

## **CNG filling stations are gathering dust as bmtc delays induction of buses**

Three CNG filling stations that were set up by Gail (Gas Authority of India Limited) at three Bangalore Metropolitan Transport Corporation (BMTC) depots in the city have remained unused over the past two years as BMTC is yet to induct CNG vehicles into its fleet.

Gail has set up three filling stations at BMTC's Sumanahalli, Hennur and Peenya depots at a cost of Rs 20 crore each. The state government in its budget in 2014 had announced that BMTC will induct about 271 CNG buses. Much to Gail's chagrin, BMTC has dropped the proposal as maintenance cost of such buses was going to be higher when compared to buses that run on diesel.

Gail Chief General Manager Partha Jana said, "We have installed CNG filling stations anticipating that the BMTC will induct CNG buses in the future. We hope that such stations will not remain unused for longer. We have not decided about uninstalling them. If not BMTC, private vehicles can utilise these stations."

According to BMTC sources, after the proposal for establishing a gas-based power plant at Bidadi was dropped, Gail is said to be exerting pressure on BMTC to induct CNG-run buses. They laid a pipeline mainly for the power plant.

V Ponnuraj, Managing Director, BMTC, told Bangalore Mirror that the corporation can't induct CNG buses as maintenance cost of such buses is higher than the diesel buses.

Maintenance cost of CNG buses is around Rs 85 per kilometer while diesel buses cost Rs 50 per kilometre. The corporation says it will have to double the fare if such buses are inducted.

<http://bangaloremirror.indiatimes.com/bangalore/others/cng-filling-stations-are-gathering-dust-as-bmtc-delays-induction-of-buses/articleshow/63570955.cms>

## **State to procure six more vehicles for mobile libraries**

The recently-launched mobile library van service by the Goa state central library has received an overwhelming response with over 600 books having been issued to citizens in remote areas of Goa. Motivated by the same, the Goa state central library is gearing up to procure six more vehicles that will be custom-built to nestle a library inside a bus and shall operate in the state.

Library authorities have thus written to the Gas Authority of India Limited (GAIL) to provide them with five such buses to further their cause. They have also written to Oil and Natural Gas Corporation (ONGC) to equip them with one bus. The first bus that was launched as a mobile library van was built by Automobile Corporation of Goa Ltd (ACGL) and funded by the Rotary Club of Panaji Mid-Town.

"Like the first bus, these following buses will also be custom-built to accommodate a library inside it," said curator, Carlos Fernandes. "The cost per bus may go up to Rs 25 lakh. The fuel, driver's salary and maintenance of the bus is managed with state government funds," he said.

The mobile library van saw its first audience in the Dhangar community after its launch at Bhuipal, Sattari, in December. Since then, the bus has been going around in remote areas of the state, going as far as places like Morpirla and Nagargao, in a mission to take books to people's doorsteps.

The van stations itself at a central location at every village after connecting with a panchayat member or prominent resident through whom the message of their visit is spread.

“We have received a good response from children and senior citizens for this service. Many have suggested that we also have competitive books like NET/SET in this collection. We are in the process of providing the same, once the new buses arrive. The new fleet will be stationed taluka-wise on alternate days,” Fernandes added.

This library has novels, critiques, biographies, encyclopedias and magazines in Konkani, Marathi, English and Hindi. Any identity proof is enough in order to avail a book. This can range from students’ school ID cards to their parent’s voter’s ID or Aadhar card.

<https://timesofindia.indiatimes.com/city/goa/state-to-procure-six-more-vehicles-for-mobile-libraries/articleshow/63571938.cms>

### **Oil Ministry Asks Regulator to Resolve Conflict Of Interest in GAIL India**

The oil ministry has asked sector regulator PNGRB to look at unbundling of companies like GAIL India Ltd to resolve the conflict of interest in being both the transporter and marketer of natural gas.

The reference to the Petroleum and Natural Gas Regulatory Board (PNGRB) follows a revival of a plan to split GAIL by hiving off gas marketing business into a separate firm, leaving just pipeline transportation with GAIL.

“GAIL was created in 1984 by hiving off gas business out of ONGC. ONGC was producing oil and gas, and also transporting it. GAIL was hived out of ONGC for transportation of natural gas, and then slowly it also acquired the activities relating to marketing of gas,” an official privy to the development said. He said it is a well-accepted fact that there is some conflict of interest between the same entity that carries out transportation of natural gas and also markets it.

Over a period of time more players have come into gas marketing. Gujarat government entity GSPC is a major player in gas marketing and also in gas transportation. “So, we have asked the PNGRB to look into this issue of how to resolve this conflict and come up with some suggestion,” he said.

The Government had in 2006 issued the Policy for Development of Natural Gas Pipelines and City for Local Natural Gas Distribution Networks which envisaged that in the long run and with the maturing of gas markets, the authorised entities will have transportation of natural gas as their sole business activity and will not have any business interest in the gas marketing or city or local gas distribution networks.

So, as we move towards a more gas-based economy, there is a conflict of interest between the activities of transportation of gas and marketing of gas,” the official said. GAIL (India) Ltd owns and operates about 11,000-km of natural gas pipelines in the country. It sells around 60 per cent of natural gas in the country.

In the past GAIL resisted the split on grounds that its gas marketing and transmission businesses operate at arm’s length, and hence do not need to be separated. GAIL’s marketing business formed 71 per cent

of its 2016 -17 total sales, and 25 per cent pre-tax profit. The government has 54.89 per cent stake in GAIL India.

<http://energyinfrapost.com/oil-ministry-asks-regulator-resolve-conflict-interest-gail-india/>

### **Gail Arm To Invest Rs 3,000 Cr In Dabhol Terminal To Double Capacity To 10 Mt**

The newly-created arm of state-run gas major Gail India, Konkan LNG, will pump in around Rs 3,000 crore to double the capacity at its liquefied natural gas (LNG) terminal at Dabhol in the Konkan region of Maharashtra to 10 million tonne over the next three years.

Konkan LNG, a 100 per cent subsidiary of Gail, had on March 30 received the first 1.2 lakh tonne shipment of the 5.8-mt LNG contracted from the first-ever long-term agreement with the US signed way back in 2011 and 2013.

“We will be investing around Rs 3,000 crore in Dabhol terminal to increase its capacity to 10 million tonne from the present 5 mt, which is also underutilised now due to the terminal not being an all-weather facility.

“So, to make the Dabhol terminal an all-season facility, first we will invest around Rs 700 crore to complete the abandoned and semi-finished breakwater. Rest of the investment will go into capacity expansion,” Gail chairman and managing director BC Tripathi said.

Gail created Konkan LNG recently after demerging it from Ratnagiri Gas & Power, which is a three-way joint venture it has with NTPC and Maharashtra SEB. The JV was created to run Dabhol Power which was abandoned by Enron Corporation early 2000 following its global bankruptcy.

The entire project will take around three years to complete, and will be executed by Konkan LNG, Tripathi said, adding that work on the breakwater should be begin shortly. Currently the terminal can operate only about eight months in a year due to not having a breakwater.

<http://energyinfrapost.com/gail-arm-invest-rs-3000-cr-dabhol-terminal-double-capacity-10-mt/>

### **OIL MIN ASKS REGULATOR TO RESOLVE CONFLICT IN GAIL**

The oil ministry has asked sector regulator PNGRB to look at unbundling of companies like GAIL India Ltd to resolve the conflict of interest in being both the transporter and marketer of natural gas.

The reference to the Petroleum and Natural Gas Regulatory Board (PNGRB) follows a revival of a plan to split GAIL by hiving off gas marketing business into a separate firm, leaving just pipeline transportation with GAIL.

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Incorporated in August 1984 by spinning off gas business of ONGC, GAIL (India) Ltd owns and operates about 11,000-km of natural gas pipelines in the country. It sells around 60 per cent of natural gas in the country.

The government has 54.89 per cent stake in GAIL India.

<http://www.dailypioneer.com/business/oil-min-asks-regulator-to-resolve-conflict-in-gail.html>

### **Open to majority stake for Aramco in refinery**

Petroleum Minister Dharmendra Pradhan said the government was open to Saudi oil giant Aramco’s interest in owning majority stake in the proposed ₹3-trillion refinery at Ratnagiri, which, when completed, will be the largest single location refinery complex in the world with a capacity of 60 million tonnes.

Saudi Aramco has reportedly sought majority ownership in the mega refinery-cum-petrochemical complex for which state-owned oil firms Indian Oil, Bharat Petroleum and Hindustan Petroleum have inked an agreement.

Meanwhile, the oil ministry has also asked sector regulator PNGRB to look at unbundling of companies like GAIL India Ltd. to resolve the conflict of interest in being both the transporter and marketer of natural gas.

The reference to the Petroleum and Natural Gas Regulatory Board follows a revival of a plan to split GAIL by hiving off the gas marketing business into a separate firm, leaving just pipeline transportation with GAIL.

<http://www.thehindu.com/business/Industry/open-to-majority-stake-for-aramco-in-refinery/article23408058.ece>

## **CNG, PNG prices to be revised**

Consequent upon a recent notification from the government increasing the prices of domestically produced natural gas, Indraprastha Gas Limited (IGL), a joint venture of GAIL (India) Ltd., Bharat Petroleum Corporation Limited (BPCL) and government of National Capital Territory (NCT) of Delhi, on Sunday announced a revision in the selling prices of Compressed Natural Gas (CNG) and Piped Natural Gas (PNG).

This revision in prices would result in an increase of 90 paise per kg in the consumer price of CNG in Delhi and Re 1 per kg in Noida, Greater Noida and Ghaziabad.

The new consumer price of Rs 40.61 per kg in Delhi and Rs 47.05 per kg in Noida, Greater Noida and Ghaziabad would be effective from Sunday night.

The price of CNG being supplied in Rewari is being increased by 95 paise per kg from Rs 50.67 per kg to Rs 51.62 per kg.

However, IGL will continue to offer a discount of Rs 1.50 per kg at the selling prices of CNG for filling between 12.30 am to 5.30 am at select outlets.

Thus, the consumer price of CNG would be Rs. 39.11 per kg in Delhi and Rs 45.55 per kg in Noida, Greater Noida and Ghaziabad during 12.30 am to 5.30 am at the select CNG stations across the region.

IGL has also announced an increase in its domestic PNG prices.

The consumer price of PNG to the households in Delhi has been increased by Rs 1.15 per scm from Rs 25.99 per scm to Rs. 27.14 per scm, while the applicable price of domestic PNG to households in Noida, Greater Noida and Ghaziabad would be Rs 28.84 per scm, which has been increased by Rs 1.20 per scm from existing Rs 27.64 per scm.

In Rewari, the applicable price of domestic PNG would now be Rs 28.78 per scm, which has been increased by Rs 1.15 per scm.

The IGL is supplying PNG to nearly six lakh households in Delhi and over 2.7 lakh households in Noida, Greater Noida, Ghaziabad and Rewari.

The revision in retail prices of CNG and domestic PNG has been effected after taking into account the overall impact on the cost, as a result of the increase in prices of domestically produced natural gas notified by the government and increase in various operational expenses since the last price revision.

However, this increase would have a marginal impact on the per km running cost of vehicles.

For autos, the increase would be 2 paise per km, for taxi it would be 4 paise per km and in case of buses, the increase would be 26 paise per km.

With the revised price, CNG would still offer over 60 percent savings towards the running cost when compared to petrol driven vehicles at the current level of prices.

When compared to diesel driven vehicles, the economics in favour of CNG at the revised price would be over 37 percent.

[http://www.business-standard.com/article/news-ani/cng-png-prices-to-be-revised-118040100547\\_1.html](http://www.business-standard.com/article/news-ani/cng-png-prices-to-be-revised-118040100547_1.html)

## **Trump administration says India key partner in promoting strategic energy security goals**

**A day after India received its first LNG cargo from the US under a long-term supply deal, the Trump administration has said that New Delhi is a key partner in promoting its strategic energy security goals.**

A day after India received its first LNG cargo from the US under a long-term supply deal, the Trump administration has said that New Delhi is a key partner in promoting its strategic energy security goals. GAIL India has contracted 3.5 million tonnes per annum of liquefied natural gas (LNG) from US energy firm Cheniere Energy's Sabine Pass liquefaction facility in Louisiana. The first cargo from the project arrived at Dabhol in Maharashtra on Friday.

"The US views India as a key partner in promoting our shared strategic energy security goals regionally and globally, and we are working closely with India to find policy and regulatory solutions to scale up investment for a diversified energy economy," said Tom Vajda, the Acting Deputy Assistant Secretary of State for South Asia.

"Our partnership with India on energy is a great example of the US' 'all of the above' approach to energy, which includes traditional sources like coal, oil, and gas, as well as renewables and nuclear," Vajda wrote in a State department blogpost. "This LNG delivery is the first of many that will ship from Cove Point in Maryland and Sabine Pass in Louisiana as part of two 20-year contracts with India's Gail Limited," he said.

As Energy Secretary Rick Perry highlighted in a recent op-ed, once six additional facilities currently under construction come online, the US will be able to export more than 10 billion cubic feet of LNG per day to its friends and allies around the world.

Vajda said American energy is central to its National Security Strategy, which notes that "exports of our energy resources, technologies, and services help our allies and partners diversify their energy sources and brings economic gains back home." "In other words, by leveraging the US' abundant energy resources, we stimulate our own economy while also helping key countries become more stable, prosperous, and energy secure," Vajda added.

<http://www.financialexpress.com/india-news/trump-administration-says-india-key-partner-in-promoting-strategic-energy-security-goals/1117369/>

## **Ratnagiri gas firm to be split**

While one part will operate the gas terminal which will be under GAIL India, the other one will generate power under the NTPC.

The cash-strapped Ratnagiri Gas and Power Private Limited, which has been operating the controversial Dabhol power project, will be split, and GAIL India will run the gas terminal at Dabhol in Ratnagiri district.

The first liquefied natural gas (LNG) shipment from the US arrived at the Dabhol terminal of state-run gas major GAIL on Friday. The Dabhol terminal will serve industrial and residential customers in Karnataka, Maharashtra and Gujarat, said Union oil minister Dharmendra Pradhan on Saturday.

Ratnagiri Gas and Power generates 500 MW of power for Railways at Rs 5.50 per unit hence the government had decided to split the company.

While one part will operate the gas terminal which will be under GAIL India, the other one will generate power under the NTPC. Receiving the first-ever shipment of 1.2 lakh tonne LNG under the long-term contract of 20 years, Mr Pradhan announced Rs 700-crore investment by the GAIL arm, Konkan LNG. The company will be getting 22-24 shipments per annum till the breakwater is built after which it will receive 80-90 shipments, sources said.

Mr Pradhan said the beginning of the oil and gas shipments from the US would boost Indo-US trade and has the potential to raise it by \$2-3 billion annually, considering massive spike in energy demand, making the country third largest consumer in the world.

<http://www.asianage.com/metros/mumbai/010418/ratnagiri-gas-firm-to-be-split.html>

## **Indraprastha Gas hikes CNG, PNG prices**

State-run Indraprastha Gas Ltd (IGL) raised the price of compressed natural gas (CNG) by 90 paise per kg and of domestic piped gas by Rs 1.15 per standard cubic metres (SCM) in Delhi, effective Monday, following the change in the rate of domestic natural gas prices payable to producers.

As part of the six-monthly official revision of rates, the domestic natural gas price has gone from April 1 up 6 per cent to \$3.06 per million British thermal unit (mbtu).

IGL has also raised the price of compressed natural gas (CNG) by Re 1 per kg in Noida, Greater Noida and Ghaziabad.

Prices of piped natural gas (PNG) to households in Noida, Greater Noida and Ghaziabad have been raised by Rs 1.20 per SCM.

“IGL will continue to offer a discount of Rs 1.50 per kg in the selling prices of CNG for filling between 12.30 a.m. to 5.30 a.m. at select outlets,” a statement said here.

“Thus, the consumer price of CNG would be Rs 39.11 per kg in Delhi and Rs 45.55 per kg in Noida, Greater Noida and Ghaziabad during 12.30 am to 5.30 am at select CNG stations across the region.”

“The revision in retail prices of CNG and domestic PNG has been effected after taking into account the overall impact on the cost, as a result of the increase in prices of domestically produced natural gas notified by the government and increase in various operational expenses since the last price revision,” it added.

<https://www.dayafterindia.com/2018/04/02/indraprastha-gas-hikes-cng-png-prices/>

### **Indian oil refiners are investing Rs 30,000 crore for upgrading to BS VI technology: SSV Ramakumar, IOC**

*Since the hardware remains same and the fuel is changed to BS VI, only marginal emission reduction is expected in BS IV engines. As the sulphur content as well as the PAH content goes down in the diesel fuel, the particulate matter (PM) emission from BS IV and older diesel vehicles are expected to decrease marginally*

India has just launched the high efficiency BS VI grade of petrol and diesel in a bid to cut vehicular emissions. However, However, the improved fuel quality will have a marginal impact on emissions until the launch of the complimentary BS VI compliant automobile engines, SSV Ramakumar, Director-R&D at Indian Oil Corporation (IOC), the nation’s largest fuel retailer, said in an exclusive interview with Bilal Abdi. He also explains the key difference between BS IV and BS VI fuel and the changes carried out by Oil Marketing Companies (OMCs) for producing the greener fuel. Edited excerpts..

#### **What is BS-VI fuel and what makes it advantageous over the earlier grades?**

BS-VI is an ultra-clean fuel qualifying the stringent fuel quality parameters. The sulphur content in BS VI fuels has been reduced to 10 ppm from 50 ppm (in BS-IV). The lower sulphur in the fuel will permit the use of advanced after treatment devices (ATDs) used for reducing harmful exhaust emissions like CO, HC, NOx and Particulate Matter. With the use of these fuels, PM and HC emissions from heavy duty vehicles would reduce by 50 % and 65% respectively. The efficacy and durability of Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) will increase with the use of BS VI fuels

#### **In terms of vehicular emissions, what is the key difference between BS IV and BS VI fuel?**

The lower sulphur content in the BS-VI fuel will facilitate use of after treatment devices to meet the tighter emission norms. The poly-aromatic hydrocarbons (PAH) in diesel fuel has been reduced to 8% in BS VI compared to 11% in BS IV (thus reducing carcinogenic emissions). BS VI fuels are going to significantly reduce the Greenhouse gas emissions especially the Carbon dioxide, unburnt hydrocarbons or methane and oxides of nitrogen. With Global Warming Potential (GWP) of 310, Oxides of nitrogen (NOx) are considered to be critical species in promoting the Global Warming. For heavy duty vehicles, the BS VI diesel would produce 89% lower NOx emissions and 50% lower PM emissions as compared to



BS IV. This, coupled with 72% reduction in hydrocarbon emissions, will have a knock-down effect on CO<sub>2</sub> emissions. For the gasoline passenger cars, 25% reduction would be achieved in NO<sub>x</sub> while diesel passenger cars would be emitting 68% and 82% lower NO<sub>x</sub> and PM emissions respectively. Further, BS VI norms propose stringent regulations on CH<sub>4</sub> emissions for CNG vehicles and the latest CAFE (Corporate Average Fuel Economy) standards have been affected from April 2017 in order to limit CO<sub>2</sub>.

**What kind of technical changes does a refinery require to produce BS VI fuel which is comparatively cleaner than BS IV**

In order to meet the stipulated fuel quality for BS-VI fuels, Indian refineries are undergoing major upgradation. Diesel hydro-treating units, which will ensure reduction of S-content to stipulated limits are being created (for Greenfield projects) or their capacity is being augmented. For meeting gasoline fuel quality, desulphurization technologies along with Octane boosting units are being installed or augmented.

**How much investment did IOC and other refineries have to make in order to make this change?**

The cost of producing BS VI grade fuels would be higher as compared to BS IV fuels. Indian refineries are in process of investing Rs 30,000 crores for upgrading the technologies from BS IV to VI. The Auto Fuel Vision Policy 2025 in June 2014 had recommended a 75 paise cess to recoup an additional investments projected for producing cleaner fuels.

**What kind of emissions are expected if BS VI fuel is used in a BS VI engine?**

Fuel quality and vehicle technology go hand-in-hand in realizing clean transport system. The use of BS VI fuel would enable vehicle manufacturers to incorporate advanced exhaust-gas after-treatment systems in their vehicles apart from engine technology improvements. Hence, the use of BS VI fuel in BS VI engines can provide significant reduction in exhaust emissions from both gasoline as well as diesel vehicles. BS VI fuel and BS VI engine combination can reduce emissions significantly compared to BS IV scenario. The expected emission reduction as notified in the emission standards for heavy duty vehicles are to the tune of 89% in Oxides of nitrogen (NO<sub>x</sub>) and 50% in Particulate matter (PM). In the two-wheeler segment, which is gasoline-powered, the expected emission reduction in NO<sub>x</sub> is about 88% and Carbon Monoxide(CO) is about 45%. Diesel cars are expected to emit 68% lower NO<sub>x</sub> and 82% lower PM emissions respectively.

**What kind of emissions are expected if BS VI fuel is used in a BS IV engine?**

Since the hardware remains same and the fuel is changed to BS VI, only marginal emission reduction is expected in BS IV engines. As the sulphur content as well as the PAH content goes down in the diesel fuel, the particulate matter (PM) emission from BS IV and older diesel vehicles are expected to decrease marginally. The in-house studies conducted at our R&D Centre have shown such a decrease (5% to 20% depending on vehicle vintage) in PM emissions from both passenger cars as well as commercial trucks.

In the case of gasoline passenger cars, the BS VI gasoline has shown slight reduction in regulated emissions due to improved performance of catalytic converter with the use of ultra-low sulphur gasoline.

<https://energy.economictimes.indiatimes.com/news/oil-and-gas/indian-oil-refiners-are-investing-rs-30000-crore-for-upgrading-to-bs-vi-technology-ssv-ramakumar-ioc/63574575>

## **Double whammy for fuel consumers: Petrol costliest in 4 years, diesel at all-time high in Delhi**

Rising global oil and gas prices on Sunday pinched fuel consumers hard as motor fuel prices hit record levels and CNG as well as PNG became substantially costlier in Delhi.

Petrol price hit a four-year high of Rs 73.73 a litre and diesel touched an all-time high of Rs 64.58 a litre in Delhi as benchmark Brent crude hovered at \$70 per barrel on Friday, the last trading day of the week gone by.

Simultaneously, Indraprastha Gas Ltd (IGL), the sole supplier of natural gas as fuel in Delhi and its neighbourhood, raised CNG price by 90 paise per kg in Delhi as a result of the Centre raising price of gas from domestic fields by 6% for the April-September period in line with the new pricing formula.

In neighbouring Noida, Greater Noida and Ghaziabad, CNG price will rise by Re 1 per kg, or 10 paise more than Delhi, due to the incremental impact of state taxes.

Adding to the woe of households, IGL also raised the price of PNG by Rs 1.15 per unit in Delhi and by Rs 1.20 in Noida, Greater Noida and Ghaziabad to pass on the impact of higher domestic natural gas.

Even after the revision, CNG will still retain its price advantage over petrol and diesel because of their record retail prices. Running a vehicle on CNG would still be 60% cheaper than petrol and 37% compared to diesel.

CNG is expected to retain its price advantage in the near future since petrol and diesel prices will remain north-bound - unless Central and state governments pare taxes - as the West's tensions with Iran and Russia as well as a meeting between US shale industry and Opec are expected to keep global oil prices on the boil.

Consumers feel the pinch of every cent by which crude rise or fall due to the daily price revision introduced since June last year, unlike in the past when a spike in crude prices for a day or two would not matter much due to the fortnightly revision. On Sunday, for example, both petrol and diesel prices were raised by 18 paise a litre in Delhi. Prices went up in other states too in tune with their tax levels.

Consumers have been steadily paying more since August 2017. Till October 3 - when growing public anger against high taxes forced the government to cut excise duty on fuels by Rs 2 a litre - petrol price had jumped by Rs 7.8 per litre and diesel by Rs 5.7 to hit an all-time high at that point in Delhi.

The government had cumulatively hiked excise on petrol by Rs 11.77 per litre and on diesel Rs 13.47 a litre between November 2014 and January 2016 to soak up part of the benefit of tumbling global oil prices. So if oil prices continue to rise further, consumers will want still more tax cuts.

The government may find it hard to deny this without inviting public ire ahead of crucial Karnataka polls and it looks at seeking another mandate from the people early next year. On Sunday, Bengal chief minister and Trinamool chief Mamata Banerjee lashed out at the Centre for high fuel prices. But reducing tax could upset the government's math when it has just announced a massive stimulus package to revive the economy.

<https://timesofindia.indiatimes.com/business/india-business/double-whammy-for-fuel-consumers-petrol-costliest-in-4-years-diesel-at-all-time-high-in-delhi/articleshow/63571122.cms>