



GAIL reports PAT of Rs 6,968 cr for FY2025-26

GAIL (India) Limited on 21st May 2026 announced its financial results for the financial year ended March 31, 2026. The Board of Directors has recommended a final dividend of Rs 0.50 per equity share (face value Rs 10 per share) for FY 2025-26, subject to shareholder approval at the forthcoming AGM. This is in addition to the interim dividend of Rs 5.00 per share, taking the total dividend payout ratio for the year to 51.90%. On a consolidated basis, Revenue from Operations in FY26 stood at Rs 1,42,094 crore, as against Rs 1,42,290 crore in FY25.

Petrol, diesel prices up again; 3rd hike in 8 days

Rajeev Jayaswal

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NEW DELHI: State-run oil companies raised petrol and diesel prices by nearly ₹1 per litre each on Saturday — the third increase in eight days — taking the cumulative revision to just under ₹5 per litre since May 15, even as international crude has eased from its peak. Concurrently, Indraprastha Gas Ltd raised CNG rates by ₹1 per kg, its third increase since May 15, taking the total CNG hike to ₹4 per kg in under 10 days.

Industry executives and sector analysts say the incremental hike cycle is unlikely to end soon. Despite three revisions, OMCs are estimated to still be losing ₹8-10 per litre on petrol and diesel. The trajectory of under-recoveries illustrates the partial nature of each correction: daily losses across the three companies stood at ₹1,000 crore before the first hike on May 15, fell to ₹750 crore after the second on May 19, and are now estimated to have dropped below ₹500 crore after Saturday's revision. A fourth hike is expected unless Brent stabilises below \$100 a barrel — and, in the best-case scenario analysts cite, closer to \$70.

Benchmark Brent closed at \$103.54 on Friday, up 0.9% on the day but down from the \$108-plus levels seen at the time of the first May 15 hike — a decline that makes the continued corrections harder to defend politically. Since the conflict broke out on February 28, Brent has risen roughly 42% from \$72.87. The rupee gained for a second consecutive session on Friday, closing at ₹95.60 per dollar, helped by softening crude and anticipation of monetary policy intervention.

The hike comes against a striking financial backdrop. Despite absorbing the full impact of the West Asia conflict in the January-March 2026 quarter (the crisis began on March), the three OMCs posted



People refuel their vehicles at a petrol pump following the hike in petrol and diesel prices in Siliguri on Saturday. ANI

a combined net profit of ₹19,470 crore — a 40.74% rise over the same period last year.

For the full year 2025-26, their combined net profit surged 130% to ₹77,280.65 crore, from ₹33,601.57 crore in 2024-25, on the back of stable crude prices and healthy refining margins for much of the year before the conflict erupted. IOC and HPCL posted strong quarterly profits; BPCL's remained flat. The increases follow the same incremental pattern as April 2022, when pump prices rose by roughly ₹9 per litre in daily 80 paise steps in the aftermath of Russia's invasion of Ukraine. That revision took just over a week. The current cycle has moved at a comparable pace, though the under-recovery gap is larger and the crude price environment remains more volatile.

Petrol in Delhi now stands at ₹99.51 per litre — up 87 paise — and diesel at ₹92.49, up 91 paise. Across metros, petrol has risen to ₹110.64 in Kolkata (up 94 paise), ₹108.49 in Mumbai (up 90 paise), and ₹105.31 in Chennai (up 82 paise). Diesel is ₹97.02 in Kolkata, ₹95.02 in Mumbai, and ₹96.98 in Chennai, with increases of 95, 94, and 87 paise respectively.

CNG in Delhi is now ₹81.09 per kg; IGL, promoted by BPCL and Gail India, also retails

across cities in Haryana, Uttar Pradesh, and Rajasthan. Variations in local levies account for city-to-city differences.

The Congress demanded the government absorb the fuel price increases rather than pass them on to consumers, arguing that citizens had been denied the benefit of low crude prices over the past decade and could not now be asked to bear the cost of elevated ones. "During the good times, if you did not pass on the benefit to people, why are you burdening the people of India at a time like this, when we cannot afford to pay that extra amount?" said national spokesperson Rajeev Gowda at a press conference at the party's headquarters in New Delhi.

Gowda accused the government of drawing "excessive revenue" from citizens through surcharges and taxes on petrol and diesel over 12 years of low crude prices — revenue that he said was never returned to consumers in the form of lower fertiliser or food costs. "In the last 12 years, have the people of India benefited in any way from the low oil prices that the Modi government has benefited from?" he asked. The cumulative ₹5 per litre increase over a week, he said, amounted to "striking a blow" at ordinary people.

EXTENDS TRUMP INVITE TO MODI DURING MEETING

US energy can diversify India's supply, says Rubio

● Talks held on trade, defence and critical tech

SHUBHAJIT ROY
New Delhi, May 23

SIGNALLING **SOME** **PROGRESS** in repairing ties after a challenging year in bilateral relations, US Secretary of State Marco Rubio met Prime Minister Narendra Modi in New Delhi Saturday, during which they discussed "defence, strategic technologies, trade and investment, energy security, connectivity, education and people-to-people ties".

Rubio, who landed in Kolkata in the morning before travelling to New Delhi, also "shared US perspective on various regional



PM Narendra Modi with US Secretary of State Marco Rubio in New Delhi on Saturday

PTI

and global issues, including the situation in West Asia," as per a statement from the Prime Minister's Office.

US State Department spokesperson Tommy Pigott said, "The Secretary and Prime Minister discussed the current situation in the Middle

East. The Secretary emphasised that the US will not let Iran hold the global energy market hostage and affirmed that US energy products have the potential to diversify India's energy supply."

Continued on Page 2

NARENDRA MODI, PM

India and the United States will continue to work closely for the global good

US energy can diversify India's supply, says Rubio

THE PM, AS per the PMO, reaffirmed India's consistent support for "peace efforts and reiterated the call for peaceful resolution of the conflicts through dialogue and diplomacy". Rubio's visit—he will be attending the May 26 meeting of Quad foreign ministers—is important given that bilateral ties have been hit in the past 12 months, more so post Operation Sindoor. US visa curbs, deportations and President Donald Trump's pronounced tilt towards Pakistan have been some of the issues. The war in West Asia, triggered by the US-Israel combine's attack on Iran, has had an adverse economic impact on India.

In a big picture message on his conversation with the US Secretary of State, Modi, in a post on X, said, "Happy to receive the US Secretary of State, Mr Marco Rubio. We discussed sustained progress in the India-US Comprehensive Global Strategic Partnership and issues related to regional and global peace and security. India and the US will continue to work closely for the global good."

The PMO statement said Rubio briefed the Prime Minister on the sustained progress in bilateral cooperation across a wide range of sectors, including defence, strategic technologies, trade



US Secretary of State Marco Rubio interacts with nuns during his visit to Mother House in Kolkata, West Bengal PTI

and investment, energy security, connectivity, education and people-to-people ties.

According to the State Department spokesperson, they "reflected upon recent bilateral achievements, including significant investments that advance the President and Prime Minister's 'Mission 500' to double trade by 2030."

"The Secretary and Prime Minister agreed to deepen trade and defence cooperation and accelerate collaboration on critical and emerging technologies. Secretary Rubio shared his appreciation for India hosting the upcoming Quad foreign ministers' meeting and looked forward to advancing a free and open Indo-Pacific region alongside Australia, India, and Japan,"

the US spokesperson said.

Echoing some of the topics discussed, Sergio Gor, US Ambassador to India, said, "We had a productive discussion on ways to deepen US-India cooperation across security, trade, and critical technologies – areas that strengthen both our nations and advance a free and open Indo-Pacific. India is a vital partner to the United States."

He also said Rubio "extended an invite on behalf of President Donald Trump, for Prime Minister Modi to visit the White House in the near future". "The Prime Minister requested Secretary Rubio to convey his warm greetings to President Trump and said that he looked forward to their continued exchanges," the PMO said.

The world assumes the vital oil chokepoint will reopen soon. History suggests blockades can last far longer than markets expect

JAVIER BLAS

WHEN THE SUEZ Canal closed in 1967 after war broke out between Egypt and Israel, 15 ships got trapped inside the waterway. They dropped anchor to wait for the hostilities to stop. The conflict ended quickly. A pity, it was called the Six-Day War, but the canal remained closed for eight years. When the ships were finally allowed to leave, in 1975, only two remained seaworthy. The rest were so rusted they became known as the Yellow Fleet.

History doesn't repeat, but it rhymes. So what if something similar were to happen in the Strait of Hormuz? It's a nightmare few contemplate, and it's certainly not my own base case. But nearly 90 days since the US-Israeli war on Iran all but closed the oil-and-gas sea route, it's worth considering what seems unthinkable but has happened elsewhere. Call it historical science fiction.

Perhaps it won't come to this. Washington and Tehran are talking, via Pakistani mediators, about ending the conflict and reopening the chokepoint. But what if a deal was limited initially to a one-page long memorandum of understanding? Would that clear the strait fully?

Tellingly, the United Arab Emirates has accelerated plans for a second pipeline bypassing the strait, which it hopes to put into service in 2027. This is prudent worst-case scenario planning — and a strong signal that Abu Dhabi thinks the waterway could remain imperilled far longer than many others believe.

The industry consensus on the reopening is less apocalyptic. Asking my contacts in the commodity and financial world, most seem to think Hormuz will reopen next month, at worst in July. Why? Mostly because the consequences of the opposite happening — much higher energy prices and serious economic damage — are too painful to consider. In the 1980s, American economist Herbert Stein made a famous observation: "If something cannot go on forever, it will stop." Today, Wall Street is leaning on a slightly tweaked version of Stein's Law: "The Strait of Hormuz cannot be closed forever because it



Until now, the energy industry has managed to cope with the disappearance of about 20 million barrels that passed through Hormuz. Fortunately, the market was oversupplied going into the war

What if the Strait of Hormuz didn't reopen?

will cause too much economic damage. Therefore, it will reopen."

The problem is the closure is yet to do enough economic harm to either side to force a compromise. For US President Donald Trump, the war has been relatively cheap so far, at least in terms of what he cares about most: financial markets. The S&P 500 index is hovering close to an all-time high, up nearly 10% since the war began. Gasoline prices have risen but they're below their 2022 record peak. And the American economy is galloping, with the estimate for second-quarter growth currently above 4%.

Equally, Iran hasn't yet suffered the economic meltdown that would force its hardline leaders to drop their negotiating red lines. Unemployment is rising, food inflation is rampant and the currency is in free fall. Unable to export because of the US Navy blockade, the regime has started curtailing oil output. But the Islamic Republic has demonstrated many times before its huge capacity to absorb pain, more so when the threat is existential.

With both sides dug in, the best hopes for any kind of deal to emerge, however imperfect. If not, we're back to waiting until the economic toll becomes unbearable. On Friday, a senior UAE diplomat put the odds of an immediate deal at "50-50." US Secretary of State Marco Rubio said there was "slight progress" in the talks. "I don't want to exaggerate it, but there's been a little bit of movement, and that's good." Pakistani mediators have been shuttling between Islamabad and Tehran.

If the US negotiators want a little extra motivation for getting on with things, they could do worse than look at that Suez Canal example from 1967 to 1975. Of course, Hormuz isn't Suez. The canal can be bypassed with ease. But it's a working example of just how long a blockade can drag on. From the early days of this war, I have argued that the Hormuz closure wasn't yet an energy crisis because it had been short-lived. The market had enormous buffers to cushion a disruption, large as it is, for a while. With every passing day, however, the world's tank gets emptier.

Until now, the energy industry has managed to cope with the disappearance of about 20 million barrels that passed through Hormuz. Fortunately, the market was oversupplied going into the war. Riyadh and the UAE have been able to use

their bypass pipelines to keep some Persian Gulf oil flowing. Rich nations have tapped strategic petroleum reserves and the US has exported some of its SPR overseas. China, meanwhile, has somehow managed to massively reduce its oil imports. And finally, demand has contracted as prices have moved beyond the reach of poorer nations. If the strait is closed much longer, we'll need a lot more demand destruction — where politicians use emergency tools to curb energy use or sky-high prices force consumers to stop buying (a serious economic blow). Other buffers, including strategic stockpiles and commercial inventories, will run out, although rich nations hold enough crude for at least another major release.

Without a reopening, prices would clearly have to go much higher. Trader predictions early in the war of \$200 oil were proved wrong. But what if Hormuz stayed shut until late 2026, or into 2027? Or if the strait only opens partially, with Iran still exercising significant control over its use? I don't see how oil prices would remain at current levels in that case. Still, the market has remained more sanguine than even my sanguine early views. Alternatively, either side can resume the war to break the stalemate. But neither appears to have the appetite. Iran probably reckons it can outlast a Washington that's under pressure from allies to avoid more fighting. But Trump isn't feeling enough economic discomfort to admit defeat. This stalemate is why the closure could continue.

Could the world live forever without the 10%-15% or so of its oil supply that Hormuz represents? Yes, but at vast cost. To cut consumption permanently by so much would most likely mean a global recession, as in the 1973 and 1979 oil crises. New bypass pipelines will be built and production beyond the Middle East would increase. But that takes years. By 2027 the UAE will probably double its export capacity avoiding the strait. The Saudis would likely need longer to do the same. Kuwait and Iraq would require more time still. Qatar doesn't have a realistic way to export liquefied natural gas other than the strait.

Hormuz's long-term closure is so economically ruinous to contemplate that hardly anyone dares consider it. Ultimately, a fudged short-term deal that everyone can live with, is likelier. Still, considering the regional precedents, it's fair to ponder traumatic "what if" scenarios. They are not pretty. —BLOOMBERG

The UAE has accelerated plans for a second pipeline bypassing the strait, which it hopes to put into service in 2027

Petrol and diesel prices hiked third time in 8 days

Rising crude oil prices and disruptions in energy supplies due to the West Asia conflict continue to push up prices; Kolkata records a steeper hike, while petrol in Delhi nears the ₹100-a-litre mark

Saptaparno Ghosh
NEW DELHI

Prices of petrol and diesel were raised for the third time in eight days on Saturday, this time by an average of 90 paise per litre across all variants.

The price of compressed natural gas (CNG) in several parts of North India also rose for the third time within the same interval, this time by ₹1 a kg.

Since the first round of hikes on May 15, the prices of diesel and petrol have cumulatively increased by approximately ₹4.8 per litre each in three tranches across the country.

CNG prices have also risen cumulatively by ₹4 a kg in several cities of North India during the same period.

With the latest hike, the

Fuel on the boil

The price of petrol and diesel in four metros after the latest hike

PETROL	
Delhi	99.51 (+0.87)
Kolkata	110.64 (+0.94)
Mumbai	108.49 (+0.90)
Chennai	105.31 (+0.82)

DIESEL	
Delhi	92.49 (+0.91)
Kolkata	97.02 (+0.95)
Mumbai	95.02 (+0.94)
Chennai	96.98 (+0.87)



An employee points to the revised petrol price at a Bharat Petroleum outlet in Vijayawada, Andhra Pradesh on Saturday. G.N.RAO

price of petrol in Delhi rose by 87 paise to ₹99.51 per litre, and that of diesel by 91 paise to ₹92.49 per litre. CNG in the National Capital Territory (NCT) of Delhi is now priced at ₹81.09 per kg.

The hikes follow increased pressure on oil marketing companies

(OMCs) due to rising crude oil prices, as energy supplies continue to be disrupted because of the conflict in West Asia.

India's crude oil basket averaged \$107.96 per barrel in May until Friday.

Further, the benchmark Brent crude futures (July) settled about 0.69% higher

at \$104.25 for every barrel on Friday.

On Saturday, Kolkata woke up to a comparatively steeper hike compared to other metros.

The price of petrol in Kolkata rose by 94 paise to ₹110.64 per litre, while diesel became 95 paise more expensive at ₹97.02 per litre.

In Mumbai, petrol prices increased by 90 paise to ₹108.49 per litre, while diesel rose by 94 paise to ₹95.02 per litre.

Prices of petrol in Chennai rose by 82 paise to ₹105.31 per litre, while diesel became 87 paise costlier at ₹96.98 per litre.

The hike also extended to premium and high-octane variants of diesel and petrol across metros.

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From Page One

Petrol and diesel prices hiked for third time

With the latest ₹1 per kg hike, CNG in Uttar Pradesh's Ghaziabad and Noida is now priced at ₹89.70 per kg, and in Meerut it costs ₹89.58 per kg.

In Haryana's Rewari and Gurugram, the revised CNG prices are ₹85.70 per kg and ₹86.12 per kg, respectively.

Indraprastha Gas Limited, North India's largest city gas distributor, said in a social media post that the revision in CNG retail prices had been undertaken "only to marginally offset the impact of increase in input gas cost along with steep appreciation of the U.S. dollar."

■ CNG rates climb ₹4/kg as crude prices surge

Fuel prices rise again; petrol, diesel up nearly ₹5 in 10 days

New Delhi, May 23: Petrol and diesel prices were raised by 87-91 paise per litre on Saturday, taking the cumulative increase in retail fuel rates to nearly ₹5 a litre in under 10 days as state-owned firms passed on soaring international oil prices. Alongside, compressed natural gas (CNG) prices were raised by Re 1 per kg, marking the third increase in recent days and taking the cumulative hike to ₹4 per kg.

The latest revision pushed petrol prices higher by 87 paise per litre and diesel by up to 91 paise across the country, according to industry sources.

The back-to-back increases follow a prolonged freeze in retail fuel prices and come amid elevated crude oil prices in the global market, tightening refining margins, and a weaker rupee, which have sharply raised the cost of imports.

Petrol price was increased by 87 paise in Delhi to ₹99.51 per litre from ₹98.64 earlier. Similarly, diesel price was hiked by 91 paise to ₹92.49 a litre from ₹91.58 previously.



A worker fills fuel into a vehicle at a petrol pump in New Delhi on Saturday.

— PTI

With the latest hike, petrol and diesel prices have risen to nearly Rs 5 a litre since the state-owned oil marketing companies on May 15 ended the hiatus in rate revision, stoking concerns over inflationary pressures and higher transportation costs across the economy.

Petrol and diesel prices were increased by ₹3 per litre each on May 15 and 90 paise a litre on May 19.

CNG price in Delhi was increased to ₹81.09 per kg from ₹80.09, according to information posted by Indraprastha Gas Ltd on its website.

Rates have increased in all the neighbouring cities

as well. This is the third increase in CNG prices, and together with the earlier hikes of ₹2 per kg on May 15 and ₹1 per kg on May 17, it takes the cumulative increase to ₹4 per kg.

On all three occasions, private fuel retailers like Nayara Energy swiftly matched the price increases announced by their state-owned rivals, raising petrol and diesel rates by a similar quantum.

The latest increases came on top of hikes effected earlier by private retailers ahead of the first fuel price revision on May 15 by state-run oil companies.

— PTI

In a third price hike in 10 days, petrol costlier by 87 paise/litre, diesel by 91 paise/litre, CNG by ₹1/kg

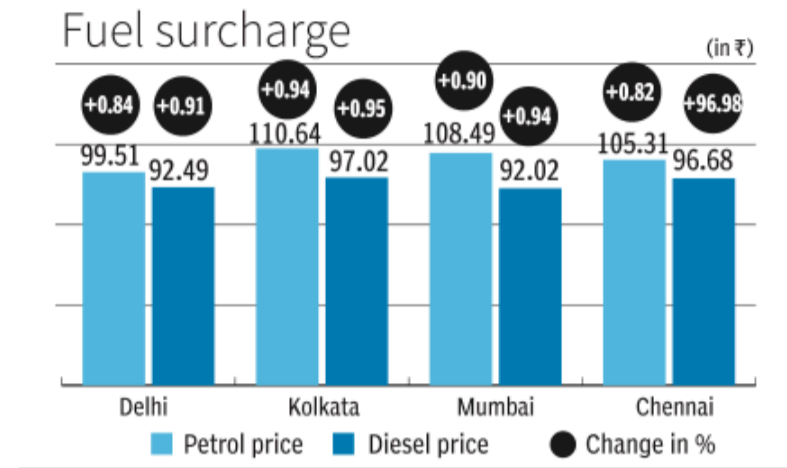
Shishir Sinha
New Delhi

State-owned oil marketing companies (OMCs) on Saturday yet again raised petrol and diesel prices by 87 paise and 91 paise per litre, respectively. With this third hike in 10 days, retail fuel prices have risen by nearly ₹5 a litre.

Compressed natural gas (CNG) prices were increased by ₹1 per kg, the third upward revision taking the cumulative hike to ₹4.

CRUDE SURGE

Indian Oil Corporation said petrol and diesel sales rose 14 per cent and 18 per cent, respectively, during the first 22 days of May, while assuring consumers that there was no shortage of fuel supplies.



This is the third increase in fuel prices since May 15, when State-owned OMCs began passing on the nearly 50 per cent surge in crude oil prices triggered by the West Asia conflict.

India imports nearly 85 per cent of its crude oil requirements, making domestic fuel prices highly sensitive to global oil market movements. The latest in-

crease is expected to add to cost pressures for commuters, transporters and businesses across sectors.

Petrol and diesel prices are now at their highest levels since May 2022.

CNG PRICES UP AGAIN

In a separate statement, Indraprastha Gas Limited said the retail selling price of CNG had been raised by ₹1

per kg with effect from 6 am on May 23 across all its geographical areas.

The company said the revision was aimed at “marginally offsetting” higher input gas costs and the sharp appreciation in the US dollar.

IOC REACTION

Indian Oil said there was no overall shortage of petrol and diesel in the country, though some fuel stations could face temporary localised supply issues.

It attributed higher fuel demand at certain locations to seasonal diesel consumption during the harvesting season, temporary migration of customers from private fuel outlets charging relatively higher prices, and increased institutional and commercial demand shifting to PSU retail outlets.

Also read p12

Oil India discovers new gas-bearing zone in Rajasthan: Hardeep Puri

AGENCIES

New Delhi, 23 May

Maharatna PSU Oil India Limited has successfully unlocked a new gas-bearing pay zone in Rajasthan's Dandewala field, Union Petroleum and Natural Gas Minister Hardeep Singh Puri said on Saturday. In a post on social media platform X, the minister said the development marked a new chapter in India's efforts to



strengthen domestic energy production and move towards greater energy self-sufficiency. According to Puri, natural gas has started

flowing for the first time from the shallower Sanu Formation in the Dandewala field at nearly 25,000 standard cubic metres per day. "India's quest

to strengthen domestic production of energy scripts a new chapter in Rajasthan," the minister said. He added that the achievement would provide fresh momentum to India's journey towards energy self-sufficiency under the leadership of Prime Minister Narendra Modi. Puri also lauded the efforts of Oil India Limited, praising the company's perseverance, technological excellence and commitment in unlocking the new gas-bearing zone.

Petrol, diesel get costlier by 87-91 paise as prices hiked 3rd time in 9 days

ADITYA RANGROO
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 23

In a bid to offset the losses caused by soaring crude oil prices due to the West Asia crisis, state-owned oil marketing companies hiked petrol and diesel prices by 87-91 paise per litre on Saturday, taking the cumulative increase in retail fuel rates to nearly Rs 5 a litre in nine days.

This is the third hike so far this month. On May 15, the petrol and diesel prices were raised by Rs 3 per litre, then they were further increased by about 90 paise per litre on May 19.

Earlier, Petroleum Minister Hardeep Singh Puri had acknowledged that maintaining the current level of retail petrol prices was burdening the state-run oil marketing companies. "My oil companies are losing Rs 1,000 crore every day," he had said. In addition, the rates of compressed natural gas

CNG rates too witness a raise of ₹1 per kg

CONG SLAMS CENTRE

The Congress hit out at the Centre over the latest rise in fuel prices, turning the issue into a broader charge of "systemic burdening of citizens through taxation & policy failures". **INSIDE**

(CNG) have been increased by Re 1 per kg, which is also the third increase in recent days and brings the total hike to Rs 4 per kg.

After an extended freeze on retail fuel prices, the back-to-back hikes are linked with high global crude oil prices, narrowing refining margins and a declining rupee, all of which have significantly increased import expenses.

Delhi's petrol prices went from Rs 98.64 to Rs 99.51 per litre, an increase of 87 paise. In a similar way, diesel prices

CONTINUED ON PAGE 6

The Tribune

Sun, 24 May 2026

<https://epaper.tribunein.com>





Petrol rates raised by 87 paise...

increased from Rs 91.58 to Rs 92.49 per litre, a hike of 91 paise.

The recent hikes have come following India maintaining controlled fuel prices till the initial increase on May 15, while the rest of the world panicked and pushed the higher costs to consumers amid the ongoing crisis in West Asia, which has resulted in a surge in crude oil prices.

According to the government data, India was the only country in the world that managed to maintain stable fuel prices during the first 76 days of the Hormuz disruption.

The data highlighted that the three hikes on May 15, 19, and 23 resulted in a total adjustment of slightly less than Rs 5 per litre, making it the lowest increase of any major country

outside the directly subsidising Gulf producers.

“Every other major importing economy has passed on the cost to its consumers, in several cases doubling pump prices. India has not,” it said.

However, the impact of the fuel price hike is far-reaching. It results in increased transportation and logistics expenses, which can eventually result in higher pricing for groceries, taxi rides, food delivery and other daily necessities.

Furthermore, the recurring costs like fuel can gradually reduce disposable income and monthly savings capacity for salaried households who are already managing rising energy bills, school fees and EMIs.

India flags energy crisis, Russian crude curbs as Rubio meets PM

State Secy touts US oil, extends Trump's invite to Modi to visit White House

AJAY BANERJEE
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 23

India on Saturday raised concerns over its looming crude oil and natural gas supply crisis with the US, saying it sought the free flow of energy supplies, which have been hampered by the closure of the Strait of Hormuz and intermittent sanctions on the purchase of Russian crude.

The issue figured prominently when US Secretary of State Marco Rubio, who is on first visit to India — which, in his own words, is aimed at reaffirming that the relationship with India is “incredibly important” — called on Prime Minister Narendra Modi on Saturday. External Affairs Minister S Jaishankar and National Security Adviser Ajit Doval were present at the meeting.

Sources said Rubio mentioned that India needed to



Prime Minister Narendra Modi during a meeting with US Secretary of State Marco Rubio in New Delhi on Saturday. PTI

“diversify” its crude oil purchases, hinting that the US could emerge as a reliable supplier. Rubio also invited the PM on behalf of President Donald Trump to visit the White House in the “near

future”. The Indian side reportedly conveyed that nearly 20 per cent of global energy supplies had been wiped out and crude prices had crossed \$110 per barrel, up sharply from the \$65

range since the US-Iran war began in February.

The sources said Rubio also highlighted the need for India and the US to collaborate on small modular reactors (SMRs), considered next-generation nuclear technology because of their flexibility and potential to replace retiring coal-based power plants. A delegation from the US nuclear energy industry had visited New Delhi last week.

Following the meeting, Modi in a post on X said, “We discussed sustained progress in the India-US Comprehensive Global Strategic Partnership and issues related to regional and global peace and security. India and the US will continue to work closely for the global good.”

Later in the day, while speaking at the opening of a new annex building at the US Embassy in the capital, Rubio

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India flags energy crisis, Russian crude...

described the India-US relationship as the “cornerstone” of Washington’s Indo-Pacific strategy. “The relationship with India is an incredibly important one, and it’s the reason why I’m here on this visit. To reaffirm those ties and build upon them,” Rubio said.

“In the months ahead, we are going to have even more exciting and new announcements to strengthen the relationship between the two countries,” he added. Rubio said the relationship was anchored by the personal rapport between US President Donald Trump and Modi. “It’s a personal relationship. The connection between them is incredibly

important,” he said.

He described Trump and Modi as “two very serious leaders who are focused not just on the short term, but on the long term”, adding that this formed a key foundation of bilateral ties. Rubio also noted the expansion of commercial relations between the two countries. “There have been \$20 billion in investments from Indian companies in the US. We’ve deepened our security partnership through military exercises in the Indo-Pacific,” he said.

On the Quad meeting scheduled for May 26, Rubio said: “We wanted to do it here, not just because of our commitment to that structure,

but as a tangible sign of the important role India plays in the US’ approach to the Indo-Pacific.”

A bilateral meeting between Rubio and Jaisankar is scheduled for Sunday, with discussions expected on energy security, trade and defence cooperation.

The talks come against the backdrop of India-US trade negotiations remaining stalled over India’s sensitivities regarding certain agriculture and dairy imports from the US. In the defence sector, India has also raised concerns over delays in the supply of contracted jet engines by General Electric for the Tejas Mark-1A fighter jets.

Rubio arrived in Kolkata on Saturday morning and visited the Missionaries of Charity, the organisation once headed by Mother Teresa. The organisation’s licence to receive foreign donations under the Foreign Contribution (Regulation) Act (FCRA) had first been revoked and later restored in 2022.

Later, Rubio, in a post on X, said he had discussed the West Asia situation with PM Modi, along with US-India cooperation on energy, securing critical supply chains and collaboration on emerging technologies. He added: “Pleased to invite PM Modi to the White House on behalf of President Trump.”

DEMAND AT PUMPS IN FEW POCKETS UP AS BULK BUYERS SHIFT TO OMCs' OUTLETS

IOC assures of ample fuel supply, 'shortage localised'

Sukalp Sharma
New Delhi, May 23

AMID REPORTS of fuel retail outlets running out of petrol and diesel stocks in some pockets, the country's largest oil marketing company (OMC) Indian Oil Corporation (IOC) assured consumers that there is no "overall shortage" of the two automobile fuels and the issues being faced at certain retail outlets are "highly localised and temporary".

Indian Oil also said that the three OMCs — Bharat Petroleum and Hindustan Petroleum being the other two — are continuously monitoring the situation and taking necessary steps to address such "isolated situations".

Fuel demand, particularly of diesel, is seeing a surge in certain pockets as a large number of bulk fuel consumers have shifted to public sector OMCs retail outlets due to a wide gap between retail prices — which are still below market rates — and the market-linked bulk prices, according to the government. On top of that, certain private sector fuel retailers are retailing the fuels at higher prices than the OMCs, leading to additional pressure on the latter's retail network as consumers are preferring to buy from them. Higher fuel demand due to the crop harvesting season is also leading to additional demand pressure.

"Indian Oil wishes to reassure customers and the general public that there is no overall shortage of petrol and diesel in the country. The current situation being witnessed at certain retail outlets is highly localised and temporary in nature, arising due to local demand-supply imbalances and redistribution of sales patterns in select areas," Indian Oil said Saturday.

"The higher demand being



Some private sector fuel retailers are selling the fuels at higher prices than the OMCs. REUTERS

witnessed at some locations is attributable to the following factors: seasonal increase in diesel demand during the ongoing harvesting period; temporary shift of customers from certain private retail outlets owing to relatively higher retail prices at some private pumps; increased migration of institutional and commercial demand to PSU retail outlets, as bulk and institutional supplies are currently priced significantly higher in line with prevailing international market prices," the company added.

These shifts are a major reason why the OMCs' retail outlets in some areas are running out of fuel stocks faster than usual, leading to dry-out-like situations, according to industry sources. They said that the problem gets amplified when a supply constraint at one retail outlet leads to rumours of shortage in the area, and consumers start panic-buying from other outlets as well.

The visible migration of a large number of bulk consumers to OMCs' retail stations,

combined with higher agricultural season fuel demand, has led to a demand growth of 20% to 30% in some localised areas, Petroleum Ministry Joint Secretary Sujata Sharma had said on Thursday. "The price difference between diesel for bulk sales and that available at petrol pumps is Rs 40-42 per litre," she said. The three OMCs together have a share of 90% in the fuel retail market.

"Indian Oil would also like to highlight that during the period from 1-22 May 2026, the company recorded substantial growth in fuel sales over the corresponding period last year, with petrol sales increasing by 14% and diesel sales by around 18%. Despite this sustained and exceptional high growth in demand, Indian Oil continues to consistently meet customer requirements across the country," the refiner said, adding that instances of fuel supply disruption are limited to "a very small number" of its over 42,000 retail outlets.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

3rd hike in 9 days: Petrol gets costly by 87 paise, diesel by 91 paise

New Delhi: Public sector oil marketing companies (OMCs) hiked retail petrol and diesel prices on Saturday, marking the third price increase in nine days as they look to offset losses from high international prices.

The price of petrol rose by 87 paise per litre, while that of diesel was up 91 paise per litre in Delhi, with corresponding changes in other parts of the country.

With Saturday's price hike, petrol prices in Delhi have gone up by Rs 4.77 per litre and diesel by Rs 4.81 since May 15, when the first price increase in over four years was announced.

As of Saturday morning, a litre of petrol was priced at Rs 99.51, while that of diesel was at Rs 92.49 in the capital. Fuel prices vary across the country due to differences in state-level taxes. The latest hike follows a 90-paise-per-litre increase on Tuesday, and a Rs 3-per-litre increase on May 15.

The Rs 3-per-litre hike in petrol and diesel prices implemented on May 15 had provided some relief to OMCs, reducing their combined daily losses on sales of the two automobile fuels and LPG by a fourth, or about Rs 250 crore, to about Rs 750 crore a day, the Petroleum Ministry had said Monday. The two subsequent price hikes this week are likely to offer some more relief to them, although they continue bleeding by selling the fuels at a loss. ENSECONOMIC BUREAU

FULL REPORT ON
WWW.INDIANEXPRESS.COM



Fuel prices up 3rd time in 10 days, PSUs losing ₹13/ltr on petrol, ₹38 on diesel

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New Delhi: Public sector oil companies raised petrol and diesel prices by nearly 90 paise per litre on Saturday, the third hike since May 15, as they sought to partly offset mounting losses from selling fuels below market rates amid a sharp rise in global crude prices.

But that still leaves them with an under-recovery of Rs 13 on every litre of petrol sold by them and Rs 38 a litre on diesel (both pre-tax), as global prices remain above the \$100-a-barrel mark. With this, the cumulative increase has reached just under Rs 5 a litre, still lower than hikes seen in many other parts of the world.

► Global crude surge, P 12

PETROL NEARS ₹100/LTR

Petrol and diesel prices increased on May 15, 19 & 23

₹/Litre	Price (Delhi)		Change
	Before May 15	Now	
Petrol	94.77	99.51	+4.74
Diesel	87.67	92.49	+4.82

Pressure mounts on states to lower VAT

The increase in pump prices has heightened pressure on states to lower VAT, which is as high as 30% in some states. Tamil Nadu, Kerala, and Bengal have among the highest pump prices. While the Centre has taken a hit through a reduction in excise duty, an official said, "the burden has to be shared, even if not equally." P 12

Global crude surge driving local price rise

► Continued from P 1

While petrol now costs Rs 99.51 per litre in Delhi, diesel is priced at Rs 92.49. With global gas prices also on the boil, Indraprastha Gas has also announced a fresh Re 1 increase in the price of CNG, taking it to Rs 81.09 per kg in the capital, a second hike in this week. Prices in neighbouring cities of Noida, Ghaziabad and Gurgaon have also gone up.

Prices of domestic LPG cylinders and piped cooking gas remain unchanged.

After the first hike, govt said the cumulative under-recovery on petrol, diesel and LPG had reduced by 25% from Rs1,000 crore to Rs 750 crore. A litre of petrol in Mumbai now costs Rs 108.49, while diesel is priced at Rs 95.02. In Chennai, petrol costs Rs 105.31 per litre and diesel Rs 96.98, while in Kolkata, petrol costs Rs 110.64 per litre and diesel Rs 97.02.

Retail petrol and diesel prices are linked to global crude prices, which have risen by 50% since the war began on Feb 28, disrupting flows through Strait of Hormuz. The variation in auto fuel prices across states is due to differences in VAT structures.

After keeping petrol and diesel prices unchanged for 75 days despite the rise in crude, oil companies raised prices on May 15 and then on May 19.

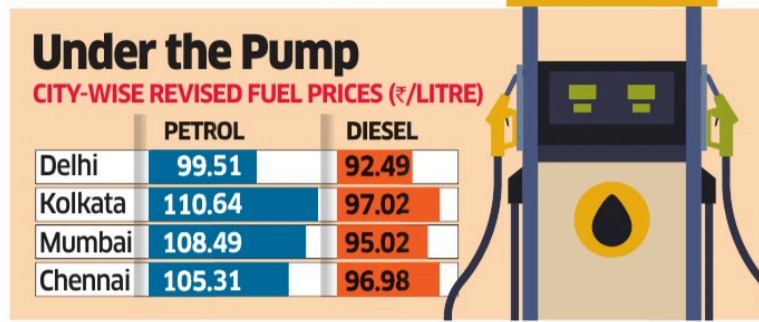
CNG PRICES RAISED IN DELHI AND SATELLITE CITIES BY ₹1/KG

Strike Three: Fuel Prices Hiked by 90 Paise as Oil Remains on the Boil

Our Bureau

New Delhi: State-run oil companies raised petrol and diesel prices by about 90 paise per litre on Saturday, while Indraprastha Gas Ltd hiked CNG prices in Delhi and satellite cities by ₹1 per kg. Over the past nine days, petrol and diesel prices have risen by around ₹5 per litre, while those of CNG are up ₹3 per kg. Higher fuel costs are already feeding into the broader economy, pushing up transport fares as well as milk and food prices. Oil companies are increasing pump prices to offset a sharp rise in costs after the Iran conflict

sent crude oil prices soaring. Retail fuel prices had remained unchanged for about two-and-a-half months after the conflict began, a period that coincided with assembly elections in several states. The first increase came on May 15, when companies raised petrol and diesel prices by ₹3 per litre each. Oil marketing companies (OMCs) had sought an increase of more than ₹10 per litre, but the government did not approve it. Companies instead opted for a series of smaller revisions. Saturday's increase of 82-95 paise per litre across metro cities marks the third such revision. Actual increases vary across states because of differences in lo-



cal levies. The last time companies adopted a similar strategy of incremental revisions was between March 21 and April 6, 2022, when petrol and diesel prices rose by ₹10 per litre within 16 days.

Petrol now costs ₹99.5 per litre in Delhi and ₹108.5 per litre in Mumbai. Diesel prices stand at ₹92.5 per litre in Delhi and ₹95 per litre in Mumbai.

Pvt Retailers Diverting Demand ▶▶ 7

Pvt Retailers Diverting Demand

▶▶ From Page 1

Fuel stations operated by private retailers such as Nayara Energy and Shell have kept petrol and diesel prices significantly higher to discourage sales, diverting demand towards state-run outlets. Indian Oil on Saturday said that its petrol and diesel sales rose 14% and 18%, respectively, during May 1-22 over the same period last year. The state-owned OMC attributed the unusually strong growth to customers shifting away from some private fuel stations, migration of institutional and commercial demand to PSU outlets and a seasonal increase in diesel consumption during the harvesting season. Latest hike comes as Iran conflict pushes up costs for retailers and feeds into inflation.



Energy boost: OIL strikes gas in Rajasthan

New Delhi: State-owned Oil India Limited has successfully unlocked a new gas-bearing pay zone in Rajasthan's Dandewala field, with a flow of nearly 25,000 standard cubic metres per day, petroleum and natural gas minister Hardeep Singh Puri said on Saturday.

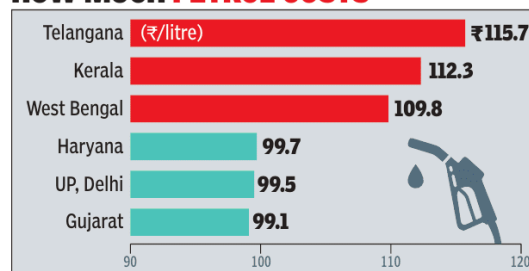
Congratulating OIL, Puri said on social media that the discovery by the energy Maharatna would "provide momentum to India's journey towards energy self-sufficiency".

OIL called the discovery, made at a depth of 950 metres, "modest but significant" and said it indicated deliverability and potential of the area.

The newly discovered gas stands out for its better quality, containing low levels of carbon dioxide, which aligns with the country's push for cleaner fuel alternatives. TNN

Amid fuel price hikes, states urged to cut VAT

HOW MUCH PETROL COSTS



Atul Mathur & Sidhartha | TNN

New Delhi: The increase in pump prices by around Rs 5 a litre is only a dent to under-recovery given that oil companies are still losing Rs 13 a litre on petrol and Rs 38 on diesel, without factoring in taxes, resulting in heightened pressure on the states to lower VAT, which is as high as 30% in some of the states.

While the petroleum companies are losing money, Centre has already taken a hit through a reduction in excise, while the consumer is paying more to bear a part of the burden only to leave the states to part with a share of their revenue to ensure that the oil retailers are left with sufficient funds to meet their investment requirements and stay afloat.

“Consumers live in states; the responsibility is not just with Centre’s. The burden has to be split, even if it is not equally,” said an official.

While those with the lowest VAT rates impose around 20% tax, there are states which go past the 30% level as taxes are layered

with per-litre additions and infrastructure cesses. In the past NDA-governed states have responded by lowering state levies, though some of them still keep them higher than the average rates. But those such as Tamil Nadu, Kerala and West Bengal have among the highest pump prices, thanks to state taxes. Telangana and Kerala have the highest pump prices.

Although there have been discussions in the past on getting the two auto fuels on the GST platform, states, cutting across party lines, have resisted the transition, and they have good reason for it. Apart from state excise on liquor, VAT on fuel is the only major source of own tax revenue for them, with registration of property and automobiles being among other prominent avenues to mop up resources.

For the states, a bulk of the resources comes through a split of GST apart from getting a 41% share of all central taxes—be it central GST, income tax or customs—but they crib about the cesses and surcharges levied by Centre which stays with it.

 Hindustan Times

Petrol, diesel prices up again; 3rd hike in 8 days

Rajeev Jayaswal

letters@hindustantimes.com

NEW DELHI: State-run oil companies raised petrol and diesel prices by nearly ₹1 per litre each on Saturday — the third increase in eight days — taking the cumulative revision to just under ₹5 per litre since May 15, even as international crude has eased from its peak. Concurrently, Indraprastha Gas Ltd raised CNG rates by ₹1 per kg, its third increase since May 15, taking the total CNG hike to ₹4 per kg in under 10 days.

Industry executives and sector analysts say the incremental hike cycle is unlikely to end soon. Despite three revisions, OMCs are estimated to still be losing ₹8–10 per litre on petrol and diesel. The trajectory of under-recoveries illustrates the partial nature of each correction: daily losses across the three companies stood at ₹1,000 crore before the first hike on May 15, fell to ₹750 crore after the second on May 19, and are now estimated to have dropped below ₹500 crore after Saturday's revision. A fourth hike is expected unless Brent stabilises below \$100 a barrel — and, in the best-case scenario analysts cite, closer to \$70.

Benchmark Brent closed at \$103.54 on Friday, up 0.9% on the day but down from the \$108-plus levels seen at the time of the first May 15 hike — a decline that makes the continued corrections harder to defend politically. Since the conflict broke out on February 28, Brent has risen roughly 42% from \$72.87. The rupee gained for a second consecutive session on Friday, closing at ₹95.60 per dollar, helped by softening crude and anticipation of monetary policy intervention.

The hike comes against a striking financial backdrop. Despite absorbing the full impact of the West Asia conflict in the January-March 2026 quarter (the crisis began on March), the three OMCs posted



People refuel their vehicles at a petrol pump following the hike in petrol and diesel prices in Siliguri on Saturday. ANI

a combined net profit of ₹19,470 crore — a 40.74% rise over the same period last year.

For the full year 2025–26, their combined net profit surged 130% to ₹77,280.65 crore, from ₹33,601.57 crore in 2024–25, on the back of stable crude prices and healthy refining margins for much of the year before the conflict erupted. IOC and HPCL posted strong quarterly profits; BPCL's remained flat. The increases follow the same incremental pattern as April 2022, when pump prices rose by roughly ₹9 per litre in daily 80 paise steps in the aftermath of Russia's invasion of Ukraine. That revision took just over a week. The current cycle has moved at a comparable pace, though the under-recovery gap is larger and the crude price environment remains more volatile.

Petrol in Delhi now stands at ₹99.51 per litre — up 87 paise — and diesel at ₹92.49, up 91 paise. Across metros, petrol has risen to ₹110.64 in Kolkata (up 94 paise), ₹108.49 in Mumbai (up 90 paise), and ₹105.31 in Chennai (up 82 paise). Diesel is ₹97.02 in Kolkata, ₹95.02 in Mumbai, and ₹96.98 in Chennai, with increases of 95, 94, and 87 paise respectively.

CNG in Delhi is now ₹81.09 per kg; IGL, promoted by BPCL and Gail India, also retails

across cities in Haryana, Uttar Pradesh, and Rajasthan. Variations in local levies account for city-to-city differences.

The Congress demanded the government absorb the fuel price increases rather than pass them on to consumers, arguing that citizens had been denied the benefit of low crude prices over the past decade and could not now be asked to bear the cost of elevated ones. "During the good times, if you did not pass on the benefit to people, why are you burdening the people of India at a time like this, when we cannot afford to pay that extra amount?" said national spokesperson Rajeev Gowda at a press conference at the party's headquarters in New Delhi.

Gowda accused the government of drawing "excessive revenue" from citizens through surcharges and taxes on petrol and diesel over 12 years of low crude prices — revenue that he said was never returned to consumers in the form of lower fertiliser or food costs. "In the last 12 years, have the people of India benefited in any way from the low oil prices that the Modi government has benefited from?" he asked. The cumulative ₹5 per litre increase over a week, he said, amounted to "striking a blow" at ordinary people.

देश में पेट्रोल और डीजल की कोई कमी नहीं है : इंडियन ऑयल कॉरपोरेशन

एजेंसी ■ मुंबई

इंडियन ऑयल कॉरपोरेशन (आईओसी) ने शनिवार को कहा कि देश में पेट्रोल और डीजल की ओवरऑल कोई कमी नहीं है। कुछ पेट्रोल पंपों पर सप्लाई में जो दिक्कतें सामने आई हैं, वे स्थानीय और अस्थायी हैं। आईओसी ने एक बयान में कहा कि यह छोटी-छोटी दिक्कतें कुछ क्षेत्रों में मांग और आपूर्ति के असंतुलन तथा बिक्री के बदलते पैटर्न की वजह से हुई हैं। कंपनी स्थिति पर लगातार नजर बनाए हुए है और इन अलग-अलग समस्याओं को दूर करने के लिए जरूरी कदम उठा रही है, ताकि ग्राहकों को बिना रुकावट ईंधन मिलता रहे। बयान में कहा गया, हम ग्राहकों और आम जनता को आश्वस्त करना चाहते हैं



कि देश में पेट्रोल और डीजल की ओवरऑल कोई कुल कमी नहीं है। कुछ रिटेल आउटलेट्स पर जो स्थिति दिखाई दे रही है, वह पूरी तरह स्थानीय और अस्थायी है। यह कुछ इलाकों में मांग-आपूर्ति के असंतुलन और बिक्री

के बदले हुए पैटर्न के कारण हुई है। आईओसी के अनुसार, कुछ पेट्रोल पंपों पर मांग बढ़ने की वजह डीजल की मौसमी मांग में बढ़ोतरी रही, जो फसल कटाई के मौसम के दौरान देखी गई। इसके अलावा, निजी पेट्रोल पंपों पर ईंधन की कीमतें अपेक्षाकृत ज्यादा होने के कारण ग्राहक सरकारी पंपों की ओर शिफ्ट हुए। सार्वजनिक क्षेत्र के पंपों पर संस्थागत खरीद भी बढ़ी है। कंपनी ने कहा कि उसके 42,000 से ज्यादा पेट्रोल पंपों के नेटवर्क में केवल बहुत कम संख्या में आउटलेट्स पर सप्लाई बाधित हुई है, जबकि अधिकांश पंपों पर स्टॉक और आपूर्ति सामान्य और पर्याप्त बनी हुई है। सरकारी तेल विपणन कंपनियों देश भर में पर्याप्त ईंधन भंडार बनाए हुए हैं और अलग-अलग जगहों पर आई बाधाओं को दूर करने के लिए

लगातार कदम उठा रही हैं, ताकि सप्लाई बिना रुकावट जारी रहे। आईओसी ने कहा, मांग में लगातार और असाधारण वृद्धि के बावजूद इंडियन ऑयल देश भर में ग्राहकों की जरूरतों को लगातार पूरा कर रहा है। इससे पहले शनिवार को पेट्रोल और डीजल की कीमतों में फिर बढ़ोतरी की गई। पिछले 10 दिनों में यह तीसरी बार है जब खुदरा ईंधन दरों में बदलाव किया गया है। सरकारी तेल कंपनियों ने पेट्रोल की कीमत में 87 पैसे प्रति लीटर और डीजल की कीमत में 91 पैसे प्रति लीटर की बढ़ोतरी की। यह बढ़ोतरी वैश्विक स्तर पर कच्चे तेल की कीमतों में तेजी और पश्चिम एशिया में जारी भू-राजनीतिक तनाव के कारण की गई है, जिसका असर अंतरराष्ट्रीय ऊर्जा बाजार पर पड़ रहा है।

पेट्रोल, डीजल, सीएनजी के दाम एक बार फिर बढ़े

10 दिन में लगभग पांच रुपये प्रति लीटर की बढ़ौतरी

पंजाब केसरी/नई दिल्ली

पेट्रोल और डीजल की कीमतों में 10 दिनों से भी कम समय में शनिवार को तीसरी बार बढ़ौतरी की गई। पेट्रोल की कीमत में 87 पैसे लीटर जबकि डीजल के दाम में 91 पैसे प्रति लीटर की बढ़ौतरी हुई है। ताजा बढ़ौतरी के बाद 10 दिनों के भीतर पेट्रोल एवं डीजल के दाम देशभर में लगभग पांच रुपये प्रति लीटर तक बढ़ चुके हैं।

इसके साथ ही वाहन ईंधन के तौर पर इस्तेमाल होने वाले सीएनजी की कीमत में भी एक रुपये प्रति किलोग्राम की वृद्धि की गई है। हाल के दिनों में तीसरी बार हुई बढ़ौतरी के बाद सीएनजी के दाम कुल चार रुपये प्रति किलोग्राम तक बढ़ चुके हैं। पश्चिम एशिया संकट के बीच अंतरराष्ट्रीय बाजार में कच्चे तेल की बढ़ती कीमतों के साथ सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों ईंधन के खुदरा दाम बढ़ा रही हैं। हालांकि इसके पहले लंबे समय पेट्रोल-डीजल के दाम नहीं बढ़े थे।

पेट्रोलियम उत्पादों की कीमतों में यह वृद्धि वैश्विक बाजार में कच्चे

दिल्ली में कीमतें	
1. 	पेट्रोल- 99.51 प्रति लीटर
2. 	डीजल-92.49 प्रति लीटर
3. 	CNG-81.09 प्रति लीटर

तेल की ऊंची कीमतों, रिफाइनिंग मार्जिन में कमी और रुपये के कमजोर होने के कारण हुई है।

मूल्यवृद्धि के बाद दिल्ली में पेट्रोल की कीमत 98.64 रुपये प्रति लीटर से 87 पैसे बढ़कर 99.51 रुपये प्रति लीटर हो गई। इसी तरह, डीजल की कीमत 91.58 रुपये प्रति लीटर से 91 पैसे बढ़कर 92.49 रुपये प्रति लीटर हो गई।

इससे पहले 15 मई को पेट्रोल

और डीजल की कीमतों में तीन रुपये प्रति लीटर और 19 मई को लगभग 90 पैसे प्रति लीटर की वृद्धि की गई थी। इसके साथ सीएनजी के दाम भी बढ़ाए गए हैं। इंद्रप्रस्थ गैस लिमिटेड (आईजीएल) की वेबसाइट के मुताबिक, दिल्ली में सीएनजी की कीमत 80.09 रुपये से बढ़कर 81.09 रुपये प्रति किलोग्राम हो गई है। इसके साथ दिल्ली के आसपास के शहरों में भी

सीएनजी के दाम बढ़ा दिए गए हैं।

यह सीएनजी कीमतों में 10 दिनों से भी कम समय में हुई तीसरी बढ़ौतरी है। इससे पहले 15 मई को दो रुपये प्रति किलोग्राम और 17 मई को एक रुपये प्रति किलोग्राम की बढ़ौतरी हुई थी। इस तरह कुल बढ़ौतरी चार रुपये प्रति किलोग्राम हो गई है। तीनों मौकों पर सरकारी तेल कंपनियों की घोषित मूल्य वृद्धि के साथ नायरा एनर्जी जैसे निजी ईंधन खुदरा विक्रेताओं ने भी पेट्रोल और डीजल के दाम लगभग उतने ही बढ़ाए हैं। कुछ निजी पेट्रोलियम कंपनियों ने 15 मई के पहले भी पेट्रोल-डीजल के दाम बढ़ाए थे।

नायरा एनर्जी ने मार्च में पेट्रोल और डीजल की कीमतों में क्रमशः पांच रुपये और तीन रुपये प्रति लीटर की वृद्धि की थी। वहीं, शेल कंपनी ने एक अप्रैल से पेट्रोल में 7.41 रुपये प्रति लीटर और डीजल में 25 रुपये प्रति लीटर तक की बढ़ौतरी की थी। हालांकि, रिलायंस इंडस्ट्रीज लि. और बीपी पीएलसी के संयुक्त ईंधन खुदरा उद्यम जियो-बीपी ने सार्वजनिक क्षेत्र के उपक्रमों के अनुरूप ही अपने पेट्रोल पंपों पर कीमतों में बदलाव किया है।

झटका: दस दिनों में तीसरी बार की गई बढ़ोतरी पेट्रोल की कीमत ₹100 के करीब

नई दिल्ली, एजेंसी। दिल्ली में पेट्रोल की कीमत सौ रुपये के करीब पहुंच गई है। तेल कंपनियों ने शनिवार को पेट्रोल में 87 पैसे और डीजल में 91 पैसे की वृद्धि की। दस दिनों में तीसरी बार इंधन के दाम बढ़ाए गए हैं। इस दौरान देशभर में करीब पांच रुपये की वृद्धि हो चुकी है। इसके साथ ही सीएनजी एक रुपये प्रति किलोग्राम और महंगी हुई।

पेट्रोलियम उत्पादों की कीमतों में यह वृद्धि वैश्विक बाजार में कच्चे तेल की ऊंची कीमतों, रिफाइनिंग मार्जिन में कमी और रुपये के लगातार कमजोर होने के कारण हुई है। इस बढ़ोतरी के बाद दिल्ली में पेट्रोल की कीमत 99.51 रुपये जबकि डीजल के दाम 92.49 रुपये प्रति लीटर हो गए हैं। स्थानीय करों (वैट) के कारण राज्यों में पेट्रोल एवं डीजल की कीमतें अलग-अलग हैं। बता दें कि इससे पहले 15 मई को पेट्रोल और डीजल की कीमतों में प्रति लीटर तीन रुपये और 19 मई को 90 पैसे की वृद्धि की गई थी।

सीएनजी अब तक चार रुपये महंगी : इंद्रप्रस्थ गैस लिमिटेड (आईजीएल) की वेबसाइट के मुताबिक, वाहन इंधन के तौर पर इस्तेमाल होने वाली सीएनजी के दाम दिल्ली में 80.09 रुपये से बढ़कर 81.09 रुपये प्रति किलोग्राम हो गए हैं। सीएनजी कीमतों में 10 दिनों से भी कम समय में यह तीसरी बढ़ोतरी है। इससे पहले सीएनजी 15 मई को दो रुपये और 17 मई को एक रुपये बढ़ाई गई थी।



कहां-कितने हुए दाम

शहर	पेट्रोल	डीजल
दिल्ली	99.51	92.49
मुंबई	108.49	95.02
कोलकाता	110.64	97.02
चेन्नई	105.31	96.98

(कीमत रुपये प्रति लीटर में)

81.09 रुपये प्रति किलोग्राम हुई सीएनजी की कीमत

■ कच्चे तेल की ऊंची कीमतों, मार्जिन में कमी, रुपये के कमजोर होने के कारण तेल कंपनियों ने बढ़ाए दाम

मई 2022 के बाद उच्चतम स्तर पर दाम

क्रिसिल की एक रिपोर्ट के अनुसार तेल कंपनियों को पेट्रोल पर प्रति लीटर 10 रुपये और डीजल पर 13 रुपये प्रति लीटर का घाटा हो रहा है। रिपोर्ट में कहा गया है कि मई 2022 के बाद पेट्रोल-डीजल की कीमतें अपने उच्चतम स्तर पर हैं। प्रधानमंत्री नरेंद्र मोदी ने लोगों से इंधन बचाने की अपील की थी।

फरवरी से 50% बढ़ चुके दाम: सूत्रों के अनुसार, फरवरी के बाद से कच्चे तेल के दाम 50 फीसदी बढ़ चुके हैं। होर्मुज बाधित होने से इंधन के आवागमन पर बुरा असर पड़ा है। आपूर्ति व्यवस्था लड़खड़ाने का असर इंधन की कीमतों पर पड़ रहा है।

तेल कंपनी बोली- आपूर्ति में कोई दिक्कत नहीं

पेट्रोलियम कंपनी इंडियन ऑयल कॉरपोरेशन ने देश में पेट्रोल-डीजल की कमी नहीं है। कुछ पेट्रोल पंपों पर इंधन की कमी से संबंधित खबरें स्थानीय और अस्थायी प्रकृति की हैं। कंपनी ने कहा कि एक से 22 मई के दौरान पेट्रोल की बिक्री में सालाना आधार पर 14% जबकि डीजल की बिक्री लगभग 18% बढ़ी है।

पेट्रोलियम उद्योग का कहना है कि ताजा मूल्य संशोधन सोच-विचार कर तेल कंपनियों पर दबाव को कुछ कम करने के लिए किए गए हैं, ताकि मुद्रास्फीति में अचानक वृद्धि न हो। हालांकि, उन्होंने माना कि इससे थोड़ा दबाव बढ़ेगा।

➔ संबंधित खबरें P02, 13

दस दिन में महंगाई की तीसरी किस्त, पेट्रोल 87 पैसे, डीजल 91 पैसे व सीएनजी एक रुपये महंगी

पेट्रोल और डीजल की कीमतों में अब तक पांच रुपये की हो चुकी बढ़ोतरी

अमर उजाला ब्यूरो

नई दिल्ली। महंगाई के मोर्चे पर जनता को एक और झटका लगा है। पेट्रोल-डीजल की कीमतों में शनिवार को फिर बढ़ोतरी की गई। पेट्रोल पर 87 पैसे एवं डीजल पर 91 पैसे प्रति लीटर बढ़ा दिए गए। कंप्रेसड नेचुरल गैस (सीएनजी) के दाम भी एक रुपये प्रति किलोग्राम बढ़ा दिए गए। पेट्रोल-डीजल की कीमतों में 10 दिन से भी कम समय में यह तीसरी बढ़ोतरी है। पेट्रोल-डीजल के दामों में करीब पांच रुपये प्रति लीटर की वृद्धि की जा चुकी है। सीएनजी के दाम भी हाल के दिनों में तीसरी बार बढ़े हैं।

सूत्रों के अनुसार, सरकारी तेल कंपनियों को अब भी पेट्रोल पर नौ रुपये एवं डीजल पर 12 रुपये का घाटा है। ऐसे में फिर दाम बढ़ने से इन्कार नहीं किया जा सकता।



नई दिल्ली में शनिवार को वाहन में पेट्रोल भरता कर्मचारी। एजेंसी

शहर	पेट्रोल	वृद्धि	डीजल	वृद्धि
दिल्ली	₹99.51	▲₹0.87	₹92.49	▲₹0.91

दिल्ली में पेट्रोल की कीमत 98.64 रुपये से बढ़कर 99.51 रुपये/लीटर हो गई है। डीजल की कीमत 91.58 रुपये से बढ़कर 92.49 रुपये हो गई है। तेल कंपनियों ने पश्चिम एशिया संघर्ष के

कारण कच्चे तेल की बढ़ी कीमतों का बोझ ग्राहकों पर डालना शुरू कर दिया है। 15 मई को तीन रुपये लीटर की वृद्धि हुई थी। इसके बाद, 19 मई को पेट्रोल-डीजल के दाम 90 पैसे लीटर बढ़ाए गए थे।

सीएनजी भी अब तक चार रुपये हुई महंगी

इंद्रप्रस्थ गैस लि. की वेबसाइट पर दी जानकारी के अनुसार, दिल्ली में

दिल्ली में 81.09 रुपये प्रति किलोग्राम कीमत

सीएनजी की कीमत

80.09 रुपये से बढ़ाकर 81.09 रुपये/किग्रा कर दी गई है। आसपास के शहरों में भी कीमतें बढ़ गई हैं।

■ सीएनजी की कीमतों में यह तीसरी वृद्धि है। 15 मई को 2 रुपये/किग्रा व 17 मई को एक रुपये की बढ़ोतरी को मिलाकर अब तक चार रुपये की बढ़ोतरी हो चुकी है।

परिवहन लागत बढ़ने से अन्य वस्तुओं की कीमतों पर दबाव

ईंधन की कीमतों में यह बढ़ोतरी ऐसे समय में हुई है, जब वैश्विक बाजार में कच्चे तेल की कीमतें बढ़ी हुई हैं, रिफाइनिंग मार्जिन कम हो रहा है और रुपया कमजोर हुआ है। इससे आयात की लागत में भारी वृद्धि हुई है। ईंधन की कीमतें बढ़ने से परिवहन लागत में वृद्धि से रोजमर्रा की वस्तुओं समेत अन्य उत्पादों की कीमतों पर भी असर पड़ने की आशंका है। पेट्रोलियम से जुड़े उत्पादों की कीमतों में पहले ही इजाफा हो चुका है।

निजी कंपनियों ने भी बढ़ाए दाम

नायरा एनर्जी जैसी निजी कंपनियों ने भी सरकारी प्रतिद्वंद्वियों की तत्काल बराबरी की और पेट्रोल-डीजल की दरें बढ़ा दीं। नायरा ने मार्च में पेट्रोल-डीजल की कीमतें क्रमशः 5 और 3 रुपये बढ़ाई थीं, जबकि शेल ने 1 अप्रैल से पेट्रोल की कीमत 7.41 रुपये और डीजल की कीमत 25 रुपये/लीटर तक बढ़ा दी थी। हालांकि, रिलायंस इंडस्ट्रीज लि. व बीपी पीआईसी के फ्यूएल रिटेलिंग जॉइंट वेंचर जियो-बीपी ने दरें सरकारी कंपनियों के साथ ही बढ़ाई हैं।