain available despite the expiry of the American exemption. India had earlier sought an extension of



the sanctions waiver from the US for procuring Russian crude oil.

The latest waiver expired on May 16.

Disruptions linked to the blockage of the Strait of Hormuz prompted India to seek continuation of the waiver, sources said.

"It (buying oil) is basically the commercial sense which should be there for us to purchase. I think there is no shortage of crude. Enough crude has been tied up. Waiver or no waiver, it will not

affect," Sharma said.

The US first issued the waiver in March and later expanded the authorisation until May 16 to help ease pressure on global oil prices through additional supply.

On losses incurred by oil companies, Sharma said a ₹3 per litre increase in petrol and diesel prices had helped state-run oil marketing companies reduce daily losses to around ₹750 crore from nearly ₹1,000 crore earlier.

"A bailout package, in the form of a government subsidy to make up for losses state-owned oil companies are incurring on selling petrol, diesel and cooking gas LPG below cost, is still not on the table," the official further said.

# Oil marketing companies' daily losses dip with fuel price hike

Vijay C. Roy & Rituraj Baruah

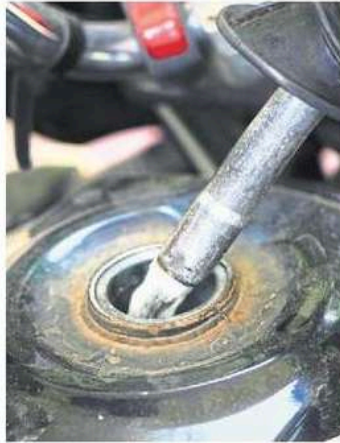
NEW DELHI

State-owned oil firms have reduced their combined daily losses to ₹750 crore from ₹1,000 crore after a ₹3-per-litre fuel price hike from Friday, but remain significantly under-recovered, a government official said.

Addressing the media on Monday, Sujata Sharma, joint secretary, petroleum ministry, said post the recent hike in petrol and diesel, the cumulative daily loss of the three OMCs—Indian Oil Corp. Ltd, Bharat Petroleum Corp. Ltd and Hindustan Petroleum Corp. Ltd—is at ₹750 crore.

The increase in retail fuel prices is seen as a partial correction aimed at narrowing under-recoveries faced by state-owned fuel retailers, which have absorbed a significant portion of rising international costs without fully passing them on to consumers.

The daily losses, borne primarily by public sector fuel retailers, had surged in recent months due to elevated crude oil prices and a mismatch



The combined daily losses of OMCs have fallen from ₹1,000 crore to ₹750 crore. AP

between international fuel costs and domestic retail prices, industry officials said.

Petroleum minister Hardeep Singh Puri had said last week that amid high energy prices and stagnant pump prices of petrol and diesel, OMCs face a daily under-recovery of ₹1,000 crore and a quarterly under-recovery of ₹1 trillion.

On the question of India's oil procurement from Russia despite the end of the waiver on the US sanctions, Sharma indicated that India would continue to procure from Rus-

sia and has never stopped buying crude from the country.

Over the weekend, the US waiver on sanctions on Russian oil expired. US has not yet spoken of any extension.

Further, speaking on the fertilizer stocks in the country, Aparna S. Sharma, additional secretary, ministry of chemicals & fertilizers, said that the availability of fertilizers for the *kharif* season remains more than 51% across states, and there is no major change in the maximum retail price (MRP) of major fertilizers.

"For *kharif* 2026, the fertilizer requirement has been assessed by department of agriculture and farmers welfare at 39.05 million tonnes (mt), against this stock as on today is around 20.09 mt (more than 51%), significantly higher than the usual level of about 33%," she added.

She said India has secured 1.35 mt of DAP and 700,000 tonnes of NPK from the Strait of Hormuz to arrive at Indian ports in May and June.

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For an extended version of this story, go to [livemint.com](https://www.livemint.com).

# PM woos Swedish cos to invest in mfg, clean energy sectors in India

‘In the last 12 years, India has been working on the basic mantra of reforms, performance, and transformation,’ the prime minister said

**GOTHENBURG:** Asserting that India’s “reform express” is going at full speed, Prime Minister Narendra Modi on Sunday asked Swedish companies to enhance their presence in manufacturing, green hydrogen mission, clean energy and other sectors.

Wooring European companies, Modi highlighted the potential in five broad areas, including telecom and digital infrastructure, and said they can help in making India a global research and development hub.

Electronics, deep tech manufacturing, AI, green energy, infrastructure, mobility, urban transformation, healthcare and life science are among the other areas where the prime minister sought collaboration.

On an official visit to Sweden, Modi, addressing the European Round Table for Industry (ERT), stressed that there are opportunities for all companies and assured that various steps, including an institutional system, can be put in place for them to be part of India’s flagship projects in the coming years.

The next wave of technology innovation should be co-created in India, he noted.

“In the last 12 years, India



Prime Minister Narendra Modi with his Swedish counterpart Ulf Kristersson and others during an interaction with a group of the country’s leading CEOs, in Gothenburg, Sweden

PTI

has been working on the basic mantra of reforms, performance, and transformation. And with the government’s political will, this Reform Express is moving forward at full speed,” Modi said at the roundtable as he mentioned the country’s young population, expanding middle class and infrastructure development.

Emphasising that India and Sweden are connected by the shared values of democracy, transparency, innovation and sustainability, Modi called for combining Sweden’s strengths in innovation and sustainability with India’s scale, talent and

growth momentum.

Prime Minister of Sweden Ulf Kristersson, President of the European Commission Ursula von der Leyen, senior European industry leaders, and representatives from leading European and Indian companies also participated in the roundtable hosted by the Volvo Group.

In his address, Modi welcomed the growing momentum in India-EU relations, including the successful conclusion of negotiations of the landmark India-EU Free Trade Agreement (FTA).

He described the agreement as a transformative economic

## Highlights

» Modi assured that various steps, including an institutional system, can be put in place for them to be part of India’s flagship projects

» The next wave of technology innovation should be co-created in India, he noted

» Modi welcomed the successful conclusion of negotiations of the landmark India-EU FTA

partnership that would create new opportunities in trade, technology, manufacturing, services and resilient supply chains.

“We have set an ambitious and strategic agenda at the level of governments... As Ursula von der Leyen had said, this is the mother of all deals. We are trying to implement this as soon as possible,” he said.

In January, India and the EU concluded the FTA.

He also noted that connectivity projects such as the India-Middle East-Europe Economic Corridor (IMEC) add new value to the India-Europe

business partnership.

Modi underlined that India today represents one of the world’s most attractive destinations for investment, innovation and manufacturing.

He highlighted India’s rapid economic growth, next-generation economic reforms, ease of doing business, focus on governance, expanding digital public infrastructure, vibrant manufacturing ecosystem, and rapidly transforming infrastructure sector.

Prime Minister Modi reiterated India’s vision of “Design for India, Make in India and Export from India” and invited European companies to deepen their engagement with India as a trusted and reliable economic partner.

He also underlined the importance of talent mobility, education and skill partnerships between India and Europe. He highlighted India’s young and skilled workforce as a major strength for future global economic growth and emphasised the need to deepen people-to-people ties and innovation partnerships.

The prime minister suggested holding the India-Europe CEOs Round-table annually and also creating an India Desk at ERT. AGENCIES

# India to continue buying Russian oil despite US sanctions: Official

## Russian crude had risen to become core of India's oil basket since 2022

### OUR CORRESPONDENT

NEW DELHI: India has been purchasing Russian oil irrespective of US sanctions waivers and will continue to do so based on commercial viability and energy security needs, a senior petroleum ministry official said on Monday.

"Regarding the American waiver on Russia, I would like to emphasise that we have been purchasing from Russia earlier... before waiver also, during waiver also, and now also," Sujata Sharma, joint secretary in the petroleum ministry, told reporters at a media briefing.

Sharma said India's crude sourcing decisions were driven primarily by commercial considerations and adequate supply availability. "It is basically the commercial sense which should be there for us to purchase," she



**'We have been purchasing from Russia earlier... before waiver also, during waiver also, and now also'**

said, adding that there was no shortage of crude supplies and enough volumes had been tied up through long-term arrangements. A temporary US sanctions waiver allowing the sale and delivery of Russian sea-

### Highlights

- » 'It is basically the commercial sense which should be there for us to purchase'
- » 'There was no shortage of crude supplies and enough volumes had been tied up through long-term arrangements'
- » 'Russian oil imports into India are expected to average close to 1.9 million bpd in May'

borne crude expired on May 16, marking the second time Washington has allowed the relief measure to lapse without clarity on an extension.

The general licence, first issued by the US Treasury

Department in mid-March and extended in April, was meant to ease pressure in global energy markets after the US-Israeli war against Iran triggered the largest-ever oil supply disruption.

"Whatever waiver or no waiver, it (availability) will not affect," Sharma said. Discounted Russian crude had risen to become the core of India's oil import basket since 2022, when Moscow's invasion of Ukraine triggered sweeping western sanctions and disrupted Russia's traditional export markets.

India, the world's third-largest crude importer and consumer, sharply increased purchases of Russian oil to take advantage of lower prices, helping domestic refiners manage elevated global energy costs.

US and European countries slapped sweeping sanctions on Russia for its February 2022

invasion but Russian oil itself was never sanctioned.

In recent months, US sanctioned certain Russian entities, including its largest crude oil suppliers — Rosneft and Lukoil — vessels and financial channels. Even then Russian remained off the sanctions list. This meant Russia continued to be a core supplier for India with procurement strictly ensuring no involvement of sanctioned sellers or intermediaries, use of non-sanctioned vessels, and fully compliant financial, insurance, and trading channels.

This led to a brief moderation in purchases last year but the waivers led to Indian refiners stepping up purchases again.

Russian oil imports into India are expected to average close to 1.9 million barrels/day (bpd) in May, according to data from Kpler, near record levels.

## India's crisis of imported gas and how to resolve it



**DEEPAK GUPTA** | **DILIP KUMAR KHARE**

India's visible anxiety over LPG supplies amid the ongoing Iran conflict is not merely a temporary wartime supply-chain disruption. It is a deeper structural warning about the fragility of India's energy security architecture. While emergency measures may help the system absorb immediate shocks, the crisis has once again exposed India's overwhelming dependence on imported energy and the strategic vulnerabilities that accompany it.

In a world increasingly shaped by geopolitical instability, sanctions, conflicts and unpredictable leadership, energy dependence is no longer merely an economic concern; it directly affects national autonomy and strategic decision-making. As India charts its path towards a cleaner and more resilient energy future, national conversations are understandably dominated by solar and nuclear power. Yet, hidden in plain sight lies another transformative opportunity — one buried in our farms, landfills, cattle sheds, sewage systems and urban waste mountains. Biogas, and its upgraded form compressed biogas (CBG), offers India a rare solution that simultaneously addresses energy security, waste management, climate resilience, rural livelihoods, public health and fiscal prudence.

India today faces two parallel crises — waste and energy. Urban garbage dumps are turning into environmental disasters, rural waste remains underutilised and untreated sewage pollutes rivers and groundwater. At the same time, the country spends enormous sums importing LNG, LPG and fertilisers while subsidising their domestic consumption. Yet the raw material for reducing this dependence already exists in abundance. India generates over 700 million tonnes of agricultural residue annually, nearly 150 million tonnes of municipal solid waste, over a billion tonnes of cattle dung and massive volumes of sewage every day. This enormous waste stream can produce millions of tonnes of biogas while simultaneously cleaning cities, reducing methane emissions, improving farmer incomes, creating jobs and lowering import bills. The economic implications are staggering. A large-scale biogas revolution could potentially save India ₹30,000-40,000 crore annually in gas imports and fertiliser subsidies. It would support India's broader developmental objectives, from Atmanirbhar Bharat and Viksit Bharat 2047 to the country's net-zero commitments. The challenge is no longer technological feasibility. It is one of policy urgency, institutional coordination, financing models and implementation capacity.

Urban India represents perhaps the biggest untapped opportunity. Indian cities generate nearly 1.7 lakh tonnes of municipal waste every day, yet barely half is scientifically processed. If even half of the organic component of urban waste were processed through decentralised biogas plants, India could generate over 15 million tonnes of CBG annually. However, this requires systemic reform. Wet waste from vegetable markets, cattle yards and households should become feedstock for biogas plants, while recyclables and energy-recoverable materials should be separately processed. Crucially, cities need financially sustainable models that compensate waste collectors, aggregators and processors while integrating produced biogas into city gas distribution networks. Equally neglected is the massive biogas potential hidden in India's sewage infrastructure. Hundreds of sewage treatment plants have been constructed under missions such as Namami Gange and AMRUT, yet most lack effective anaerobic digesters for gas recovery. Optimised sewage treatment systems could produce millions of tonnes of CBG while simultaneously recycling water at a time when Indian cities are approaching severe water stress. Every large



sewage treatment plant should therefore be mandated to include anaerobic digestion and gas utilisation systems, supported by clear incentives and integration with urban gas grids. In rural India, the opportunities are even more transformative.

Millions of households possessing cattle can potentially shift from LPG dependence to household biogas systems. Earlier biogas programmes saw limited success due to weak maintenance structures and poor business models. However, innovative models are now emerging. In parts of Gujarat, private developers install and maintain household biogas units while collecting slurry to convert it into bio-fertiliser through cluster-based processing systems. The financial benefits are extraordinary. Under current LPG subsidy structures, the government bears a substantial subsidy burden annually for rural households. If millions of households transition to biogas, subsidy savings alone could run into over ₹1 lakh crore annually, apart from reducing imports. Rural families themselves would save thousands of rupees each year in cooking fuel expenses. Meanwhile, processed slurry can replace a significant portion of chemical fertilisers, reducing urea subsidies and improving soil health, water retention and long-term agricultural sustainability. Agricultural residue management represents another major frontier. India burns over 50 million tonnes of crop stubble annually, contributing heavily to air pollution and environmental degradation.

Yet this residue can generate substantial quantities of CBG. The SATAT initiative launched in 2018 aimed to establish thousands of CBG plants, but progress has remained disappointing due to pricing uncertainty, poor evacuation infrastructure and weak commercial viability. The lesson is clear: biogas cannot succeed without integrated policy support. Biogas also has a crucial role in India's evolving renewable energy landscape. What India therefore requires is not another isolated scheme, but a unified National Biogas Mission. The next great energy revolution may not lie only in the sunlight above us. It lies equally in the waste beneath our feet, the sewage flowing through our drains and the agricultural residue currently going up in smoke. Every untreated litre of sewage, every burning field of stubble, every overflowing landfill and every unused cattle shed represents lost energy, lost wealth and lost opportunity. The clock is ticking. India cannot afford to waste its waste any longer.

Deepak Gupta is Ex-Secretary MNRE and Ex-Chairman IISCC. Dilip Kumar Khare is Ex-Advisor (Bioenergy), MNRE & Technical Advisor, World Biogas Association (WBA)

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## Unlearnt lessons

### India's inadequate strategic petroleum and gas reserves stand exposed

**L**ast week, the Centre hiked retail petroleum product prices after a gap of four years. This was expected, since the government had been warning about high crude prices, and how public sector oil marketing companies (OMCs) had been bleeding heavily due to under-recoveries. It was also expected that this would happen after the results of the five Assembly elections. But the Prime Minister's appeal for austerity due to the drain on foreign exchange, the sharp depreciation of the rupee in recent months and the April's inflation prints point to a much deeper problem that India could have addressed decades earlier – the country's inadequate strategic petroleum and gas reserves. India did build out a strategic petroleum reserve (SPR) of about 36.7 million-39 million barrels, a programme conceived following the post-1991 vulnerability and formalised in the early 2000s. But today, this covers about seven days of consumption demand at 5.5 million barrels per day (mbpd). Combined with inventories of OMCs and import cover, this amounts to more than 70 days of stock. But over the years, India has emerged as the world's third-largest automobile market after the U.S. and China, and a comparison with those nations reveals the scale of India's vulnerability.

While the U.S. built its SPRs in the aftermath of the 1973 oil shock – which, at 714 million barrels, is 18 times larger than India's – China's roughly 900 million barrels is even larger. The U.S. has about 400 million barrels currently in its reserve system, providing it with roughly 20 days of consumption. The country has emerged as the world's largest oil producer in the past 10 years with an output of about 13 mbpd and a commercial system wide inventory, pushing it above the 90 day-mark recommended by the International Energy Agency for reserves. The same applies to China, which is comparable with India as a more oil import-dependent nation. These numbers become even starker when compared with reserves for liquefied petroleum gas (LPG) and liquefied natural gas (LNG), where India is most exposed. India has about 1.4 lakh tonnes of LPG storage, while its daily consumption is about 80,000 tonnes – more than half its reserve capacity. As for LNG, India largely relies on stocks at regasification facilities of Petronet LNG and BPCL, without any underground storage for a fuel vital to produce fertilizers. Both the U.S. and China have heavily invested in underground LNG storage. The EU was quick to adapt following the Russia-Ukraine war as it drew down its dependence on Russian gas. These reserves have enabled advanced economies to hedge against supply disruptions by relying on long-term contracts at times of supply disruptions, cushioning them from spot market spikes. As for China, its defiance of American sanctions against Russian oil has paid off handsomely. India would have benefited too, had it maintained greater strategic autonomy.

# How Indian refiners cutting down on alkylate output is driving up fuel prices in California

**Reuters**  
New York

In India, there is a shortage of cooking gas. In California, motorists are paying \$6 a gallon for gasoline. They are both symptoms of the worst-ever energy supply disruption.

They are also directly connected, and evidence of the knock-on effects across the global economy of the US-Israeli war with Iran.

Iran's near-closure of the Strait of Hormuz has thrown global oil trade into disarray, cutting off importers from around one-fifth of the global oil supply that traversed the waterway before the war. This has forced oil buyers to burn through stockpiles and take other emergency measures to manage global fuel shortages.

Some attempts to address the shortages, such as the India's effort to shore up lique-

fied petroleum gas supplies, are spreading the pain.

## PRODUCTION SHIFT

India uses LPG as its primary cooking fuel. Cut off from West Asian LPG, which represented over 90 per cent of India's total imports of the fuel before the Iran war, New Delhi has directed refiners to maximise LPG output. To comply, refiners have cut production of alkylates — motor fuel additives made using LPG as feedstock.

For California, shrinking alkylate supply compounds concerns of a potential gasoline shortage due to declining fuel production and exports from Asian refiners struggling to access West Asian crude oil.

## IN HIGH DEMAND

Alkylates are highly sought in California because they burn cleaner than other additives, and the state requires a unique gasoline blend to re-



duce smog. That is why California's motorists face a double whammy from the war: A slump in Asian fuel exports has directly hit its motor fuel supply chain, and additives needed for the state's unique gasoline blend are harder to procure because of India's conservation of cooking fuel.

"With India's LPG supply constrained by the closure of the Strait of Hormuz, refiners there are producing and exporting less alkylate, adding pressure to an already tight California gasoline market," said Mason

Hamilton, Chief Economist for American Petroleum Institute industry group.

Indian refiners' decision to cut alkylate exports could not have come at a worse time for California. Motorists are already paying the highest gasoline prices since 2022 amid the global fuel supply crisis caused by the war, and lower alkylate supply will likely inflate prices as the summer driving season boosts demand, said GasBuddy analyst Patrick DeHaan.

"The more acute the alkylate supply shortfall becomes, the higher it could push prices in California," said De Haan. A spokesperson for the California Energy Commission, a state agency, said California is aware of India's evolving priorities, but has a healthy supply of gasoline and blending components. The CEC does not foresee a shortfall, but is monitoring the situation.

CACHE

# Strengthening domestic energy security through decentralised bioenergy systems

India's energy security concerns are increasing focus on converting agricultural residue, food waste, sewage sludge, and organic municipal waste into reliable and commercially viable energy solutions; technologies such as gasification and anaerobic digestion are emerging as critical pathways

Ankur Jain

**G**lobal energy supply chains continue to face uncertainty and fuel prices remain vulnerable to international disruptions. The importance of strengthening domestic energy security has become more urgent for countries like India.

Interestingly, while the country continues to search for scalable and sustainable energy alternatives, one of its largest untapped resources already exists within its own waste streams. Every year, enormous volumes of agricultural residue, food waste, sewage sludge, and organic municipal waste are generated, much of which remains underutilised or poorly managed.

This creates an important intersection between two major national challenges: energy security and waste management. What is often treated purely as a disposal problem can also become a valuable energy resource when supported by the right technology and infrastructure ecosystem. The real question, therefore, is not whether India has the resource base. It is whether the country can build efficient systems capable of converting waste into reliable and commercially viable energy solutions at scale.

## Between waste and energy

India produces nearly 750 million tonnes of agricultural biomass a year, of which around 230 million metric tonnes is estimated to be surplus biomass. If collected and processed efficiently, this mass alone has the potential to offset a meaningful share of India's fossil fuel dependence, with some estimates suggesting it could replace nearly one-third of fuel imports. However, converting biomass into usable energy is complex.

Unlike conventional fuels, biomass is highly inconsistent in nature. Moisture levels vary, density differs across feedstocks, and ash content can fluctuate significantly. This affects combustion efficiency, transport economics, emissions performance, and industrial reliability. Most energy systems require stable and predictable fuel inputs, which raw biomass often can't provide on its own.

As a result, the focus is increasingly on technologies that can convert waste into cleaner, more manageable, and energy-efficient forms. This is where solutions like gasification and anaerobic digestion are becoming important.

In many ways, these technologies are the bridge between raw waste and usable energy infrastructure. Instead of treating waste as a low-value byproduct, they help convert it into commercially viable fuels and energy carriers that can integrate into existing industrial and energy systems.

## Versatile syngas

Gasification is particularly effective for dry biomass such as crop residue, husk, woody waste, and other solid organic materials.

Inside a gasifier, the feedstock is dried, pyrolysed (broken down by heat), partially oxidised, and then reduced. In this process, biomass breaks down into gases, biochar, and tars. A limited amount of oxygen is introduced – not enough for



Gasification is particularly effective for dry biomass such as crop residue, husk, woody waste, and other solid organic materials. GETTY IMAGES

complete combustion but enough to sustain reactions between carbon, steam, and carbon dioxide at 800-1,000 °C. The outcome is syngas, which is made of carbon monoxide, hydrogen, carbon dioxide, and smaller amounts of methane and other gases.

Syngas is valuable because it is versatile. It can be used directly to generate heat or power or can be upgraded into renewable methane, methanol, ethanol, and even hydrogen depending on downstream applications. This flexibility makes gasification one of the more promising pathways within advanced bioenergy systems and explains why it is increasingly becoming central to future-ready clean fuel ecosystems.

Beyond generating energy, the process also produces biochar, a carbon-rich material that can improve soil quality and help sequester carbon. It also creates opportunities within emerging carbon credit markets.

As a result, the value created extends beyond energy alone, contributing to broader environmental and agricultural sustainability outcomes.

## Anaerobic digestion

While gasification is more suitable for dry biomass, wet organic waste requires a different treatment pathway. This is where anaerobic digestion is highly relevant. The technology is particularly suited for sewage, food waste, animal manure, and industrial organic waste streams.

In this process, microorganisms break down waste in the absence of oxygen to produce biogas, which consists mainly of methane and carbon dioxide. The process also produces nutrient-rich digestate that can be used as a soil amendment if

managed effectively.

This is why anaerobic digestion is relevant across urban waste systems, sewage networks, dairy clusters, food processing units, industrial campuses, and even large-scale canteens, where wet waste is generated consistently. At smaller scales, it can support rural and semi-urban communities.

However, unlike thermal systems, anaerobic digestion depends on a continuous biological process. This means feedstock should be available in sufficient quantities to ensure long-term operational efficiency and reliable round-the-clock output.

## Decentralised energy

This is also why the larger opportunity for India may not lie in choosing one technology over another but in integrating them intelligently. Gasifiers are designed for dry waste while anaerobic digestion works best with wet waste. Together, they create a more complete solution aligned with the diversity of India's waste landscape.

Matching the right feedstock with the right technology and right outcome is also essential because forcing wet waste into gasifiers or dry biomass into digesters reduces efficiency and increases operational challenges.

Such an approach also strengthens the case for decentralised energy systems. India does not only need large centralised plants. It also requires smaller distributed systems that can support rural industries, agro-processing clusters, MSMEs, and waste-heavy regions where transporting biomass over long distances is economically inefficient. Localised energy systems can convert local waste into local energy, lowering fuel costs while

improving energy access and waste management outcomes.

For this ecosystem to scale effectively, policy support is crucial. Segregating waste at source, decentralised infrastructure development, stronger carbon markets, and long-term regulatory clarity will all influence the pace of adoption. Without proper segregation, neither gasification nor anaerobic digestion can achieve their full potential. Similarly, without policy certainty, investors and operators often hesitate to commit capital at scale.

## Not a single technology

Initiatives such as the Government of India's Sustainable Alternative Towards Affordable Transportation (SATAT) scheme have already demonstrated how biomass can be converted into biogas and upgraded into compressed biogas, a renewable methane alternative increasingly replacing natural gas across applications. At the same time, where the objective is to produce ethanol, methanol or hydrogen, syngas is emerging as a critical pathway.

In many ways, bioenergy is not a single technology trying to solve every challenge. It is a broader umbrella of technologies, each serving different end uses based on feedstock type and energy needs.

Ultimately, India's energy future cannot rely only on imported fuels and conventional energy systems. The country already possesses a large and underutilised resource base in the form of waste. The challenge now lies in building the right technologies, infrastructure, and policy ecosystems. (Ankur Jain is Managing Director of Ankur Scientific, Vadodara)

# India to continue buying Russian oil, says official

PRESS TRUST OF INDIA  
■ New Delhi

India has been purchasing Russian oil irrespective of US sanctions waivers and will continue to do so based on commercial viability and energy security needs, a senior petroleum ministry official said on Monday.

"Regarding the American waiver on Russia, I would like to emphasise that we have been purchasing from Russia earlier... before waiver also, during waiver also, and now also," Sujata Sharma, joint secretary in the petroleum ministry, told reporters at a media briefing.

Sharma said India's crude sourcing decisions were driven primarily by commercial considerations and adequate supply availability.

"It is basically the commercial sense which should be there for us to purchase," she said, adding that there was no shortage of crude supplies



and enough volumes had been tied up through long-term arrangements.

A temporary US sanctions waiver allowing the sale and delivery of Russian seaborne crude expired on May 16, marking the second time Washington has allowed the relief measure

to lapse without clarity on an extension.

The general licence, first issued by the US Treasury Department in mid-March and extended in April, was meant to ease pressure in global energy markets after the US-Israeli war against Iran triggered the largest-

ever oil supply disruption.

"Whatever waiver or no waiver, it (availability) will not affect," Sharma said.

Discounted Russian crude had risen to become the core of India's oil import basket since 2022, when Moscow's invasion of Ukraine triggered sweeping western sanctions

and disrupted Russia's traditional export markets.

India, the world's third-largest crude importer and consumer, sharply increased purchases of Russian oil to take advantage of lower prices, helping domestic refiners manage elevated global energy costs.

US and European countries slapped sweeping sanctions on Russia for its February 2022 invasion but Russian oil itself was never sanctioned.

In recent months, US sanctioned certain Russian entities, including its largest crude oil suppliers — Rosneft and Lukoil — vessels and financial channels. Even then Russian remained off the sanctions list. This meant Russia continued to be a core supplier for India with procurement strictly ensuring no involvement of sanctioned sellers or intermediaries, use of non-sanctioned vessels, and fully compliant finan-

cial, insurance, and trading channels.

This led to a brief moderation in purchases last year but the waivers led to Indian refiners stepping up purchases again. Russian oil imports into India are expected to average close to 1.9 million barrels per day in May, according to data from Kpler, near record levels. The figures include shipments covered under a temporary US sanctions waiver that has since expired over the weekend.

The continued flow of Russian crude comes even as Brent prices remain more than 50 per cent above pre-war levels, reinforcing India's push to secure cheaper supplies amid global market volatility.

Analysts said India is unlikely to move away from Russian crude in the near term. More documentation and tighter screening are expected rather than a structural shift in sourcing.



## India to keep buying Russian oil, says official

NEW DELHI, MAY 18

India has been purchasing Russian oil irrespective of US sanctions waivers and will continue to do so based on commercial viability and energy security needs, a senior Petroleum Ministry official said on Monday.

“Regarding the American waiver on Russia, I would like to emphasise that we have been purchasing from Russia earlier.. before waiver also, during waiver also and now also,” Sujata Sharma, joint secretary in the Petroleum Ministry, told media persons. Sharma said India’s crude sourcing decisions were driven primarily by commercial considerations and adequate supply availability.— PTI

# India to continue purchasing Russian crude, notwithstanding US sanctions

**ENERGY SECURITY.** There is no shortage of crude, says Sujata Sharma, Joint Secretary at the Oil Ministry

**Rishi Ranjan Kala**  
New Delhi

India will continue to buy Russian crude oil regardless of the status of the US sanctions waiver, based on commercial viability, after Washington let the waiver on Moscow's seaborne crude oil expire over the last weekend.

Asked about India's position on the expiration of the US sanctions waiver, Sujata Sharma, Joint Secretary at the Oil Ministry, said, "Regarding the American waiver on Russia, I would like to emphasise that we have been purchasing from Russia earlier... I mean before the waiver also, during the waiver also, and now also."

**REITERATING POSITION**  
The statement also reiterates India's position *vis-a-vis* its energy security, particularly at a time when crude oil and refined product prices are hitting north adversely impacting the profits and margins of the PSU oil marketing companies (OMCs).

"It is basically the commercial sense which should be there for us to purchase.



**OIL STRATEGY.** Sujata Sharma, Joint Secretary, Ministry of Petroleum & Natural Gas

There is no shortage of crude. Enough crude has been tied up repeatedly... and this, whatever waiver or no waiver, it (availability) will not affect," Sharma emphasised.

Kpler noted that even with the waiver uncertainty, it remains difficult to see India materially stepping back from Russian barrels.

The issue is no longer purely about sanctions optics, but increasingly about supply security and economics in a much more fragile global crude system.

"With continued geopolitical uncertainty and the Strait of Hormuz (SoH) situ-

ation still far from normal, including restricted transits, higher freight risk, and slower flows, Middle Eastern barrels are no longer as straightforward or secure as they were previously. In that environment, Russian crude continues to offer a clear advantage through both pricing and relatively stable logistics via non-Strait routes," emphasised the global real time data and analytics provider.

Sumit Ritolia, Kpler's Kpler's Lead Research Analyst for Refining & Modeling, explained that even if the waiver lapses, flows are likely to remain broadly stable, although they could ease mod-

estly from March levels.

A key distinction often missed is that Russian oil itself is not sanctioned but certain entities, vessels, and financial channels are.

Russia will continue to be a core supplier for India, but procurement must strictly ensure no involvement of sanctioned sellers or intermediaries, use of non-sanctioned vessels, fully compliant financial, insurance, and trading channels, he added.

## THE BACKBONE

"Russian crude has remained the backbone of India's import slate, with flows recovering back toward around 1.9-2 million barrels per day (mb/d) in March (2026) after easing earlier in the year. May import is around 1.9 mb/d till date with overall expected to be around 1.8-1.9 mb/d," Ritolia said.

India's procurement of almost 2 mb/d of crude oil from Russia is the highest since June 2025.

The shift has not been a direct replacement of West Asian barrels from a single source, but rather a broader re-optimisation of the crude slate based on availability, re-

finery compatibility, freight economics, and sanctions exposure, he opined.

Refiners have remained more aggressive buyers of Russian and opportunistic Atlantic Basin barrels, along with bypassed flow of Saudi and UAE grades where available. Venezuelan crude has also made a notable return to India in recent months, partially offsetting the decline in Gulf-linked supply, Ritolia added.

Sharma said the May 15 hike in retail prices of diesel, petrol and compressed natural gas (CNG) has helped the OMCs cut their losses. Earlier, the OMCs were faced with a loss of ₹1,000 crore per day, which post the price rise has come down to ₹750 crore a day.

She added that a bailout package to make up for OMC losses for selling petrol, diesel, CNG and LPG below cost, is "still not on the table".

Prashant Vasisht, Senior VP and Co-Group Head Corporate Ratings at ICRA, said the modest hike in retail price of ₹3 a litre for petrol and diesel provides limited relief to OMCs.

# Diesel shortage chokes truck movement in several pockets

Supply chain distribution hit as truckers complain of lack of fuel availability or diesel supply restricted to about ₹5,000 worth of fuel at a time; dealers flag halting of credit facility by oil firms

**Lalatendu Mishra**  
MUMBAI

**E**ven as the Union Government and oil marketing companies are claiming that there is no shortage of petroleum products all over the country, transporters and retail customers from various parts of India have reported short supply of diesel and petrol over the past few days.

While diesel shortage has been attributed to diversion for industrial use and the inability of pump owners to ensure assured supplies, rationing of petrol due to panic buying has resulted in pumps running dry. In some cases, pump owners resort to hoarding to take advantage of price hike in the future, said sources aware of the developments.

"Members from various parts [of the country] are reporting short supply of diesel, which is hampering free movement of trucks. This is being caused by industrial customers buying in retail and pump owners restricting supply of diesel to trucks," said Abhishek Gupta, General Secretary of the All India Transporters Welfare Association.

According to some transporters, there are pockets where fuel supply is restricted, but the situation has not gone out of hand.

"The primary reason is understood to be pump owners holding stocks in anticipation of price hikes



**Tanking up:** Diesel shortage is attributed to diversion for industrial use and that of petrol due to panic buying. SIDDHANT THAKUR

and industrial demand being fulfilled via retail where discount is available," said a transporter.

There is a price difference of about ₹30 to ₹50 per litre between diesel meant for commercial/industrial use and retail fuel.

Social media is flooded with videos of long queues at petrol pumps and supplies to retail customers restricted to just ₹100 or ₹200 worth of fuel in the case of two-wheelers and up to ₹2,000 for four-wheelers, after long hours of waiting. Several truckers are also seen complaining about either lack of fuel availability or supplies restricted to only ₹5,000 worth of fuel at a time.

This had slowed down truck movement, causing supply chain distributions, they said. Some petrol and diesel dealers pointed out

tense competition among oil marketing companies and they used to give credit of three to four days to dealers. This has been stopped since the first week of March, soon after the war broke out," said Ravi Shinde, former president of the Petrol Dealers Association, Mumbai.

"This has created cash flow issues, and dealers, who used to order two tankers a day, are now getting one on upfront payment. The situation gets worse on Saturdays and Sundays when the banking channel does not work to process payment," he said.

According to pump owners, when a pump goes dry due to unavailability of fuel, the pressure shifts to the nearby pump, leading to long queues and shortages of supply to retail customers.

Sometimes, rumours on social media of a likely steep hike in prices is also causing panic buying, said people familiar with the developments.

Owing to under recoveries, due to a loss of about ₹100 per litre of diesel, there is reluctance on the part of OMCs to sell more. They appear to be conserving inventories in the hope of better future pricing.

Now that international crude oil has touched \$113 a barrel, the alarm bell has started ringing. Meanwhile prices of essential groceries have gone up substantially, adding to the woes of households.



This [shortage] is due to industrial customers buying in retail and pump owners restricting supply to trucks

**ABHISHEK GUPTA,**  
General Secretary, All India  
Transporters Welfare Association

that oil marketing companies had stopped providing credit facility to dealers and this had created cash flow issues, hindering supplies.

Ever since the West Asia conflict broke out and the Strait of Hormuz was shut leading to escalation in crude oil prices, oil marketing companies are reluctant to engage in competition among themselves to reduce under recoveries. "Earlier there was in-

## Commercial oil stocks are depleting rapidly: IEA chief

**Reuters**

Paris

Fatih Birol, head of the International Energy Agency, said on Monday that commercial oil inventories were depleting rapidly with only a few weeks worth left due to the Iran war and the closure of the Strait of Hormuz to shipping.

Birol, who is participating in the Group of Seven finance leaders meeting in Paris, told reporters that the release of strategic oil reserves had added 2.5 million barrels of oil per day to the market, but said these reserves “are not endless”.

The onset of the spring planting and summer travel seasons in the northern hemisphere will drain inventories more quickly as demand for diesel, fertilizer, jet fuel and gasoline increases, Birol added. Asked about his comments in the G7 meeting, he said he described “a perception gap in the markets between the physical markets and the financial markets” for oil.

Birol said that before the US and Israel launched attacks on Iran at the end of February, there was a major surplus in the oil markets, and commercial inventories were very high. But the situ-



Fatih Birol

ation has rapidly shifted due to the war. He said commercial inventories would last “several weeks, but we should be aware of the fact that it is declining rapidly”.

Global observed oil inventories fell at a record pace in March and April, dropping by 246 million barrels, the IEA said in its latest monthly oil market report.

The 32-member IEA coordinated the largest-ever release of stocks from strategic reserves in March, agreeing to withdraw 400 million barrels to calm markets. Around 164 million barrels had been released by May 8, it said. Overall global oil supply will fall by around 3.9 million barrels per day across 2026 due to the war, the agency said, slashing its previous forecast, which had projected a 1.5 million bpd drop.



## No petrol, diesel vehicles for cab aggregators, delivery partners

**Express News Service**  
*Chandigarh, May 18*

THE HARYANA Cabinet on Monday cleared the rules for grant of aggregator licences making it mandatory for aggregators, delivery service providers and e-commerce firms in the NCR districts, including Gurgaon and Faridabad, to induct only green vehicles.

They include CNG, EVs, battery-operated vehicles (BOV) or those that run on any other cleaner fuel. Also, only CNG or electric 3-wheelers will be

allowed to be additionally inducted into existing fleets in the NCR.

"Under the amended rules, all vehicles inducted in the fleet of aggregators, delivery service providers and e-commerce entities in NCR areas from January 1, 2026 onwards will mandatorily be CNG, EVs, BOVs or based on any other cleaner fuel," an official spokesperson said.

The decision has been taken to promote clean mobility, curb vehicular pollution and improve air quality, he said.

# India to buy Russian oil despite US waiver lapse

**SHUBHANGI MATHUR**

New Delhi, 18 May

Indian refiners would continue buying crude oil from Russia, even as the US waiver on purchase of petroleum products from Moscow lapsed on May 16, a senior government official said on Monday.

India ramped up crude oil purchases from Russia, primarily on the back of US waiver, since the beginning of the West Asia conflict to ensure fuel availability in the country. The non-renewal of the US waiver for Russian oil would not have any impact on India's supply of crude oil, said Sujata Sharma, joint secretary at Ministry of Petroleum and Natural Gas (MoPNG) at

an inter-ministerial briefing.

Issuing a waiver, the US had allowed countries to purchase Russian crude oil and petroleum products until May 16 that were loaded onto vessels on or before April 17.

"I would like to emphasise that we have been purchasing (crude oil) from Russia before and during the waiver. We are even buying now. There should be commercial sense for OMCs to purchase (Russian oil). There is no shortage of crude oil; enough crude has been tied up. Waiver or no waiver, it shall not affect our supplies and all efforts have been taken to that effect," said Sharma.

Since the beginning of the conflict in West Asia, Russian



## West Asia transit cost jumped 10x: Govt

Transportation costs between India and West Asia have skyrocketed since February, the shipping ministry said on Monday. According to additional secretary, Mukesh Mangal, freight rates for containers — an area where Indian exporters have suffered the most due to the war — have spiked nearly tenfold since the war began in February-end.

According to the official, freight rates continue to rise despite softening bunkering costs for vessels and lower insurance costs on account of the Bharat Maritime Insurance Pool because charges at West Asian ports and subsequent transit costs continue to remain high. "There is little effect on these rates," he said, adding that land-side charges are also a major issue right now, and shipping will form only a part of these costs. **DHRUVAKSH SAHA**

crude oil has played a major role in ensuring fuel availability in India. However, soaring energy prices have hit finances of the oil

marketing companies (OMCs).

On May 16, OMCs raised petrol and diesel prices in the country by ₹3 per litre, the first increase in four

years, to partially reduce under-recoveries. After the recent price hike, the state-run fuel retailers are incurring under-recovery of ₹750 crore each day on sale of petrol, diesel and liquefied petroleum gas (LPG) cylinders, said Sharma. This compares to under-recovery of ₹1,000 crore per day earlier.

"Under-recovery is still there. Now, it is in the range of ₹750 crore per day which includes petrol, diesel and LPG put together," said Sharma. He said the government does not plan to extend financial support for the current under-recoveries incurred by the OMCs.

On May 15, the government reduced export levy on diesel to ₹16.50 per litre from ₹23 per litre and on aviation turbine fuel to ₹16 per litre from ₹33 per litre.

CURRENT LOSS PEGGED AT RS 750 CR A DAY; FIGURES EXCLUDE UNDER-RECOVERY ON JET FUEL SALES

# Petrol, diesel price hike slashes OMCs' daily losses by Rs 250 cr

**Sukalp Sharma**  
New Delhi, May 18

THE RS 3-per-litre hike in petrol and diesel prices has provided some relief to public sector oil marketing companies (OMCs), reducing their combined daily losses on sales of the two automobile fuels and liquefied petroleum gas (LPG) by a fourth, or about Rs 250 crore, a senior Petroleum Ministry official said on Monday.

The three OMCs — Indian Oil, Bharat Petroleum, and Hindustan Petroleum — are currently incurring losses of about Rs 750 crore a day by selling petrol, diesel, and LPG below market rates, according to Petroleum Ministry Joint Secretary Sujata Sharma.

She did not comment on whether more fuel price hikes are in the pipeline. Sharma said the loss figures don't include the OMCs' under-recovery on jet fuel sales for domestic flights.

The OMCs hiked petrol and diesel prices by Rs 3 per litre on Friday, the first increase in over four years, as they continue to grapple with financial strain amid the West Asia crisis.

Petrol is now priced at Rs 97.77 per litre, and diesel at Rs 90.67 in New Delhi. Fuel prices vary across states due to differences in state-level taxes. There was no hike in LPG prices since the last increase early March.

As per industry sources and analysts, the quantum of this hike will only partially ease the pressure, as the gap between retail fuel prices and the market price is much wider. More calibrated and staggered price hikes may be on the cards.

"The Rs 3 hike, alongside a marginal softening in crude prices, brings estimated residual under-recoveries down to Rs 10 and Rs 13 per litre, offering OMCs a degree of operational breathing room. The overhang is far from gone, though... The latest price increase is, therefore, aimed at containing incremental balance sheet stress rather than restoring marketing margins, and is better read as a policy acknowledgement that absorbed costs must eventually reflect in prices," Sehul Bhatt, Director, Crisis Intelligence said Friday.

Global crude oil prices rose by over 50% due to the crisis, but

## • STAGGERED HIKES?

**OMCs HIKED** petrol and diesel prices by Rs 3 per litre on Friday, the first increase in over 4 years

**THE QUANTUM** of this hike will only partially ease the pressure, as the gap between the retail fuel prices and the market price is much wider

**THE GOVERNMENT** chose a staggered approach because a one-shot steep price hike would not have been politically palatable, according to experts



**CALIBRATED PRICE** hikes allow the Centre to pass on the higher prices to consumers gradually, while keeping a tab on public reaction

to protect consumers, the government-owned OMCs didn't pass on the higher rates for retail petrol and diesel. In fact, their prices hadn't been hiked for four years, apart from a cut once before the 2024 Lok Sabha polls.

Discussions on a hike in their prices gathered pace within the government, with a consensus that an increase was necessary. The key considerations were the timing and the quantum: whether to do it im-

minently or hold prices for longer, and whether to announce a steep hike in one go or adopt a staggered approach, as per a top government official.

A staggered approach was evidently chosen. A one-shot steep price hike wouldn't have been politically palatable, and would have had a shock factor, industry sources said. Calibrated hikes allow the Centre to pass on the higher prices to consumers gradually, while

monitoring public reaction and the inflationary impact on an ongoing basis, instead of the inflationary shock and backlash that a steep hike might lead to.

Apart from a direct bearing on Consumer Price Index (CPI), fuel prices have an indirect impact on inflation as they affect freight and logistics costs, as well as energy and input costs for sectors.

"Given the weightage of petrol and diesel in the CPI basket, a 3-5% increase (in fuel prices) likely adds about 15-25 bps (basis points) to the headline inflation, besides second round impact," Radhika Rao, Senior Economist and Executive Director, DBS Bank said on Friday.

Rao added that the price hike was a "long-anticipated move", and could lead to a bit of moderation in fuel demand. She also recounted that back in 2022, amid the global oil and fuel price surge in the wake of Russia's invasion of Ukraine, retail fuel prices were hiked by about 9-10% in two steps.

The crisis has put the OMCs under severe financial stress.

FULL REPORT ON  
[WWW.INDIANEXPRESS.COM](http://WWW.INDIANEXPRESS.COM)



## 'Russian oil bought regardless of waiver, will keep importing'

Sukalp Sharma

New Delhi, May 18

INDIA HAS been regularly buying Russian oil irrespective of any sanctions waiver from the US, and will continue to do so with commercial viability of the imports and the country's energy security being the primary considerations, a senior Petroleum Ministry official said on Monday.

Over the weekend, the US allowed its sanctions waiver on importing Russian oil already at sea to expire. The US is yet to confirm if it will be extended. When it expired in April, the US had refused to extend it, only to do so within a few days.

"Regarding the American waiver on Russia, I'd like to emphasise that we have been purchasing from Russia earlier, before waiver also, during waiver also, and now also. So, it is basically the commercial sense, which should be there for the OMCs (oil marketing companies) to purchase (Russian oil)," said Petroleum Ministry Joint Secretary Sujata Sharma.

According to a General License issued by the Office of Foreign Assets Control of the US Department of the Treasury last on April 17, Russian oil and petroleum products loaded on tankers, including sanctioned vessels, on or before 12:01 eastern daylight time (9:31 am IST) on April 17 could be purchased and received by most countries till May 16.

The previous waiver issued in March expired on April 11.

Its renewal came two days after US Treasury Secretary Scott Bessent said that it won't be extended. As per industry experts, the decision to extend it till mid-May likely came after pressure from countries buying

***The waiver helped Indian refiners take deliveries even on tankers under sanction, and deal directly with the sanctioned firms***

Russian crude to partly offset the loss of Gulf barrels due to the Strait of Hormuz closure.

With global oil supplies hit due to the effective halt in vessel movements, such waivers were aimed at allowing more barrels to reach the global market and exerting downward pressure on spiralling oil prices.

Experts saw the moves as part of the Trump administration's effort to prevent a sustained spike in global oil prices, aiming to keep domestic fuel costs down ahead of this year's midterm elections. However, Russian oil waiver drew criticism from various US sections.

Critics argued that it led to a windfall for Moscow, which will fund its war in Ukraine. These arguments were also made against the waiver for purchase of Iranian oil, with whom the US was locked in battle in West Asia.

While Washington took a U-turn and extended the Russian waiver, it didn't renew the Iranian waiver.

While government officials maintained India didn't require a US waiver to buy Russian oil, experts said it helped. The waiver enabled refiners to take deliveries even on tankers under sanction, and deal directly with sanctioned firms. It temporarily eased India's friction with the US over hefty purchases of Moscow's crude. **FULL REPORT ON**

[WWW.INDIANEXPRESS.COM](https://www.indianexpress.com)

# Shaping a new era of industrial cooperation

The approaches of India and Sweden reflect a broader belief that climate action can create jobs, expand opportunity, strengthen energy security and improve lives

**A**t a time of growing geopolitical uncertainty, energy insecurity, and economic fragmentation, the world faces a defining choice: Retreat into narrow national approaches or strengthen partnerships that deliver growth, resilience, and sustainability together.

As the United Nations marks its 80th anniversary, the value of international cooperation and multilateralism has become even more evident. At the same time, the need to reform global governance institutions to reflect contemporary realities has become impossible to ignore.

A rules-based international order anchored in international law and sovereign equality has helped create decades of relative stability and development. Yet today's challenges of climate change, industrial transformation, supply-chain disruptions and energy transition, require a renewed spirit of practical and inclusive cooperation.

Few challenges are as universal or consequential as climate change. It affects societies and economies across all regions, whether in India, Sweden

or elsewhere. But climate action cannot be divorced from development aspirations. Billions of people continue to seek better living standards, jobs, modern infrastructure and energy access. Delivering growth and opportunity while advancing sustainability is, therefore, not a contradiction, it is the defining economic and political task of our times.

India has emerged as one of the world's fastest-growing major economies while pursuing one of the world's largest renewable energy transitions. The approach is guided by a clear objective: to bridge climate ambition with development realities.

As a major growth engine, and a responsible voice of the Global South, India's two defining milestones for the near future are to achieve developed country status by 2047 and Net Zero emissions by 2070. These domestic goals are deeply intertwined.

Thanks to global cooperation, including Lead It and other global platforms that India has formed with the United Nations and international partners — including the International Solar Alliance, the Global Biofuels Alliance, and Mission LiFE, India is a responsible voice of the Global South.

Simultaneously, Sweden leads the way in European climate action. Thanks to bold decisions taken decades ago, the electric grid is 98% fossil-free. The contribution of the private sector in innovation and exports of cli-

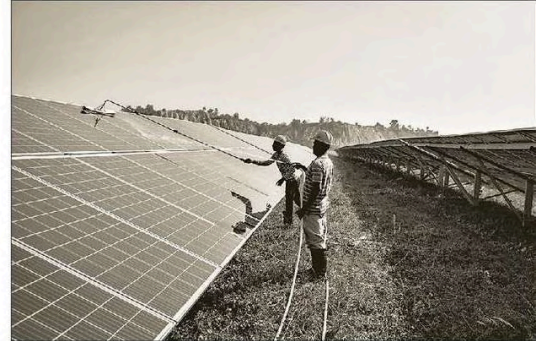
mate-friendly solutions cannot be overstated. All in all, emissions have decreased by more than a third since 1990 — and during this time, the size of Sweden's economy has almost doubled.

The approaches of India and Sweden reflect a broader belief that climate action can create jobs, expand opportunity, strengthen energy security and improve lives. The aim is not only to decarbonise domestic development pathways, but to help build partnerships that make clean industrialisation at scale possible.

It is in this spirit that India and Sweden met in Gothenburg on May 17. Our partnership reflects a shared conviction that industrial transformation can be driven through collaboration between governments, industry, innovators and financial institutions.

The green transition is not only an environmental imperative, it is also central to competitiveness, economic resilience and long-term growth.

India and Sweden have demonstrated the value of such cooperation through the Leadership Group for Industry Transition (LeadIT), launched jointly by both countries in 2019 with the support of the United Nations. LeadIT has helped place industrial decarbonisation and hard-to-abate sectors at the centre of the global climate discussion. More importantly, it has shown that developed and developing economies can



Green transition is not only an environmental imperative, it is also central to competitiveness, economic resilience and long-term growth. REUTERS



Narendra Modi



Ulf Kristersson

co-create solutions through trust, innovation and shared responsibility.

Today, however, the scale and urgency of the challenge demand that we move further and faster. The next phase of Lead IT should move from words to action, meaning implementation at scale. It has proved to be a useful platform for action by accelerating technology partnerships, enabling industrial pilot projects, mobilizing sustainable finance, strengthening resilient clean-energy supply chains and building globally competitive low-carbon industries.

The next phase should aim to support workforce transitions, skills development and financial architecture that reduce risk and lower the cost of capital for industrial transformation.

Not every country needs to invent every solution, but every country should have the opportunity to adapt, deploy and scale technologies suited to its developmental circumstances and priorities. Emissions do not recognise borders, and neither can the solutions.

We, therefore, call for a broadening and deepening of this coalition through 2030. We invite more countries, including Nordic partners with

strong innovation ecosystems and clean technology leadership, to join and actively contribute to this effort. The industrial transition can succeed only if it can deliver tangible economic value and social progress.

Solar, wind, hydropower, nuclear energy, storage technologies and low-carbon industrial solutions will all have important roles to play depending on national circumstances and priorities.

No country can secure every critical technology, mineral or industrial input alone. Nor can any nation address climate change in isolation. Emissions do not recognise borders — which is why solutions must be international.

The opportunity before us extends far beyond climate policy. It is about shaping a new era of industrial cooperation.

India and Sweden remain committed. At a moment of global uncertainty, our message is clear: cooperation, rather than fragmentation, will define the pathway to shared prosperity and a sustainable future.

Narendra Modi is Prime Minister of India and Ulf Kristersson is Prime Minister of Sweden

# LPG shortage in India is driving petrol prices higher in California

Reuters

letters@hindustantimes.com

**NEW YORK:** In India, there is a shortage of cooking gas. In California, motorists are paying \$6 a gallon (₹152.4/litre) for gasoline. They are both symptoms of the worst-ever energy supply disruption. They are also directly connected, and evidence of the knock-on effects across the global economy of the US-Israeli war with Iran.

Iran's near-closure of the Strait of Hormuz has thrown global oil trade into disarray, cutting off importers from around one-fifth of the global oil supply that traversed the waterway before the war.

This has forced oil buyers to burn through stockpiles and take other emergency measures to manage global fuel shortages.

Some attempts to address the shortages, such as the Indian government's efforts to shore up liquefied petroleum gas supplies, are spreading the pain.

India, the most populous country, uses LPG as its primary cooking fuel. Cut off from Middle Eastern LPG, which represented over 90% of India's total imports of the fuel before the Iran war, New Delhi has directed refiners to maximize LPG output.

To comply, refiners have cut production of alkylates — motor fuel additives made using LPG as feedstock.

For California, shrinking alkylate supply compounds



California's average retail motor fuel price hit a three-year high of \$6.16 on May 7 as gasoline stockpiles hover near record lows. Prices could cross \$6.50 over the coming weeks. REUTERS

concerns of a potential gasoline shortage due to declining fuel production and exports from Asian refiners struggling to access Middle Eastern crude oil. Alkylates are highly sought in California because they burn cleaner than other additives, and the state requires a unique gasoline blend to reduce smog.

That is why California's motorists face a double whammy from the war: a slump in Asian fuel exports has directly hit its motor fuel supply chain, and additives needed for the state's unique gasoline blend are harder to procure because of India's conservation of cooking fuel.

"With India's LPG supply constrained by the closure of the Strait of Hormuz, refiners there are producing and

exporting less alkylate, adding pressure to an already tight California gasoline market," said Mason Hamilton, chief economist for the American Petroleum Institute industry group.

## India prioritises cooking fuel

Indian refiners' decision to cut alkylate exports could not come at a worse time for California.

Motorists in the most populous U.S. state are already paying the highest gasoline prices since 2022 amid the global fuel supply crisis caused by the war, and lower alkylate supply will likely inflate prices as summer driving season boosts demand, GasBuddy analyst Patrick De Haan said.

"The more acute the alkylate supply shortfall becomes, the higher it could push prices in California," De Haan said.

A spokesperson for the California Energy Commission, a state agency, said California is aware of India's evolving priorities but has a healthy supply of gasoline and blending components.

The CEC does not foresee a shortfall but is monitoring the situation, the spokesperson said.

California's average retail motor fuel price was \$6.14 per gallon on Friday, after hitting an over three-year high of \$6.16 on May 7 as California gasoline stockpiles hover near record lows, GasBuddy data showed. Prices could cross \$6.50 over the coming weeks, De Haan said.

U.S. environmental laws require cleaner-burning gasoline blends during the peak summer season, adding to costs. California has the strictest U.S. mandate, which increases costs relative to the rest of the country, said Kpler lead research analyst Nikhil Dubey. The U.S. national average gasoline price was \$4.52 a gallon on Friday, GasBuddy data showed.

There is little India can do to continue supplying alkylates to California. The LPG shortfall there has been so severe people have queued for hours to purchase LPG cylinders, often only to be turned away and forced to buy from the black market. Restaurants and other busi-

nesses have warned they could be forced to shutter.

Reliance, operator of the world's largest refinery in Jamnagar, Gujarat, said this month it was cutting alkylate output and exports to maximize LPG production. India's total alkylate exports fell to 33,000 barrels per day in April, about half of the 61,000 bpd exported in March and the lowest since October 2023, Kpler data showed.

## Few good options

Similar to New Delhi combating LPG shortages, California Governor Gavin Newsom has few options to prevent pump prices from rising further as long as the Iran war drags on.

Any stopgap measures to lower fuel prices, such as tax waivers, would boost demand, which in turn would deepen the alkylate shortage and set up worse sticker shocks for consumers, De Haan said.

"You can't put more pressure on a system struggling under the existing weight on it," De Haan said.

For Newsom, that means his only viable option to tame California's fuel prices may be to waive the state's fuel specifications to reduce the need for alkylates, GasBuddy's De Haan said.

"His hands are tied. That's the only choice he has," De Haan said.

The CEC does not think a waiver of blending requirements would help the state, the CEC spokesperson said.



# OMCs still losing ₹750 cr a day: Govt

Rajeev Jayaswal

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**NEW DELHI:** State-run oil marketing companies (OMCs) are still losing ₹750 crore a day on the sale of auto fuels and cooking gas even after petrol and diesel rates were raised by ₹3 per litre each on Friday, a government official said, offering no comment on further hikes of fuel rates.

“Losses are still there on the OMCs and now also it will be in the range of may be ₹750 crore per day. And that includes petrol, diesel and LPG [liquefied petroleum gas]—everything put together,” petroleum ministry’s joint secretary Sujata Sharma said on Monday’s inter-ministerial briefing on the impact of the West Asian crisis on India.

Days before oil companies raised pump prices of petrol and diesel by ₹3 per litre each on May 15, petroleum minister Hardeep Singh Puri had said that OMCs were incurring losses of ₹1,000 crore daily on the sale of the three fuels.

The losses are on account of an increase in the price of crude oil—up 51% between February 28 when the US-Israel attack on Iran began and Monday—but have been amplified by a depreciating rupee, which has fallen 6% against the dollar since the



Petrol and diesel prices were raised by ₹3 per litre amid mounting losses for OMCs.

MINT

beginning of the year. India imports 88% of its crude oil requirements.

That could mean another increase in retail fuel rates, something also suggested by State Bank of India’s latest research report that said Friday’s price increase would likely offset only 15% of the total loss of OMCs in 2026-27.

Sector experts and industry executives said a second fuel price hike is imminent if global oil prices remain elevated because of ongoing conflict in the West Asia and the key sea route for energy shipments through the Strait of Hormuz remains a challenge. Sharma admitted on Monday that even

after two-and-a-half months of the West Asia crisis, the situation at the strait is “not normal”, pushing up prices of crude oil, natural gas and liquefied petroleum gas (LPG or cooking gas).

But she said she could not “predict” whether there will be another increase in retail fuel prices.

Sharma, however, added that there is no supply crunch for either crude oil or refined products. She said that notwithstanding any sanction on purchases of Russian crude oil—which, she added, had never affected India which has always met its energy requirements on commercial principles—India’s energy supplies are safe.

**2030 GOAL SEEMS DOUBTFUL**

# Worker Shortage Clogs Up Piped Gas Adoption

Only about 10% of daily connection target is being met as reluctance among consumers adds to holdup

**Prashant Mukherjee**

**New Delhi:** City gas distribution (CGD) companies are managing to give just 8,000-10,000 new piped natural gas (PNG) connections a day, or about a tenth of the petroleum and natural gas ministry's target of 100,000, amid a shortage of trained workers and weak consumer adoption.

"The urgency of the government is understandable, but the ecosystem is not ready," a senior executive at a CGD company told ET.

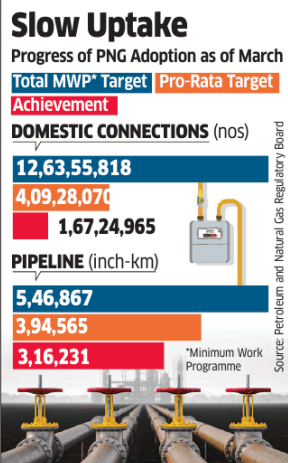
The biggest bottleneck is a shortage of trained gas plumbers.

According to industry players, the workforce required to install PNG connections does not exist at the scale needed. The shortage has intensified in major hubs such as the National Capital Region (NCR), Mumbai and Ahmedabad, with many plumbers returning to their hometowns amid election-related disruptions.

"There are no certified gas plumbers available. The target is not achievable in the current scenario," another executive said.

To cope with this situation, companies have begun hiring water plumbers and putting them through crash courses of three to four weeks. But industry insiders say this stopgap arrangement cannot match the skill and safety requirements of gas pipeline installations.

CGDs have so far delivered about 16 million PNG connections, far short of their pro-rated target of 40 million. The broader target of more than 125 million connec-



tions by 2030 now appears increasingly stretched.

Beyond manpower, demand-side issues are also slowing progress. More than 6 million households with PNG pipelines already laid have not activated their connections, reflecting reluctance among consumers to switch. In rental housing segments, property owners are reluctant to opt for PNG connections due to upfront deposits and procedural hassles. "Owners don't want to take the pain for tenants," an official said.

In several places, CGD firms are also struggling with low consumer density. Without a critical mass of confirmed connections in a locality, companies find it economically unviable to deploy installation teams. "If orders are scattered, sending the crew doesn't make business sense. That delays the rollout further," an industry executive explained.

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## US extends waiver on Russian crude imports by 1 month

Move To Aid Indian Refiners; OMCs Still Losing ₹750Cr A Day

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**New Delhi:** As benchmark Brent crude touched \$111 a barrel due to supply crunch, making global markets nervous, US administration on Monday extended the sanctions waiver allowing countries to

buy Russian seaborne crude.

The move is likely to help soften crude prices, which will also benefit Indian refiners. State-run oil retailers are still losing Rs 750 crore a day due to sale of petrol, diesel and domestic cooking gas cylinders below market prices, although the under-recovery has dropped by 25% after last Friday's

hike in petrol and diesel prices by Rs 3 a litre. While releasing latest numbers at a press meet Monday, govt refused to comment on the possibility of a further hike in pump prices.

► 'No proposal', P 11

## 'No proposal before govt to bail out oil cos over losses'

► Continued from P 1

The latest estimates do not include the under-recovery on jet fuel sales for domestic flights. Sujata Sharma, joint secretary in petroleum ministry, said there was no proposal before govt to bail out oil companies over losses.

In a social media post, US treasury secretary Scott Bessent said a temporary 30-day general licence will be issued to provide the most vulnerable nations with the ability to temporarily access Russian oil currently stranded at sea.

"This extension will provide additional flexibility, and we will work with these nations to provide specific licences as needed. This general licence will help stabilise the physical crude market and ensure oil reaches the most energy-vulnerable nations," he said on X, adding the waiver would help reroute existing supplies to countries most in need by reducing China's ability to stockpile discounted oil.

The waiver was first issued in March to release sanctioned Russian oil stranded in tankers to ease crude supply shortages and mitigate price spikes amid military conflict in West Asia and disruption in Hormuz, through which 20% of global energy supplies pass. It was extended in April. According to data firm Kpler, India purchased nearly 2 million barrels a day (mbd) from Russia in March and 1.6 mbd in April. The Indian oil basket averaged \$113.49 and \$114.48 a barrel in March and April, respectively. So far in May, it has averaged \$106.69 a barrel.

Sharma said Indian firms have been purchasing oil from Moscow based on commercial viability. "Regarding the American waiver, we have been purchasing from Russia — before the waiver, during the waiver and now as well."



# CNG fare hikes translate into commuting struggles for city

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**New Delhi:** With recent CNG price hikes pinching autorickshaw drivers resulting in many of them refusing to go by fare meters, commuters in the city say daily travel is increasingly turning into haggling matches on roads.

Between May 15 and 17, Indraprastha Gas Limited (IGL) raised CNG rates in Delhi twice — from Rs 77.09 a kg to Rs 80.09 — pushing it past the 80-rupee mark for the first time in the capital.

Many passengers are claiming that auto drivers are citing rising fuel prices to justify “arbitrary” fares. Raising concerns over alleged overcharging, harassment and passenger safety, Warrior Moms, a network of mothers advocating for clean air and safer public spaces, has written to Delhi govt, demanding stricter enforcement of fare meters and safety norms in autorickshaws.

“It’s becoming difficult to take an auto every day. Drivers hardly ever switch on the meter, and are now demanding arbitrary fares,” said Simrit Kaur, 34. She recalled being recently charged Rs 100 for a short ride from Lajpat Nagar to Defence Colony, which normally costs around Rs 50. “My child was with me and I was short on time, so I had no option but to pay extra,” she said.

Jyoti Shastri, a resident of Kotla Mubarakpur, said the predictability that was once associated with this mode of transport is missing. “Earlier, there was some clarity. Drivers mostly went by the meter and the rate card. Now, the meters are locked or not functional. Every ride has become stressful,” she said.

In its letter to govt, Warrior Moms stated, “The issue goes beyond inconvenience and directly impacts the safety and dignity of women, children,

students and senior citizens.”

Delhi’s auto fares were last revised in Jan 2023, when the transport department fixed fares at Rs 30 for the first 1.5 km and Rs 11 for every subsequent km, with all meters meant to be recalibrated accordingly, the group pointed out. However, no fare revision has since taken place despite rising operational costs, contributing to resentment among drivers and their widespread refusal to use the meters, it noted.

Citing Rule 74 of Delhi Motor Vehicle Rules, 1993, the collective pointed out that all autorickshaws are legally required to have and use functional meters. Yet refusal to use them has become routine, particularly after 2018, forcing passengers into arbitrary negotiations.

The group also flagged poor implementation of GPS-linked electronic meters and weak enforcement of driver identification norms, including uniforms and visible badges. It called for stricter surprise

checks, mandatory annual meter verification, stronger penalties for violations, full GPS activation and the revival of gender sensitisation programmes for drivers.

“As women and mothers are fighting for a safer and more liveable Delhi, we believe transparent and regulated autorickshaw services are essential for women’s safety and daily mobility. With rising fuel prices, incidents of overcharging have also increased, though the problem existed earlier as well. Certain measures must now be taken to strike a balance between commuters and drivers,” said Bhavreen Kandhari, environmentalist and co-founder of Warrior Moms.

Vatsala Jain, a Delhi University student, said the issue particularly affects young women who are dependent on public transport. “If govt wants people to choose public transport over private cars, commuting has to become fair, predictable and safe,” she said.



# IndianOil profit soars 2.8 times in 2025-26

TIMES NEWS NETWORK

**New Delhi:** Indian Oil Corporation, the country's largest oil marketing company, Monday said that its net profit soared 2.8 times to Rs 36,802 crore during the last financial year, compared with Rs 12,962 crore a year ago, partly driven by inventory gains.

During the Jan-March quarter, IndiaOil's net profit jumped over 1.5 times to Rs 11,378 crore, while revenue from operations was barely 7% higher at over Rs 2.3 lakh crore.

Petroleum sales were higher by 5% to 89 million metric tonnes. While the company is losing money on

every litre of petrol and diesel sold by it, the board recommended a final dividend of Rs 1.25 for every equity share with face value of Rs 10, with the Centre being the largest beneficiary.

For a large part of the last financial year, however, the oil retailer was making profits on every litre of petrol and diesel sold at fuel pumps, helping strengthen its bottom line.

The board also approved the formation of a 50:50 joint venture between M11 Energy Transition and IndianOil for setting up of 100 KTPA HEFA-based sustainable aviation fuel project in Paradip at an estimated project cost of Rs 1,064 crore.



## युद्ध का असर

**प**श्चिम एशिया में चल रहे जंग का प्रभाव साफ दिखने लगा है। तेल की कीमतों में बढ़ोतरी के लिए युद्ध में लिप्त वे देश जिम्मेदार हैं जिनके कारण कई देशों के तेल भंडार पर संकट के बादल मंडरा रहे हैं। देश की प्रमुख तेल कंपनियों इंडियन आबल कारपोरेशन, हिंदुस्तान पेट्रोलियम और भारत पेट्रोलियम को अंतरराष्ट्रीय बाजार में मांग और क्रय-विक्रय में संतुलन बिटाने के साथ घरेलू ईंधन की कीमतें तय करने का अधिकार है। तेल कंपनियों को लंबे समय तक घाटे में चलने देने से देश और राज्यों की अर्थव्यवस्था पर भी असर पड़ता है। अब पेट्रोल और डीजल में तीन रुपए प्रति लीटर बढ़ोतरी का लोगों पर निश्चित ही असर पड़ेगा, लेकिन भविष्य में तेल अर्थव्यवस्था को घाटे से बचाने के लिए यह जरूरी भी थी। हालांकि महंगाई से इनकार नहीं किया जा सकता। आम जन की क्रय शक्ति भी प्रभावित होगी।

- युगल किशोर शर्मा, फरीदाबाद

## रूस से कच्चे तेल की खरीद जारी रखेगा भारत : अधिकारी

नई दिल्ली, 18 मई (भाषा)।

भारत ने सोमवार को कहा कि यह अमेरिकी प्रतिबंधों में छूट से इतर भी रूस से तेल खरीदता रहा है और आगे भी व्यावसायिक व्यवहार्यता तथा ऊर्जा सुरक्षा जरूरतों के आधार पर खरीद जारी रखेगा। पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने संवाददाता सम्मेलन में कहा कि रूस पर अमेरिकी छूट के संबंध में मैं यह स्पष्ट करना चाहती हूँ कि हम पहले भी रूस से तेल खरीदते रहे हैं... छूट से पहले भी, छूट के दौरान भी और अब भी खरीदते रहेंगे।

उन्होंने कहा कि भारत के कच्चे तेल खरीदने के फैसले मुख्य रूप से व्यावसायिक दृष्टिकोण और पर्याप्त आपूर्ति उपलब्धता पर आधारित होते हैं। शर्मा ने कहा कि हमारे लिए खरीदारी का आधार मूल रूप से व्यावसायिक समझ है। उन्होंने कहा कि कच्चे तेल की कोई कमी नहीं है और दीर्घकालिक समझौतों के तहत पर्याप्त आपूर्ति सुनिश्चित की गई है। रूसी समुद्री मार्ग से कच्चे तेल की धिक्री और

### अमेरिका ने रूस से तेल खरीद की सीमा 30 दिन बढ़ाई

मध्य पूर्व में बढ़ते तनाव और वैश्विक ऊर्जा संकट के बीच अमेरिका ने रूसी कच्चे तेल के आयात पर लगी पाबंदियों में भारत समेत कई देशों को 30 दिन की और मोहलत दे दी है। अमेरिकी ट्रेजरी विभाग ने समुद्र में फंसे रूसी तेल की खरीद के लिए प्रतिबंधों से अस्थायी छूट की अवधि को आगे बढ़ा दिया है, जो पिछले शनिवार को समाप्त हो गई थी। अमेरिका के वित्त सचिव स्कॉट बेसेंट ने एक्स पर पोस्ट कर कहा कि अमेरिका का उद्देश्य वैश्विक तेल बाजार को स्थिर रखना और चीन द्वारा कम कीमत पर तेल के अत्यधिक भंडारण को रोकना है।

वितरण की अनुमति देने वाली अमेरिकी प्रतिबंधों में अस्थायी छूट 16 मई को समाप्त हो गई। यह दूसरी बार है जब अमेरिका ने राहत उपाय की अवधि बढ़ाने पर स्पष्टता दिए बिना उसे समाप्त होने दिया।

# अक्षय ऊर्जा बढ़ने से ही घटेगी तेल की मांग

दुनिया भर में तेल बाजार की हालत लगातार बिगड़ रही है। इस कारण भारत पर भी भारी दबाव पड़ रहा है। भारत की पेट्रोलियम खपत का 85 प्रतिशत और गैस खपत का 50 प्रतिशत हिस्सा आयात पर निर्भर है। इजरायल-अमेरिका का इंगन के साथ युद्ध शुरू होने के बाद से कच्चे तेल की कीमतें 65 डॉलर प्रति बैरल से बढ़कर 105 डॉलर तक पहुँच गई हैं। गौरतलब है कि लगभग सात बैरल का एक टन होता है और भारत लगभग 24 करोड़ टन कच्चा तेल आयात करता है। ऐसे में, विश्व व्यापार में आई रुकावट के कारण भारतीय रुपये की विनिमय दर एक डॉलर के मुकाबले 96 रुपये तक पहुँच गई है। भारत ने उत्पाद शुल्क में कटौती करके पेट्रोलियम उत्पादों की कीमतें स्थिर बनाए रखी हैं और तेल कंपनियों को नुकसान उठाने के लिए मजबूर किया है, लेकिन इससे राजकोपीय घाटा बढ़ता जा रहा है।

अब, प्रधानमंत्री नरेंद्र मोदी ने लोगों से तेल की खपत कम करने और विदेशी मुद्रा बचाने की अपील की है। खपत में कटौती करने का कहीं अधिक प्रभावी तरीका कीमतों में वृद्धि होता है। सरकार इस फैसले में और ज्यादा देरी नहीं कर सकती। हालात यह है कि हमारा घरेलू कच्चा तेल उत्पादन बढ़ नहीं रहा है। यह लगभग तीन करोड़ टन पर ही स्थिर है। हम अपनी जरूरत का 20 प्रतिशत कोयला आयात करते हैं। जलवायु परिवर्तन की चिंताओं ने इसके उपयोग में भी कटौती करने के लिए मजबूर कर दिया है। इस प्रकार, हमारी ऊर्जा सुरक्षा लगभग न के बराबर है। हमारे पास नवीकरणीय ऊर्जा स्रोतों को लेकर एक दीर्घकालिक योजना है। हालाँकि, ईरान युद्ध जैसे संकट की स्थिति में ये स्रोत हमारी कोई खास मदद नहीं कर पाते। परमाणु ऊर्जा भी अपनी उम्मीदों पर खरी नहीं उतर पाई है।

तो इस संकट से निपटने का समाधान क्या है? मुझे लगता है कि हमें तेजी से जीवाश्म ईंधन की जगह देश में ही उपलब्ध संसाधनों का इस्तेमाल शुरू करना होगा। हमें जीवाश्म ईंधन से उत्पादित बिजली की जगह अधिक से अधिक सौर, पवन, पनबिजली, बायोमास जैसी अक्षय ऊर्जा पर निर्भर बनना होगा। दिक्कत यह है कि सौर व हवा से पैदा होने वाली बिजली प्रकृति के मिजाज पर आधारित है। इसलिए, बैटरी में बिजली स्टोर करने व पनबिजली प्लांट की हमें जरूरत है। सौर बिजली बनाने की हमारी क्षमता जरूर बढ़ी है, लेकिन उसे स्टोर करने



किरीट एस पारिख | पूर्व सदस्य, योजना आयोग

की क्षमता उतनी नहीं बढ़ सकी है। इसलिए, जितनी सौर बिजली बनती है, उसका इस्तेमाल नहीं हो पाता।

इसी तरह, बिजली संचालित चूल्हों पर खाना बनाने का तरीका अपनाया जा सकता है। इसके लिए इंडवशन कुकर उपलब्ध हैं और हमारे लगभग 95 प्रतिशत घरों में बिजली उपलब्ध है। सबसे मुश्किल काम है यातायात में पेट्रोल व डीजल का इस्तेमाल कम करना। भारत में ईंधन की खपत 2025-26 में लगभग 27 करोड़ टन रही।

इसमें से 13.2 करोड़ टन या करीब 54 प्रतिशत परिवहन में खपत हुई, जिनमें से छह करोड़ टन हाई-स्पीड डीजल का भारी व हल्के ट्रकों द्वारा उपयोग किया गया, 2.2 करोड़ टन डीजल का उपयोग अन्य वाहनों द्वारा, चार करोड़ टन मोटर में और लगभग एक करोड़ टन का उपयोग एविएशन फ्यूल के लिए किया गया। छह करोड़ टन हाई-स्पीड डीजल में से पाँच करोड़ टन का लंबी दूरी के भारी ट्रकों में उपयोग हुआ। इससे निजात पाने के लिए जरूरी

है कि इलेक्ट्रिक गाड़ियों को बढ़ावा दिया जाए। इसके लिए कम कीमत वाली बैटरी बनाने पर काम करने की जरूरत है। इसी तरह, गुजरात के पालनपुर से हरियाणा के रेवाड़ी के बीच 630 किलोमीटर के पश्चिमी डेडिकेटेड फ्रेट कॉरिडोर पर सफर तय करने में 12 घंटे लगते हैं, पर रेलवे के पास ऐसी मालवाहक गाड़ियाँ कम हैं, जिन पर ट्रकों को चढ़ाया जा सके। हमें 2030 तक लंबी दूरी के माल परिवहन का 50 प्रतिशत हिस्सा रेलवे में स्थानांतरित करने का लक्ष्य रखना चाहिए और 2035 तक इसे बढ़ाकर 90 प्रतिशत तक करना चाहिए।

प्रधानमंत्री ने लोगों से सार्वजनिक परिवहन के इस्तेमाल का आग्रह किया है। यदि सार्वजनिक परिवहन से यात्रा लागत और समय दोनों बचें, तो जनता इसका उपयोग करेगी। पेट्रोलियम उत्पादों के उपयोग को कम करने के लिए सरकार को ऐसे कदम उठाने होंगे।

(ये लेखक के अपने विचार हैं)

**हमारी सौर बिजली बनाने की क्षमता बढ़ी है, पर संग्रहण की तकनीक नहीं बढ़ी है। इसलिए, जितनी सौर बिजली बनती है, इस्तेमाल नहीं हो पाती।**

# रूस से तेल खरीद जारी रहेगी

## भारत की दो टूक

नई दिल्ली, विशेष संवाददाता। केंद्र सरकार ने सोमवार को स्पष्ट किया कि भारत, अपनी जरूरत के हिसाब से रूस से कच्चा तेल खरीदता रहेगा। यह फैसला ऊर्जा सुरक्षा और पर्याप्त आपूर्ति को ध्यान में रखकर किया जाता है।

पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा, अमेरिका की पाबंदियों में छूट खत्म होने के बाद

भी रूस से तेल आपूर्ति पर असर नहीं पड़ेगा। देश में कच्चे तेल की कमी नहीं है और दीर्घकालिक समझौतों के जरिए पर्याप्त आपूर्ति सुनिश्चित की गई है। उन्होंने बताया कि ईंधन कीमतों में हालिया बढ़ोतरी के बावजूद सरकारी तेल कंपनियों को 750 करोड़ रुपये प्रतिदिन का नुकसान हो रहा है। इस बीच, सूत्रों ने कहा है कि अमेरिका, रूस से तेल खरीद पर दी गई प्रतिबंध छूट को 30 दिन और बढ़ा सकता है।

# देश में कच्चे तेल की कोई कमी नहीं: केंद्र सरकार

नई दिल्ली, विशेष संवाददाता। केंद्र सरकार ने सोमवार को स्पष्ट किया कि भारत, रूस से पहले भी कच्चा तेल खरीदता था व आगे भी जरूरत के हिसाब से खरीद जारी रखेगा। सरकार का कहना है कि तेल खरीद का फैसला ऊर्जा सुरक्षा और पर्याप्त आपूर्ति को ध्यान में रखकर किया जाता है।

पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा, अमेरिका की पाबंदियों में छूट खत्म होने के बाद भी रूस से तेल आपूर्ति पर कोई असर नहीं पड़ेगा। देश में कच्चे तेल की कोई कमी नहीं है और दीर्घकालिक समझौतों

के जरिए पर्याप्त आपूर्ति सुनिश्चित की गई है। दरअसल, समुद्री मार्ग से कच्चे तेल की बिक्री और वितरण की अनुमति देने वाली अमेरिकी प्रतिबंधों में अस्थायी छूट 16 मई को समाप्त हो गई। इस पर सुजाता शर्मा ने कहा कि छूट हो या नहीं, इससे उपलब्धता पर कोई असर नहीं पड़ेगा। उन्होंने बताया कि पेट्रोल व डीजल की कीमतों में हाल में तीन रुपये प्रति लीटर की बढ़ोतरी के बावजूद सरकारी तेल कंपनियों को पेट्रोल, डीजल और गैस की बिक्री पर अभी भी करीब 750 करोड़ रुपये प्रतिदिन का नुकसान हो रहा है।

# रसातल में जा रहा कच्चे तेल का उत्पादन

जयप्रकाश रंजन • नई दिल्ली

सरकार जब देश में पेट्रोलियम उत्पादों की खपत घटाने की अपील कर रही है, तो इसके पीछे एक बड़ा कारण घरेलू कच्चे तेल का लगातार घटता उत्पादन है। पिछले डेढ़ दशक से स्वदेशी कच्चे तेल के उत्पादन में निरंतर गिरावट आई है, जिससे आयात पर निर्भरता बढ़ी है। वर्तमान में भारत कच्चे तेल की अपनी कुल जरूरत का लगभग 89 प्रतिशत आयात करता है। जबकि दो दशक पहले आयात पर निर्भरता सिर्फ 75 प्रतिशत थी। ऐसे में पश्चिम एशिया जैसे क्षेत्रों में किसी भी संघर्ष, आपूर्ति में बाधा या कीमतों में उछाल का सीधे भारत की अर्थव्यवस्था, मुद्रास्फीति और आम जनता पर बोझ बढ़ता है। इस वजह से सरकार की विदेशी मुद्रा प्रबंधन की सारी गणित उलट-पलट होती रहेगी और पूंजी खाते में घाटे पर भी इसका असर दिखता रहेगा। साथ ही पेट्रोल-डीजल की महंगाई से परिवहन, उद्योग और कृषि जैसे क्षेत्र प्रभावित होते रहेंगे।

पेट्रोलियम मंत्रालय के पेट्रोलियम प्लानिंग एंड एनालिसिस सेल (पीपीएसी) के आंकड़ों के मुताबिक, वर्ष 2011-12 में भारत का घरेलू कच्चा तेल उत्पादन लगभग 3.81 करोड़ टन था। लगातार घटते हुए 2020-21 में यह करीब 3.05 करोड़ टन रह गया। 2024-25 में यह 2.87 करोड़ टन एवं 2025-26 में 2.8 करोड़ टन तक पहुंच गया है। यह 26-27 प्रतिशत की गिरावट है। असल में घरेलू स्तर पर पेट्रोलियम

▶ वर्ष 2011-12 के 3.81 करोड़ टन के मुकाबले 2025-26 में रह गया 2.8 करोड़ टन

▶ इसमें ओएनजीसी का योगदान सबसे अधिक, 60-70 प्रतिशत हिस्सा करती है उत्पादित



प्रतीकात्मक

उत्पादों का उत्पादन 7-8 प्रतिशत की रफतार से बढ़ती देश की इकोनमी के साथ कभी कदमताल बैठा ही नहीं सका। इस गिरावट में कहने की जरूरत नहीं कि देश की सबसे बड़ी तेल कंपनी ओएनजीसी का योगदान है, जो देश के कुल घरेलू उत्पादन का लगभग 60-70 प्रतिशत हिस्सा पैदा करती है। 2011-12 में ओएनजीसी का उत्पादन करीब 2.37 करोड़ टन था, जो हाल के वर्षों में 1.68-2.09 करोड़ टन के आसपास रह गया है। पुरानी होती तेल फ़ील्डों में प्राकृतिक तौर पर उत्पादन में कमी होने, प्रमुख व बड़ी खोजों की कमी और परियोजनाओं में देरी मुख्य कारण हैं। सरकार और ओएनजीसी ने पूर्व में कई बार दावा किया था कि नई परियोजनाओं

से उत्पादन बढ़ेगा, लेकिन 2025-26 में भी कुल उत्पादन में गिरावट रही। ओएनजीसी ने 2024 में केजी बेसिन के ब्लाक में तेल उत्पादन शुरू करते समय दावा किया था कि अब क्रूड उत्पादन तेजी से बढ़ेगा, लेकिन ऐसा नहीं हुआ।

दूसरी तरफ, 2011-12 से 2025-26 के दौरान भारत में पेट्रोलियम उत्पादों की खपत काफी बढ़ी है। 2011-12 में कुल पेट्रोलियम उत्पादों की खपत लगभग 20.4 करोड़ टन के आसपास थी, जो 2024-25 में 26.77 करोड़ टन तक पहुंच गई। इसकी वजह से आयात निर्भरता 77 प्रतिशत से बढ़कर 88.6 प्रतिशत तक पहुंच गई है। भारत दुनिया का दूसरा सबसे बड़ा कच्चे तेल का आयातक बन गया है। असल में घरेलू कच्चे तेल और प्राकृतिक गैस उत्पादन बढ़ाने की कोई तरकीब काम करती नहीं दिख रही। इनमें हाइड्रोकैरबन एक्सप्लोरेशन एंड लाइसेंसिंग पालिसी, ओपन एकरेज लाइसेंसिंग पालिसी, डिस्कवर्ड स्माल फील्ड्स पालिसी और प्रोडक्शन शेयरिंग कान्ट्रैक्ट में सुधार शामिल हैं। सरकार ने ओएनजीसी, ओआइएल जैसी सरकारी कंपनियों को अधिक स्वायत्तता दी, निजी व विदेशी निवेश को बढ़ावा दिया, रायल्टी रेट्स कम किए और ई-बिडिंग जैसी सुविधाएं शुरू कीं। ओएनजीसी ने पुराने फ़ील्डों को नए सिरे से पुनर्विकसित करने, नई खोजी गई फ़ील्डों में तेजी से उत्पादन शुरू करने, डीपवाटर एक्सप्लोरेशन और खोजे गई फ़ील्डों से अधिकतम निकासी जैसे अभियान चलाए हैं।

# अदाणी समूह ने अमेरिका में निपटाया मामला

भाषा

नई दिल्ली/ न्यूयॉर्क, 18 मई

अदाणी समूह ने सोमवार को अमेरिकी वित्त विभाग के 'विदेशी संपत्ति नियंत्रण कार्यालय' (ओएफएसी) को 27.5 करोड़ डॉलर का भुगतान कर प्रतिबंधों के कथित उल्लंघन के मामले का निपटारा कर लिया। यह मामला गुजरात के मुंद्रा बंदरगाह के जरिये ईरान से जुड़े तरलीकृत पेट्रोलियम गैस (एलपीजी) के आयात से संबंधित है। कंपनी ने कहा कि उसने मामले की जांच में 'व्यापक सहयोग' दिया और निष्कर्षों का 'स्वेच्छा से खुलासा' भी किया।

अरबपति उद्योगपति गौतम अदाणी की अगुआई वाली अदाणी एंटरप्राइजेज लिमिटेड (एईएल) ने ईरान पर अमेरिकी प्रतिबंधों के स्पष्ट उल्लंघन से जुड़ी संभावित सिविल देनदारी के निपटारे के लिए 27.5 करोड़ अमेरिकी डॉलर का भुगतान करने पर सहमति जताई है।

हालांकि, कंपनी ने कहा कि यह समझौता किसी प्रकार की दोषसिद्धि या गलत काम की पुष्टि नहीं करता और इससे संबंधित सभी देनदारियों का निपटारा कर देता है।

कंपनी ने नवंबर, 2023 से जून, 2025 के बीच दुबई के एक कारोबारी से एलपीजी की खरीद की थी। उस कारोबारी ने खुद को ओमान और इराक से गैस आपूर्ति करने वाला मध्यस्थ बताया था। हालांकि जांच में सामने आया कि



■ समूह ने अमेरिका के वित्त विभाग के ओएफएसी के साथ सहयोग से कर मामला निपटाया

■ इसके लिए अदाणी समूह को 27.5 करोड़ डॉलर का भुगतान भी करना पड़ा

■ यह मामला गुजरात के मुंद्रा बंदरगाह के जरिये ईरान से जुड़े एलपीजी आयात से संबंधित है

बाजार में प्रवेश करने के लिए गैस की वास्तविक अवैध आपूर्ति ईरान से जुड़ी थी। ओएफएसी के निपटान आदेश के मुताबिक, 'एईएल के एलपीजी आयात से जुड़े किसी भी पक्ष पर उस

समय प्रतिबंध नहीं लगे थे और कंपनी को उपलब्ध कराए गए किसी भी दस्तावेज में एलपीजी के ईरान के होने के स्पष्ट संकेत मिलने की कोई जानकारी नहीं थी।' हालांकि, ओएफएसी ने कहा कि एईएल और अदाणी पोटर्स एंड एसईजेड की प्रतिबंध व्यवस्था में ऐसे जोखिमों को पूरी तरह से दूर करने वाले अतिरिक्त उपायों की कमी थी।

जून, 2025 में प्रतिबंध उल्लंघन के आरोपों से जुड़ी सार्वजनिक रिपोर्ट आने के बाद कंपनी ने सभी एलपीजी आयात तत्काल रोक दिए और जांच शुरू की। बाद में अमेरिका के कानूनी सलाहकारों की मदद से कंपनी की विस्तृत जांच की गई। ओएफएसी के आदेश के मुताबिक, अदाणी एंटरप्राइजेज ने जांच में पूरा सहयोग किया, बड़ी मात्रा में दस्तावेज उपलब्ध कराए और एजेंसी के सभी सवालों का जवाब दिया। साथ ही कंपनी ने अपने पूरे समूह में प्रतिबंध अनुपालन व्यवस्था को मजबूत करने के लिए कई सुधारात्मक कदम भी उठाए।

यह अमेरिका में पिछले कुछ दिनों में अदाणी समूह के खिलाफ बंद होने वाला दूसरा मामला है।

पिछले सप्ताह अदाणी और उनके भतीजे सागर अदाणी ने अमेरिकी बाजार नियामक प्रतिभूति एवं विनियम आयोग (एसईसी) के उन आरोपों को निपटाने के लिए 1.8 करोड़ डॉलर का भुगतान करने पर सहमति जताई थी।

# रूस से तेल खरीद जारी रखेगा भारत

शुभांगी माथुर  
नई दिल्ली, 18 मई

**भा**रत की तेल शोधन कंपनियां रूस से कच्चे तेल की खरीद जारी रखेंगी, भले ही 16 मई को रूस से पेट्रोलियम उत्पाद खरीदने पर अमेरिका द्वारा भारत को दी गई छूट समाप्त हो गई है। एक वरिष्ठ सरकारी अधिकारी ने सोमवार को यह जानकारी दी।

देश में तेल की उपलब्धता सुनिश्चित करने के लिए भारत ने पश्चिम एशिया संघर्ष की शुरुआत से ही अमेरिकी छूट के आधार पर रूस से कच्चे तेल की खरीद बढ़ाई है। पेट्रोलियम और प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने एक अंतर मंत्रालयी ब्रीफिंग में कहा कि रूसी तेल के लिए अमेरिकी छूट का नवीनीकरण नहीं होने से भारत की कच्चे तेल की आपूर्ति पर कोई प्रभाव नहीं पड़ेगा।

अमेरिका ने विभिन्न देशों को 17 अप्रैल या उससे पहले जहाजों पर लोड किए गए रूसी कच्चे तेल और



पेट्रोलियम उत्पादों की खरीद जारी रखने की अनुमति दी थी, जो 16 मई तक मान्य थी। शर्मा ने कहा, 'मैं इस बात पर जोर देना चाहूंगी कि हम छूट से पहले और उसके दौरान रूस से (कच्चे तेल) खरीद रहे थे। हम अभी भी खरीद रहे हैं। ओएमसी के लिए रूसी तेल खरीदने का वाणिज्यिक औचित्य होना चाहिए। कच्चे तेल की कोई कमी नहीं है। पर्याप्त कच्चा तेल आवंटित किया गया है। छूट हो या न हो, इससे हमारी आपूर्ति पर कोई

असर नहीं पड़ेगा और इसके लिए सभी प्रयास किए गए हैं।' पश्चिम एशिया संघर्ष की शुरुआत के बाद से भारत में ईंधन की उपलब्धता सुनिश्चित करने में रूसी कच्चे तेल की बड़ी भूमिका रही है। हालांकि ऊर्जा की बढ़ती कीमतों के कारण तेल विपणन कंपनियों की वित्तीय स्थिति पर असर डाला है।

तेल विपणन कंपनियों ने 16 मई को देश में पेट्रोल और डीजल की कीमतों में लगभग 3 रुपये प्रति लीटर की वृद्धि की,

## भारत का स्पष्ट रुख

■ रूसी तेल के लिए अमेरिकी छूट का नवीनीकरण नहीं होने से भारत की कच्चे तेल की आपूर्ति पर प्रभाव नहीं पड़ेगा

■ पश्चिम एशिया संघर्ष की शुरुआत के बाद से भारत में ईंधन की उपलब्धता सुनिश्चित करने में रूसी कच्चे तेल की बड़ी भूमिका रही है

जो चार वर्षों में पहली वृद्धि थी। इसका मकसद नुकसान की आंशिक भरपाई करना है। शर्मा ने कहा कि हालिया मूल्य वृद्धि के बाद राज्य के स्वामित्व वाले खुदरा ईंधन विक्रेताओं को पेट्रोल, डीजल और तरलीकृत पेट्रोलियम गैस (एलपीजी) सिलिंडर की बिक्री पर प्रतिदिन लगभग 750 करोड़ रुपये का नुकसान हो रहा है। इसके पहले रोजाना लगभग 1,000 करोड़ रुपये नुकसान हो रहा था।

शर्मा ने कहा, 'अभी अंडर रिकवरी है। लेकिन पेट्रोल, डीजल और रसोई गैस मिलाकर अब यह रोजाना 750 करोड़ रुपये के आसपास है।'

अधिकारी ने कहा कि सरकार ने ओएमसी को हो रहे मौजूदा घाटे की भरपाई के लिए आर्थिक सहयोग की कोई योजना नहीं बनाई है।

सरकार ने 15 मई को डीजल पर निर्यात शुल्क को 23 रुपये प्रति लीटर से घटाकर लगभग 16.50 रुपये प्रति लीटर और विमान ईंधन (एटीएफ) पर शुल्क 33 रुपये प्रति लीटर से घटाकर लगभग 16 रुपये प्रति लीटर कर दिया था। पेट्रोल पर निर्यात शुल्क लगभग 3 रुपये प्रति लीटर लगाया गया था।

भारत के जहाजरानी मंत्रालय ने कहा कि भारत आए एक एलपीजी कैरियर एसवाईएमआई से माल उतारने का काम पूरा कर लिया है, जिसने 13 मई को होर्मुज स्ट्रेट को सुरक्षित रूप से पार किया था। मार्शल आइलैंड्स का झंडा लगाए जहाज 19,965 टन एलपीजी लेकर आया है और 16 मई को गुजरात के कांडला बंदरगाह पर पहुंचा।

## अमेरिकी प्रतिबंध छूट से इतर रूस से कच्चे तेल की खरीद जारी रखेगा भारत

नई दिल्ली, (पंजाब केसरी) : भारत ने सोमवार को कहा कि वह अमेरिकी प्रतिबंधों में छूट से इतर भी रूस से तेल खरीदता रहा है और आगे भी व्यावसायिक व्यवहार्यता तथा ऊर्जा सुरक्षा जरूरतों के आधार पर खरीद जारी रखेगा। पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने संवाददाता सम्मेलन में कहा, रूस पर अमेरिकी छूट के संबंध में मैं यह स्पष्ट करना चाहती हूँ कि हम पहले भी रूस से तेल खरीदते रहे हैं... छूट से पहले भी, छूट के दौरान भी और अब भी खरीदते रहेंगे।

भारत के कच्चे तेल खरीदने के फैसले मुख्य रूप से व्यावसायिक दृष्टिकोण और पर्याप्त आपूर्ति उपलब्धता पर आधारित होते हैं। शर्मा ने कहा, हमारे लिए खरीदारी का आधार मूल रूप से व्यावसायिक समझ है।

उन्होंने कहा कि कच्चे तेल की कोई कमी नहीं है और दीर्घकालिक समझौतों के तहत पर्याप्त आपूर्ति सुनिश्चित की गई है। रूसी समुद्री मार्ग से कच्चे तेल की बिक्री और वितरण की अनुमति देने वाली अमेरिकी प्रतिबंधों में अस्थायी छूट 16 मई को समाप्त हो गई।

### पेट्रोलियम कंपनियों के घाटे में कमी, अब प्रतिदिन 750 करोड़ रुपए

पेट्रोल और डीजल की खुदरा कीमतों में तीन रुपये प्रति लीटर की बढ़ोतरी से सरकारी पेट्रोलियम विपणन कंपनियों (ओएमसी) को होने वाले नुकसान में करीब एक-चौथाई की कमी आई है और यह घटकर लगभग 750 करोड़ रुपये प्रतिदिन रह गया है। एक वरिष्ठ अधिकारी ने सोमवार को यह जानकारी दी। मूल्य वृद्धि के पहले ओएमसी का दैनिक घाटा करीब 1,000 करोड़ रुपये तक पहुंच गया था।

हालांकि, वैश्विक कच्चे तेल की ऊंची कीमतों और रुपये की कमजोरी के कारण खुदरा ईंधन दरें अब भी लागत से कम पर ही बनी हुई हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा कि सरकार की तरफ से पेट्रोलियम कंपनियों को सब्सिडी देकर इसे घाटे की भरपाई करने का फिलहाल कोई प्रस्ताव नहीं है। कंपनियों की 'अंडर-रिकवरी' यानी लागत से कम कीमत पर ईंधन बेचने के कारण होने वाला घाटा अब भी करीब 750 करोड़ रुपये प्रतिदिन है।



# ‘रूसी तेल खरीद पर अमेरिकी छूट खत्म होने से कोई फर्क नहीं

सरकार ने कहा, कच्चे तेल की आपूर्ति का है पूरा इंतजाम, नहीं है कोई तंगी

■ NBT रिपोर्ट, नई दिल्ली

ऑयल मार्केटिंग कंपनियों को देश में पेट्रोल-डीजल और LPG की बिक्री पर हो रहा नुकसान कीमतें बढ़ाए जाने के बाद नीचे आया है, लेकिन अब भी यह काफी ऊंचे स्तर पर है। पेट्रोलियम एंड नैचुरल गैस मिनिस्ट्री में जॉइंट सेक्रेटरी सुजाता शर्मा ने सोमवार को कहा कि पेट्रोल-डीजल और LPG पर OMC की योजना की अंडर-रिकवरी 750 करोड़ रुपये है। शर्मा ने यह भी कहा कि रूसी तेल खरीदने पर अमेरिकी छूट रहे या न रहे, भारत के लिए कच्चे तेल की सप्लाई पर कोई आंच नहीं आएगी।

पेट्रोल-डीजल के दाम 3-3 रुपये प्रति लीटर बढ़ाए जाने से पहले पिछले हफ्ते तेल और गैस मंत्री हरदीप सिंह पुरी ने कहा था कि OMC को 1000 करोड़ रुपये योजना की अंडर-रिकवरी का सामना करना पड़ रहा है। क्या सरकारी तेल कंपनियों के नुकसान की सरकार भरपाई करेगी, इस पर सुजाता ने कहा कि कंपनियों को राहत पैकेज देने का फिलहाल कोई प्लान नहीं है।



AI Image

## दाम और बढ़ेंगे?

- सरकार ने कहा, कंपनियों को योजना 750 करोड़ रुपये की अंडर-रिकवरी
- पेट्रोल-डीजल के दाम बढ़ाने से पहले योजना 1000 करोड़ रुपये का नुकसान था
- पेट्रोल पर कंपनियों को प्रति लीटर ₹11 और डीजल पर ₹39 का नुकसान हो रहा है

## PSU बैंको को खर्च घटाने की सलाह

वित्त मंत्रालय ने PSU बैंको, बीमा कंपनियों और वित्तीय संस्थानों से यात्रा पर खर्च कम करने और इलेक्ट्रिक वाहनों को अपनाने को कहा है। मंत्रालय ने विदेशी यात्राएं

सीमित करने और पेट्रोल-डीजल वाहनों को धीरे-धीरे EV से बदलने की सलाह दी है। फिजिकल मीटिंग की जगह विडियो कॉन्फ्रेंसिंग करने के लिए कहा गया है।

उन्होंने आने वाले दिनों में पेट्रोल-डीजल के दाम बढ़ाए जा सकने के बारे में कहा, 'इस बारे में कोई अनुमान नहीं लगा सकते।' इंडस्ट्री सूत्रों के मुताबिक, दाम बढ़ाए जाने के बाद भी OMC को पेट्रोल पर करीब 11 रुपये/लीटर और डीजल पर 39 रुपये/लीटर की अंडर-रिकवरी है।

**रूस से तेल खरीद:** रूसी तेल की खरीद पर अमेरिका की ओर से दी गई छूट की अवधि खत्म होने पर क्या किया जाएगा, इस सवाल पर सुजाता ने कहा कि 'छूट की अवधि से पहले भी रूसी तेल खरीदा जा रहा था, उस दौरान भी खरीदा जा रहा था और अब भी खरीदा जा रहा है, क्योंकि यह कंपनियों

के कमर्शल फैसले से जुड़ी बात है।' हालांकि उन्होंने यह भी साफ किया कि 'देश में कच्चे तेल की कोई तंगी नहीं है। इसकी सप्लाई का पूरा इंतजाम किया गया है। छूट मिले या न मिले, कोई फर्क नहीं पड़ेगा।' रूसी तेल की खरीद के बारे में अमेरिकी छूट 16 मई को खत्म हो चुकी है।

# ‘रूसी तेल खरीद पर अमेरिकी छूट खत्म होने से कोई फर्क नहीं

सरकार ने कहा, कच्चे तेल की आपूर्ति का है पूरा इंतजाम, नहीं है कोई तंगी

■ NBT रिपोर्ट, नई दिल्ली

ऑयल मार्केटिंग कंपनियों को देश में पेट्रोल-डीजल और LPG की बिक्री पर हो रहा नुकसान कीमतें बढ़ाए जाने के बाद नीचे आया है, लेकिन अब भी यह काफी ऊंचे स्तर पर है। पेट्रोलियम एंड नैचुरल गैस मिनिस्ट्री में जॉइंट सेक्रेटरी सुजाता शर्मा ने सोमवार को कहा कि पेट्रोल-डीजल और LPG पर OMC की रोजाना की अंडर-रिकवरी 750 करोड़ रुपये है। शर्मा ने यह भी कहा कि रूसी तेल खरीदने पर अमेरिकी छूट रहे या न रहे, भारत के लिए कच्चे तेल की सप्लाई पर कोई आंच नहीं आएगी।

पेट्रोल-डीजल के दाम 3-3 रुपये प्रति लीटर बढ़ाए जाने से पहले पिछले हफ्ते तेल और गैस मंत्री हरदीप सिंह पुरी ने कहा था कि OMC को 1000 करोड़ रुपये रोजाना की अंडर-रिकवरी का सामना करना पड़ रहा है। क्या सरकारी तेल कंपनियों के नुकसान की सरकार भरपाई करेगी, इस पर सुजाता ने कहा कि कंपनियों को राहत पैकेज देने का फिलहाल कोई प्लान नहीं है।



AI Image

## दाम और बढ़ेंगे?

- सरकार ने कहा, कंपनियों को रोजाना 750 करोड़ रुपये की अंडर-रिकवरी
- पेट्रोल-डीजल के दाम बढ़ाने से पहले रोजाना 1000 करोड़ रुपये का नुकसान था
- पेट्रोल पर कंपनियों को प्रति लीटर ₹11 और डीजल पर ₹39 का नुकसान हो रहा है

## PSU बैंको को खर्च घटाने की सलाह

वित्त मंत्रालय ने PSU बैंको, बीमा कंपनियों और वित्तीय संस्थानों से यात्रा पर खर्च कम करने और इलेक्ट्रिक वाहनों को अपनाने को कहा है। मंत्रालय ने विदेशी यात्राएं

सीमित करने और पेट्रोल-डीजल वाहनों को धीरे-धीरे EV से बदलने की सलाह दी है। फिजिकल मीटिंग की जगह विडियो कॉन्फ्रेंसिंग करने के लिए कहा गया है।

उन्होंने आने वाले दिनों में पेट्रोल-डीजल के दाम बढ़ाए जा सकने के बारे में कहा, 'इस बारे में कोई अनुमान नहीं लगा सकते।' इंडस्ट्री सूत्रों के मुताबिक, दाम बढ़ाए जाने के बाद भी OMC को पेट्रोल पर करीब 11 रुपये/लीटर और डीजल पर 39 रुपये/लीटर की अंडर-रिकवरी है।

**रूस से तेल खरीद:** रूसी तेल की खरीद पर अमेरिका की ओर से दी गई छूट की अवधि खत्म होने पर क्या किया जाएगा, इस सवाल पर सुजाता ने कहा कि 'छूट की अवधि से पहले भी रूसी तेल खरीदा जा रहा था, उस दौरान भी खरीदा जा रहा था और अब भी खरीदा जा रहा है, क्योंकि यह कंपनियों

के कमर्शल फैसले से जुड़ी बात है।' हालांकि उन्होंने यह भी साफ किया कि 'देश में कच्चे तेल की कोई तंगी नहीं है। इसकी सप्लाई का पूरा इंतजाम किया गया है। छूट मिले या न मिले, कोई फर्क नहीं पड़ेगा।' रूसी तेल की खरीद के बारे में अमेरिकी छूट 16 मई को खत्म हो चुकी है।



## IGL Q4 revenue up 6%

Indraprastha Gas Limited (IGL), India's largest city gas retailer, on Monday reported a 21% year-on-year decline in net profit to ₹277.08 crore for the fourth quarter ended March 2026, impacted by higher input gas costs and supply-side pressures linked to West Asia disruptions.

Despite the profit dip, the company posted a 6% rise in quarterly sales volume to 9.69 million standard cubic metres per day, driven by growth across both segments. Compressed natural gas (CNG) volumes increased 5%, and piped natural gas (PNG) volumes rose 6% over the corresponding period last year, the company said in a statement. Its revenue from oper-

ations for the quarter grew 6% to ₹4,571.49 crore compared to ₹4,322.71 crore a year earlier. The company noted that due to the impact of the West Asia crisis, the net profit after tax fell from ₹349.23 crore in the corresponding quarter of the previous financial year.

For FY26, the fiscal period from April 2025 to March 2026, IGL reported an 8% increase in gross turnover to ₹17,785.36 crore, supported by a 4% rise in overall sales volume to 9.39 million statutory standard cubic metres per day. Annual CNG volumes grew 4%, while PNG segments saw stronger traction, with domestic PNG up 9% and industrial and commercial PNG rising 5%. **-PTI**

# अमेरिका प्रतिबंध हटाए या लगाकर रखे, रूस से तेल खरीद जारी रखेगा भारत

सरकार की दो टूक-अपने **देश की ऊर्जा जरूरत** के हिसाब से तेल खरीदेंगे

जागरण ब्यूरो, नई दिल्ली: अमेरिका द्वारा रूसी तेल खरीद पर छूट की अवधि 16-17 मई, 2026 को समाप्त हो गई, लेकिन भारत सरकार ने साफ कर दिया है कि प्रतिबंध हटाया जाए या लगाकर रखा जाए, रूस से कच्चे तेल की खरीद जारी रहेगी। पेट्रोलियम व प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने एक प्रेस कॉन्फ्रेंस में कहा कि अमेरिकी प्रतिबंध से मिली छूट आगे जारी रहती है या नहीं, इससे रूस से तेल खरीदने के हमारे फैसले पर कोई असर नहीं होगा। भारत अपने देश की ऊर्जा जरूरत के हिसाब से तेल खरीदता है। वैसे यह भारत का आधिकारिक रुख रहा है कि वह बगैर किसी बाहरी दबाव में अपनी घरेलू जरूरत व वाणिज्यिक फैसलों के आधार पर तेल की खरीद करता है, लेकिन सरकार के एक वरिष्ठ अधिकारी की तरफ से दो टूक जवाब देने के अलग निहितार्थ लगाए जा रहे हैं।

फरवरी, 2022 में यूक्रेन पर रूस के हमले के बाद से भारत ने रूस से बड़े पैमाने पर कच्चे तेल की खरीद शुरू की थी। कुछ ही महीनों में भारत के तेल आयात में रूस की हिस्सेदारी 0.02 प्रतिशत से बढ़कर कुछ दिन पहले तक 40 प्रतिशत तक हो गई। अमेरिका लगातार यह दबाव बना रहा था कि भारत रूस से तेल नहीं खरीदे। अमेरिका का कहना है कि रूस



- रूसी तेल खरीद पर प्रतिबंध में अमेरिका की ओर से छूट की अवधि हो गई है समाप्त
- इस सप्ताहांत भारत आने वाले हैं अमेरिका के विदेश मंत्री, वार्ता में अहम रहेगा यह मुद्दा
- भारत पर रूस से तेल नहीं खरीदने का लगातार दबाव बनाता रहा है अमेरिका

## अमेरिका ने समुद्र में फंसे रूसी तेल खरीद के लिए 30 दिन का अस्थायी लाइसेंस जारी किया

रायटर के अनुसार, अमेरिकी वित्त मंत्री स्कॉट बेसेंट ने कहा कि अमेरिका समुद्र में फंसे रूसी तेल की खरीद के लिए अस्थायी रूप से 30 दिन का सामान्य लाइसेंस जारी कर रहा है। उन्होंने एक्स पर लिखा-यह विस्तार अतिरिक्त लचीलापन प्रदान करेगा। हम जरूरत के मुताबिक सामान्य लाइसेंस प्रदान करने के लिए संबंधित देशों संग काम करेंगे। यह सामान्य लाइसेंस कच्चे तेल के बाजार को स्थिर करने में मदद करेगा और इससे यह सुनिश्चित होगा कि तेल संवेदनशील देशों तक पहुंचे।

तेल बेचकर युद्ध की तैयारी कर रहा है। भारत ने कभी इस दबाव को नहीं माना। बाद में डोनाल्ड ट्रंप प्रशासन ने 2025 में भारत पर 25 प्रतिशत पेनल्टी टैरिफ की धमकी दी और रूसी तेल खरीदने वाले देशों पर दबाव बढ़ाया। इसका कुछ असर भारत पर हुआ, क्योंकि

नवंबर-दिसंबर, 2025 में भारत ने रूस से तेल की खरीद कम कर दी थी। लेकिन, ईरान युद्ध और होर्मुज जलडमरूमध्य में व्यवधान के कारण वैश्विक आपूर्ति प्रभावित होने पर अमेरिका ने मार्च 2026 में भारत को उक्त प्रतिबंध से 30 दिनों की अस्थायी छूट दी, जिसे बाद में

बढ़ाकर 16 मई तक किया गया। विदेश मंत्रालय के सूत्रों का कहना है कि छूट को आगे बढ़ाने के लिए अमेरिका से वार्ता चल रही है। इस सप्ताहांत अमेरिका के विदेश मंत्री मार्को रूबियो भारत आने वाले हैं। उनसे होने वाली वार्ता में भी यह मुद्दा अहम रहेगा। **संबंधित >> पेज 11**

## ओएमसी को रोजाना ₹750 करोड़ का घाटा

बहुत संभव है कि तेल विपणन कंपनियां (ओएमसी) आम जनता पर पेट्रो उत्पादों की एक और मूल्य वृद्धि का बोझ डालें। उन्हें पेट्रो उत्पादों की बिक्री में 750 करोड़ रुपये का रोजाना घाटा हो रहा है। यह बात पेट्रोलियम व प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने सोमवार को कही। पिछले हफ्ते तेल विपणन कंपनियों ने भारत में पेट्रोल व डीजल की खुदरा कीमतों में तीन रुपये प्रति लीटर की वृद्धि की थी। शर्मा ने कहा, इस वृद्धि से सरकारी तेल विपणन कंपनियों का कुल घाटा 1000 करोड़ रुपये से घटकर लगभग 750 करोड़ रुपये प्रति दिन हो गया है। हालांकि, कच्चे तेल की ऊंची वैश्विक कीमतों और कमजोर रुपये के कारण पेट्रोल पंप पर कीमतें लागत से नीचे बनी हुई हैं। इस वृद्धि से पहले पेट्रोलियम मंत्री हरदीप सिंह पुरी ने कहा था कि ओएमसी को रोजाना 1000 करोड़ रुपये का घाटा हो रहा है। उन्होंने ओएमसी को सिर्फ दो महीने के भीतर एक लाख करोड़ रुपये की अंडररिकवरी (पेट्रो उत्पादों को उनकी लागत मूल्य से कम मूल्य से बेचने का आर्थिक असर) की बात भी कही थी। इस घाटे की प्रमुख वजह अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमतों का बढ़ जाना है। पश्चिम एशिया संघर्ष शुरू होने के बाद कच्चे तेल की कीमत 72 डालर से बढ़ कर 110 डालर प्रति बैरल तक चली गई है।

