

CNG prices hiked by Re 1, MGL cites rise in input gas costs

Ishika Gupta

Mumbai, October 1

RESIDENTS ACROSS the Mumbai Metropolitan Region (MMR) will have to pay more to purchase Compressed Natural Gas (CNG) from October 1, after Mahanagar Gas Limited (MGL) hiked the prices by Re 1. The company has attributed the CNG price hike to a rise in input gas costs. With the latest revision, CNG supplied by MGL will now cost Rs 89 per kg from Thursday.

According to MGL, the increase has been necessitated by the rise in prices of domestically produced gas and imported Regasified Liquefied Natural Gas (RLNG), amid the ongoing West Asia crisis.

The company also said that a larger share of the increase in demand for CNG was being met through spot RLNG – the prices of which have also risen. With the rise in prices, MGL had to procure RLNG at higher costs, increasing its overall input expenses.

MGL said the latest price revision would partially offset

the increase in the cost of input gas and help maintain a sustained supply of natural gas to its customers.

The CNG price hike will affect nearly 12.93 lakh vehicles across the MMR that run on MGL-supplied CNG.

These include auto-rickshaws, taxis, private vehicles, and vehicles operated by transport authorities.

The latest increase comes a month after MGL raised the price of CNG by Rs 2 per kg, taking it to Rs 88 per kg from September. Prior to that, in May, the company had increased the price of CNG to Rs 86 per kg and piped natural gas (PNG) to Rs 52 per standard cubic metre (SCM).

In May, the price hike was attributed to higher gas procurement costs arising from reduced allocation of domestic gas and depreciation of the Indian rupee against the US dollar.

Meanwhile, MGL said it would continue to explore ways to optimise gas procurement while promoting natural gas as a cleaner fuel alternative.



MAHANAGAR GAS ANNOUNCES CNG PRICE HIKE OF ₹1/KG IN CITY

HT Correspondent

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MUMBAI: Compressed natural gas (CNG) prices in Mumbai rose by ₹1 per kg on Thursday, taking the price to ₹89 per kg and adding to the operating costs of autorickshaw and taxi drivers already grappling with rising expenses.

Mahanagar Gas Ltd (MGL), which supplies CNG in Mumbai and neighbouring areas, attributed the increase to a sharp rise in the cost of imported regasified liquefied natural gas (RLNG), amid continuing volatility in global energy markets linked to the crisis in the Middle East.

In a statement, MGL said international developments had pushed up the prices of both domestically produced gas and imported RLNG, which are linked to international benchmarks.

A significant portion of the gas used for CNG is sourced through imported RLNG, resulting in higher input costs for the company.

MGL said the ₹1-per-kg increase was being implemented to partially offset the rise in input costs and ensure continued supply of CNG.

The latest hike follows a ₹2-per-kg increase in July, when the Mumbai CNG price was raised from ₹86 to ₹88 per kg. With Thursday's revision, the price has now reached ₹89 per kg.

The increase is expected to put further pressure on autorickshaw and taxi operators, as well as other commercial vehicle owners who rely heavily on CNG.

MGL supplies CNG to more than 1.3 million vehicles through a network of over 500 stations across its operating areas. The company also supplies piped natural gas (PNG) to around 3.2 million households.

On Wednesday evening, senior members of the Petrol Dealers' Association in Mumbai and CNG pump owners said they had received intimation from MGL about the price revision.

MGL operates across Mumbai, Thane, Raigad, Ratnagiri, Latur and Dharashiv, as well as Chitradurga and Davangere.



CNG price up ₹1, commercial LPG & ATF costlier too

The price of commercial LPG was hiked by Rs 62.5 for a 19-kg cylinder Thursday, while aviation turbine fuel (ATF) prices rose by Rs 16 per litre as geopolitical tensions have kept global energy prices elevated. Across MMR, a Re 1 per kg increase in CNG prices raised hackles of auto and taxi unions. **P 2 & 11**

Now, pay ₹1 more for CNG; 5th hike in six mths upsets auto-taxi drivers across MMR

TIMES NEWS NETWORK

Mumbai: A fresh Re 1 per kg increase in CNG prices across the Mumbai Metropolitan Region (MMR) from Thursday has triggered sharp criticism from autorickshaw and taxi unions, which say the steady rise in fuel costs is eroding their earnings and burdening public transport operators.

With the latest revision, the retail price of CNG has gone up from Rs 88 per kg to Rs 89, marking the fifth increase

since April. The hike follows a Rs 2 per kg increase implemented on Sept 1, when minimum autorickshaw fares were raised from Rs 26 to Rs 27.

Mumbai Rickshawmen's Union leader Thamby Kurien said unions were opposed to the latest increase and warned of protests if the trend continued.

"There has been a series of hikes over the past six months and this has put an additional burden on autorickshaw and taxi drivers. The be-

nefit of the recent fare revision will be wiped out by rising fuel costs," Kurien said.

According to Mahanagar Gas Ltd (MGL), the price revision has been necessitated by the ongoing West Asia crisis, which has pushed up international gas prices and increased the cost of both domestic gas and imported Regasified Liquefied Natural Gas (RLNG). As demand remains high and supplies increasingly depend on imported RLNG, input costs have risen signifi-

cantly, an MGL official said.

The latest hike, however, caught several dealers by surprise. While oil marketing companies reportedly informed CNG pump operators of the Wednesday midnight price increase, MGL issued its formal statement only on Thursday morning.

Despite the increase, MGL said it remains committed to ensuring uninterrupted supplies to more than 13 lakh CNG-powered vehicles in its network.

Commercial LPG, jet fuel rates up as global energy prices surge

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New Delhi: Oil marketing companies increased the price of commercial LPG by Rs 62.5 for a 19-kg cylinder on Thursday, while aviation turbine fuel (ATF) prices were hiked by Rs 16 per litre, as geopolitical tensions have kept global energy prices elevated. There was no change in the price of the 14.2-kg domestic LPG cylinder, which continues to cost Rs 942 in Delhi.

Petrol and diesel prices also remained unchanged.

ATF, or jet fuel for domestic airlines, is now priced at Rs 137 per litre, up from Rs 121, while the commercial LPG cylinder costs Rs 2,810 in the capital. The 5-kg free-trade LPG cylinder, which is also sold at commercial rates, has become

LPG demand down in Sept, fuel sales up

LPG demand fell by over 9% year-on-year in Sept, while petrol and diesel sales registered growth of 7% and 5%, respectively, provisional data released by Petroleum Planning and Analysis Cell showed. LPG consumption in Sept was recorded at 2.6 million tonnes (MT), compared to 2.9 MT during the same month a year earlier. Month-on-month consumption, however, registered a growth of 8%, up from 2.4 MT. Petrol sales increased from 3.4 MT in Sept last year to 3.6 MT, while diesel consumption rose from 6.8 MT to 7.1 MT. TNN

dearer by Rs 15.5 to Rs 779.5.

ATF and LPG prices vary from state to state depending on the value-added tax structure. Both products are deregulated and their rates are revised on the first of every month based on international benchmark prices and rupee-dollar exchange rates.

ATF prices were raised by Rs 5 per litre in Aug and Rs 6.28 per litre in Sep. The latest revision is likely to

add to the financial burden of airlines, with ATF accounting for up to 40% of their operating costs. The 19-kg LPG cylinder, used by the hotel and hospitality sector as well as industries such as pharma, polymer, steel, metal and ceramics, now costs Rs 2,954 in Kolkata, Rs 2,764.5 in Mumbai and Rs 2,983 in Chennai. The retail price of petrol and diesel was last hiked by about Rs 7.5 a litre each in May.



CNG hike fuels auto-taxi fare concerns

Abhishek Pathak

MUMBAI

As CNG prices shot up to ₹89 per kg following a hike of ₹1 per kg from October 1, concerns rose over auto and taxi fares as drivers feel the pinch. This is the fifth time CNG prices have been revised upwards this year, increasing the operating burden on drivers.

“With the ₹3 increase in CNG prices since September, there is an estimated impact of around ₹3 on fares,” said Thampi Kurien, president of an auto-rickshaw union. He added that if CNG prices rise further and result in a 25% increase in overall operating costs, the union may seek a fare revision within six months, subject to certain conditions.

Recent hike/kg	
April 12	₹1
May 14	₹2
May 30	₹2
September 1	₹2
October 1	₹1
Current price	89/kg

The first hike of ₹1 per kg came into effect on April 12, followed by ₹2 each on May 14, May 30 and September 1, and now ₹1 on October 1. So far, the price has witnessed a cumulative rise of ₹8 per kg.

Mahanagar Gas Ltd attributed the latest increase to higher input gas costs, including imported regasified liquefied natural gas, whose prices are linked to international gas indices. The company said the rise in international gas prices has pushed up its cost of sourcing gas.

Kurien said the latest revision has added around 3.9 paise per km to operating costs for autos. He said the overall additional burden is around 12 paise per km, against their earlier estimate of around 66 paise per km.

1 रुपये प्रति किलो बढ़े दाम, मिडल ईस्ट संकट के बीच MGL का फैसला मुंबई में अब सीएनजी हुआ महंगा

■ मुंबई, (सं.) मिडल ईस्ट में जारी संकट का असर अब मुंबईकरों के वाहन ईंधन पर भी दिखाई देने लगा है. महानगर गैस लिमिटेड ने मुंबई और आसपास के क्षेत्रों में सीएनजी की कीमत में 1 रुपये प्रति किलो की बढ़ोतरी की है. नई दरें 30 सितंबर की मध्यरात्रि से लागू होकर 1 अक्टूबर 2026 की सुबह से प्रभावी हो गई हैं. इसके बाद मुंबई और आसपास के इलाकों में सीएनजी की कीमत ₹89 प्रति किलो हो गई है. एमजीएल के अनुसार,



मध्य-पूर्व संकट के कारण अंतरराष्ट्रीय बाजार से जुड़े घरेलू और आयातित गैस की कीमतों में उल्लेखनीय वृद्धि हुई है. सीएनजी की मांग लगातार अधिक बनी हुई है और इसके लिए आवश्यक गैस का

एक बड़ा हिस्सा आयातित गैस से पूरा किया जाता है. इससे कंपनी की इनपुट गैस लागत में काफी बढ़ोतरी हुई है. कंपनी ने कहा कि बढ़ती लागत का कुछ हिस्सा वहन करने और ग्राहकों को सीएनजी की निरंतर आपूर्ति सुनिश्चित करने के लिए कीमतों में यह संशोधन किया गया है. एमजीएल ने साथ ही कहा कि वह लागत कम करने के विकल्प तलाश रही है, ताकि उपभोक्ताओं पर बढ़ते खर्च का असर सीमित रखा जा सके.

Petrol, diesel sales rise, LPG consumption falls 9.1%

SHUBHANGI MATHUR

New Delhi, 1 October

India's consumption of petrol and diesel rose in September, as against a sharp decline in demand of liquefied petroleum gas (LPG) in the month, showed preliminary data by Petroleum Planning and Analysis Cell (PPAC).

Petrol sales increased by 7.21 per cent year-on-year (Y-o-Y) to 3.644 million tonnes (mt) in September, while sales of diesel, the country's largest-selling petroleum product, rose by 4.86 per cent to 7.116 mt. However, LPG consumption declined by 9.15 per cent Y-o-Y to 2.636 mt in September.

Since the onset of the West Asia crisis in late February, India's LPG consumption has

remained under pressure due to the country's heavy dependence on imported LPG and shipments through the Strait of Hormuz.

The government has introduced measures to reduce LPG dependence, including incentives for city gas distributors (CGDs) to expand domestic piped natural gas (PNG) connections and encouraging LPG consumers to shift to PNG subject to accessibility.

Amid supply disruptions and tighter availability during the crisis, these measures have contributed to the sharp decline in LPG consumption seen in recent months.

Aviation turbine fuel (ATF) demand was flat at 720,000 tonnes in September from a year ago.

Nobody is allowed to put cap on sales: Oil secy

SHUBHANGI MATHUR

New Delhi, 1 October

The central government will direct private fuel retailers across the country to stop putting a limit on sales of diesel and petrol at retail outlets, Petroleum Secretary Neeraj Mittal said on Thursday.

Indian private refiners Reliance Industries and Nayara Energy have restricted fuel sales at their retail outlets to limit losses from selling the fuels at below-market rates. Jio-bp outlets have capped diesel purchases at 50 litres per customer per day, while limits at Nayara outlets range from 70 litres to 200 litres, according to a report.

“Nobody is allowed to put a cap on sales. They are doing it, and we will take it up. We will tell them it is not acceptable. Instructions had been issued earlier as well; the same thing applies even today. There is no change in the govern-



“PHASE OF ANXIETY NOT OVER FOR INDIA, BUT CONSUMERS REMAIN INSULATED FROM ENERGY PRICE SHOCK”

Hardeep Singh Puri
Union Minister of Petroleum and Natural Gas

ment’s view,” said Mittal.

Amid the ongoing West Asia crisis, oil-marketing companies are incurring losses on sales of petrol, diesel, and liquefied petroleum gas

(cooking gas) cylinders. Addressing the escalating tensions in the region, Union Minister of Petroleum and Natural Gas Hardeep Singh Puri said the “phase of anxiety” was not over for India. Puri added that Indian consumers, however, were insulated from the extraordinary rise in energy prices.

The West Asia crisis has underscored the importance of increasing the share of natural gas in India’s energy basket, as the country cannot be dependent on a single fuel, Mittal said. “We need to learn from the recent crisis. India has escaped unscathed in many ways from this crisis. We did not see prices go up, did not see shortages. We did not see any household complaining that their house was out of energy,” Mittal said.

Led by the Petroleum and Natural Gas Regulatory Board, the government launched National PNG Drive 3.0 with a target of 5 million

new domestic piped natural gas (D-PNG) connections to encourage wider adoption of natural gas. An online portal, MyPNG, was also launched to provide PNG-related information and facilitates smoother connections between consumers and city gas distribution firms.

During PNG Drive 2.0, average daily D-PNG connections rose by 43 per cent to 6,690, while daily additions of billed consumers increased by 166 per cent to 7,392, the government said.

With the aim of increasing the share of natural gas to 15 per cent in India’s overall energy basket, the government plans to increase compressed biogas output tenfold. Under the GOBARdhan (Galvanizing Organic Bio-Agro Resources Dhan) scheme, which provides fiscal support for CBG production, the government would provide support of up to ₹2 crore per tonne per day of installed capacity.

Gauba proposes stronger regulation for energy security

SUDHEER PAL SINGH

New Delhi, 1 October

NITI Aayog member Rajiv Gauba has called for market-oriented reforms and stronger regulation of India's energy sector to boost institutional capacity and the country's energy security.

Speaking at the 20th foundation day of the Petroleum and Natural Gas Regulatory Board (PNGRB), he said the petroleum and natural gas sector operates in an increasingly complex global environment, marked by geopolitical tensions, supply disruptions and heightened energy-security risks.

With energy demand expected to rise substantially alongside urbanisation and industrialisation, Gauba stressed the need to acceler-

ate domestic exploration and production, particularly in frontier and deep-water activity, while leveraging technology, private investment and the capabilities of public-sector enterprises.

He also emphasised the importance of accelerating India's transition towards a gas-based economy. "This would require an integrated, efficient and economically viable natural gas value chain, including strengthening of the National Gas Grid and improving utilisation of pipelines and LNG terminals, and expanding the City Gas Distribution network," Gauba said.

He also stressed that regulatory reforms should continue to remove unnecessary frictions and ensure that the regulatory framework keeps pace with emerging areas such as hydrogen, syngas and



According to NITI Aayog member Rajiv Gauba, regulations must evolve alongside tech change and new business models while maintaining primacy of safety

carbon dioxide pipelines.

Speaking on the future role of PNGRB, Gauba said that regulation must evolve alongside technologi-

cal change and new business models while maintaining the primacy of safety and consumer protection. He identified regulatory predictability, ease of doing business and continued reform as important guiding principles for the board.

Gauba also highlighted PNGRB's contribution to building the regulatory architecture for natural gas pipelines and noted that its common carrier and contract carrier principles have helped ensure open access to pipeline infrastructure, facilitating greater competition in the downstream market. He said that such regulatory work, while often not visible, is essential for creating predictable markets, building investor confidence and strengthening public trust.

OMCs hike commercial LPG prices by ₹62.5

SHUBHANGI MATHUR

New Delhi, 1 October

Oil marketing companies (OMCs) have hiked prices of commercial liquefied petroleum gas (LPG) by ₹62.50 to ₹2,810 per 19-kg cylinder, effective October 1. The price of domestic LPG remains unchanged at ₹942 per 14.2-kg cylinder in Delhi.

The companies have also raised prices of aviation turbine fuel (ATF) by ₹16 per litre to ₹137 per litre for domestic airlines, from ₹121. Jet fuel accounts for up to 40 per cent of airlines' operating costs.



The latest increase in commercial LPG and jet fuel prices come amid a rise in international crude oil prices following escalating tensions in West Asia.

The Centre has also cut the windfall tax on exports of diesel and ATF, according to a Finance Ministry notification issued on Wednesday. The Special Additional Excise Duty (SAED) on diesel exports has been reduced to ₹16 per litre from ₹20, while the levy on ATF exports has been cut to ₹10.50 per litre from ₹15.

The revised rates came into effect on October 1 and will apply for the next fortnight through October 15, 2026. The windfall tax on export of petrol remains unchanged at ₹0.50 per litre.

Govt steps in as private retailers cap fuel sales

SAURAV ANAND
New Delhi, October 1

THE CENTRE WILL ask private fuel retailers to withdraw restrictions on diesel sales at their retail outlets, stepping in after Jio-bp and Nayara Energy imposed purchase limits amid a sharp rise in demand from industrial and other bulk consumers at petrol pumps.

"Nobody is allowed to put a cap on sales, so if they are putting a cap on sale, we will take it up. We will tell them that it is not acceptable, it is not done," Petroleum Secretary Neeraj Mittal said on Thursday.

"In the past also, letters have been issued. So the same thing applies even today. There is no change in the government's view on this," he said.

Reliance Industries-backed Jio-bp has capped diesel purchases at 50 litres per transaction at some outlets, while Nayara Energy has imposed limits ranging from 70 litres to 200 litres. *The Financial Express* first reported on September 22 that Jio-bp had reintroduced a 50-litre cap on diesel purchases per transaction.

According to pump operators, the restrictions followed a surge in purchases by factories,

TAKING STOCK



■ Jio-bp accounts for around a fifth of India's private fuel retail pumps

■ Nayara operates more than 7,000 outlets

■ Both companies are key petroleum-product exporters

■ During April-September, petrol sales increased 7% y-o-y to 22.67 MT

telecom companies, hotels, hospitals and other bulk consumers shifting to cheaper retail diesel.

Some industrial users have been buying unusually large volumes at a time from retail pumps, substantially above normal purchases by motorists. Individual outlets have finite storage capacity and can require a couple of days for replenishment, putting pressure on local stocks when bulk buying rises sharply.

Petroleum minister Hardeep

Singh Puri had said that the government was "always in touch with them", referring to private fuel retailers.

Jio-bp accounts for around a fifth of India's nearly 10,000 private fuel retail pumps, while Nayara operates more than 7,000 outlets. India has around 100,000 fuel stations, with state-run oil marketing companies accounting for about 90%.

Both companies are also key petroleum-product exporters. A report by the Centre for Research on Energy and Clean Air (CREA), released in September, said Russia imported a record 172,000 tonne of petroleum products in August, with most of the supplies coming from India. It noted that supplies from Nayara's Vadinar refinery accounted for about 70% of Russia's imports, followed by supplies from South Korea.

During April-September, petrol sales increased 7% year-on-year to 22.67 million tonne, while diesel consumption rose 4.85% to 47.89 million tonne, according to data from the Petroleum Planning & Analysis Cell (PPAC). In September alone, petrol sales grew 7.21% to 3.64 million tonne, while diesel consumption increased 4.86% to 7.12 million tonne.

PNG Drive 3.0 to add 50 lakh connections

Saptaparno Ghosh

NEW DELHI

Union Petroleum Minister Hardeep Singh Puri, along with the Petroleum and Natural Gas Regulatory Board (PNGRB) and city-gas distributors, unveiled National PNG Drive 3.0 to boost shift to piped natural gas (PNG) for households.

The latest phase, which will run until the end of FY27, targets 50 lakh new domestic PNG connections, conversion of 40 lakh existing connections into active consumers and onboarding 50 lakh domestic PNG registrations.

The initiative builds on the second phase, which ran from January 1 to June 30, 2026 and added about 13.4 lakh billed connec-



Hardeep Singh Puri

tions, while generating more than 15.3 lakh domestic PNG registrations.

PNGRB data showed a sharp acceleration in adoption during phase 2. Average daily additions of domestic PNG connections rose 43% to 6,690 from 4,702, while those of billed consumers rose over 2.5 times to 7,392 from 2,781.

Gilts end sharply lower

Government bond prices ended sharply lower on Thursday, wrapping up a volatile week, as persistent pressure from elevated crude oil prices and US Treasury yields hurt demand for bonds, dealers told reporters. The rise in crude oil underscored a likely increase in inflation in the coming months, which is likely to prompt repo rate hikes starting next week, they stated. However, the ₹330-billion weekly gilt auction sailed through at cut-off prices similar to market expectations.

The benchmark 10-year 6.94%, 2036 bond ended at

₹98.12, or 7.2133% yield, compared with its previous close of ₹98.29, or 7.1879% yield on Wednesday. The yield on the 10-year benchmark bond ended at its highest closing level since April 19, 2024, and moved between 7.18% and 7.23% during the day. The volatile session closed out a holiday-shortened week, and India's financial markets will be shut on Friday for Gandhi Jayanti. The 2036 bond had opened lower but soon reversed losses amid buying as the yield on the paper approached the key 7.20% level in the initial trading hours.

Ethanol blending to aid agri sector: Gadkari

PTI

PATNA

Union minister Nitin Gadkari on Thursday debunked claims that blending ethanol with petrol was damaging motor vehicles, asserting that it facilitated diversification of the agriculture sector.

Addressing the inaugural session of the 'Bihar Investor Summit 2026: The Emerging Investment Destination of India', Gadkari said that since 2022, 4 crore four-wheelers and 20 crore two-wheelers have been running on petrol mixed with ethanol.

"I challenge anybody to come up with the complaint that his or her vehicle has suffered damage on this account. Of course, those with vested interests may have some other story to tell," said Gadkari, who holds portfolios of Road Transport and Highways.

"We must understand that the decision to blend ethanol with petrol was taken with a view to diversification of agriculture towards energy and power sectors... Our farmers



shall no longer remain 'anna data' (food producers) but also become 'urja data' (energy producers)," he added.

Gadkari claimed all leading automobile brands have tried running their vehicles even on 100 per cent ethanol, and there have been no complaints.

"Of course, we are importing (conventional fuel) worth Rs 22 lakh crore, and those who feel that their business will get hit are bound to feel bad. But let me tell you, I am the minister in charge of the department concerned; all leading automobile brands have tried running their vehicles even on 100 per cent ethanol. And there have been no complaints," he said.

Vedanta Plans \$200M Push to Lift Rajasthan Oil Output

Prashant Mukherjee

Barmer: Vedanta Oil and Gas is increasing investment in its mature Rajasthan fields to arrest natural reservoir decline and boost crude output from existing wells. Simultaneously, the company is developing the north-east region into a new hub for gas growth.

The company, formerly known as Cairn India, plans to invest about \$200 million (₹2,000 crore) in 2026-27 across northern Rajasthan, comprising the Mangla, Bhagyam and Aishwariya fields.

The immediate focus is Mangla, the field that transformed Barmer into India's biggest onshore oil-producing region after its discovery in 2004. Vedanta is targeting production of more than 150,000 barrels a day (bpd) from Mangla, up from about 80,000 bpd currently, through polymer flooding, well interventions and other enhanced-recovery measures.

Jim Johnny Gast, interim CEO and whole-time director of Vedanta Oil and Gas, said producing fields were experiencing natural declines of 1-3%, making higher recovery from existing wells critical to increasing

output.

"Over the last 20 years, the country's total crude production has remained stagnant at 0.87-0.99 mmboe (million barrels of oil equivalent), while consumption has gone from 2.65 to 5.6 mmboe—almost doubled. We are trying to explore the small sedimentary basins which have vast opportunity and increase production from our producing



wells, which will reduce this huge gap," Gast told media persons in Barmer.

Vedanta's average gross operated production stood at 77.7 thousand barrels of oil equivalent per day (kboepd) in the first quarter of this financial year, down 17% from 93.2 kboepd a year ago. Rajasthan remained its largest producing asset, accounting for 81% of the company's total production. The company is expanding enhanced oil recovery at Mangla through polymer flooding and alkaline-surfactant-polymer injection. Recovery from producing wells has reached 41%, and the company has set a target of achieving 60%, Gast said.

(The reporter was in Barmer at the invitation of Vedanta Oil and Gas)



Hindustan Times 100

PRICES HIKED FOR AVIATION FUEL, COMMERCIAL LPG

NEW DELHI: Aviation turbine fuel (ATF) prices were raised by a steep ₹16 per litre from Thursday, while the price of commercial LPG was increased by ₹62.50 per 19-kg cylinder in step with firming international benchmarks, according to state-owned oil companies.

ATF prices were increased to ₹137 per litre from ₹121 for domestic airlines, according to the oil companies.

The latest revision comes after ATF prices were raised by ₹6.28 per litre, or 5.46%, in September, following a ₹5 per litre increase in August. ATF accounts for up to 40% of operating costs for airlines, making fuel prices a key cost factor for carriers. Alongside, commercial LPG rates were hiked by ₹62.59 per 19-kg cylinder.

Commercial LPG prices were raised by ₹9.50 per 19-kg cylinder in September, following two consecutive monthly reductions of ₹192 in August and ₹183.50 in July.

PTI

| fuel crunch |



Gulf disruption tests India’s energy lifeline

IANIS / NEW DELHI

Disruption to Gulf energy infrastructure poses strategic and economic risks for India and highlights the need for a more diversified and resilient energy strategy, a new report has said. The report from India Narrative called for alternative supply routes, in-

crease in reserves and renewable energy.

“Alternative ports, pipelines, storage facilities and maritime corridors can reduce exposure to any single choke point. Strategic petroleum reserves can provide temporary protection against sudden disruptions and give

policy-makers additional time to secure alternative supplies,” the report noted.

While renewables and green fuels cannot immediately replace hydrocarbons, they act as a long-term hedge that increases resilience to external shocks.

India remains heavily de-

pendent on the Gulf and the Strait of Hormuz for hydrocarbons, with about 60 per cent of its crude oil and LNG imports and nearly 85 per cent of LPG shipments transiting the chokepoint.

Disruption to Gulf LPG supplies has higher immediate social impact than fluctu-

ations in some industrial energy commodities as LPG is directly connected to household consumption.

The huge concentration of energy supplies from the Gulf makes India vulnerable to supply shocks that can widen the import bill, strain the current account and feed do-

mestic inflation. The impact extends to sectors beyond oil and gas such as transportation, aviation, logistics, petrochemicals, manufacturing and agriculture, with a prolonged increase in crude prices causing second-order effects throughout the Indian economy.

No global oil shortage, supply route disruptions driving prices: Puri

ANI

NEW DELHI

Union Minister for Petroleum and Natural Gas Hardeep Singh Puri on Wednesday said the world has 104 million barrels per day of oil supply against consumption of 94 million barrels per day, but disruptions in key supply routes have pushed up freight costs and energy prices.

Speaking to the media on the sidelines of the 20th Foundation Day celebrations of the Petroleum and Natural Gas Regulatory Board (PNGRB), Puri said the current challenge in the global energy market is not a shortage of oil but disruptions to supply routes.

"There's no supply shortage in the world. The world has 104 million barrels of oil a day. It's only that the supply routes



are choked and freight charges and others are high, and that's higher prices," Puri said.

He said global oil consumption is currently below available supply, with the world consuming 94 million barrels against 104 million barrels of available oil.

Puri referred to several geopolitical developments that have affected global

"There's no supply shortage in the world. The world has 104 mn barrels of oil a day. It's only that the supply routes are choked and freight charges and others (charges) are high," Puri said

energy markets, including the Russia-Ukraine conflict, disruptions around the Strait of Hormuz and the closure of the Red Sea route.

"When the Russia-Ukraine conflict started. That was one point. Then the next point was more serious when the Strait of Hormuz was closed," he said.

Puri said the Strait of Hormuz had emerged as a major energy chokepoint, noting that 40 per cent of global energy moves through the

route.

Against this backdrop, Puri said India is also working to increase domestic oil and gas production to reduce its exposure to international energy market disruptions.

He said the first results from the government's Samudra Manthan initiative were beginning to emerge and expressed confidence that higher domestic production would help address some of the challenges faced by India because of international pricing. "On our domestic front, I can tell you with Samudra Manthan already the first results are beginning to come in," Puri said.

He also responded to concerns over domestic production and the country's rising consumption, saying production has to be increased alongside demand growth.

Centre launches PNG Drive 3.0

NEW DELHI, Oct 1: Petroleum and Natural Gas Minister Hardeep Singh Puri launched the National PNG Drive 3.0 on Thursday with the aim of accelerating adoption of piped natural gas (PNG) to strengthen India's vision of increasing the share of natural gas in the primary energy mix from around 6 per cent today, supporting cleaner, reliable and affordable energy.

The drive launched at the event celebrating the 20th Foundation Day of PNGRB, is being organised from October 1, 2026 to March 31, 2027, the Drive, in collaboration

with the Ministry of Petroleum and Natural Gas, Petroleum and Natural Gas Regulatory Board Act, city gas distribution entities, public sector oil marketing companies and other stakeholders.

It aims to encourage the shift from LPG to PNG, and make better use of existing infrastructure.

The Minister said that the focus will be on activating dormant connections, maximising existing city gas distribution (CGD) networks, expanding PNG in semi-urban and rural areas, and connecting new consumers. (IANS)

India will ask private fuel retailers to end sales rationing

The government will ask private fuel retailers not to restrict sales of petrol or diesel, Oil Secretary Neeraj Mittal said on Thursday, after Jio-bp and Nayara Energy imposed purchase limits at some of their outlets as a widening price gap drove industrial users to petrol pumps to stock up on cheaper diesel.

"Nobody is allowed to cap fuel sales. It is not acceptable; it is not done," Mittal told reporters in New Delhi, adding that the government's position had not changed.

Private retailers Jio-bp and Nayara Energy had last month introduced purchase limits at some outlets as factories, telecom companies, hotels, hospitals, and other bulk users increasingly bought diesel meant for retail customers.

-PTI

Markets fall for 4th day amid FII selling; Sensex hits new 52-wk low

Agencies

MUMBAI

Market benchmark indices Sensex and Nifty extended losses for the fourth straight session on Thursday as heavy foreign institutional investor selling, high bond yields, and a fresh spike in crude oil prices weighed on investor sentiment.

The BSE Sensex dropped 570.59 points, or 0.79%, to settle at 71,909.70. The 30-share benchmark shed as much as 1,187.41 points to hit a fresh 52-week low of 71,292.88 during the session. The 50-share NSE Nifty tumbled 198.50 points, or 0.88%, to end at 22,421.95.

A renewed rise in the US 10-year Treasury yield towards 5.34% strengthened the relative appeal of dollar assets and raised the valuation hurdle for emerging-market equities. With foreign inves-



tors having sold more than ₹10,000 crore in the previous session, elevated US Treasury yields could sustain foreign selling pressure and weigh further on Indian equities, Hariselman Radhakrishnan, founder and chief executive officer of HST Wealth, a research analyst firm, told reporters.

KEY FACTORS BEHIND MARKET DECLINE

Heavy FII selling: Foreign Institutional Investors sold equities worth ₹10,148.41 crore on Wednesday. Their cumulative selling over five consecutive sessions reached

₹34,203.14 crore, adding sustained pressure on domestic equities.

Surge in crude oil prices: Brent crude jumped higher raising concerns over inflation, import costs and the broader economic outlook.

Elevated US bond yields: The US 10-year Treasury yield climbed towards 5.34%, increasing the appeal of dollar-denominated assets. High yields also raised the valuation hurdle for emerging-market equities and could sustain foreign selling.

Weakness in rupee: A steep fall in the rupee added to investor concerns. Currency pressure also made Indian assets less attractive to foreign investors.

Concerns over economic outlook: The combination of multi-year-high bond yields and elevated crude oil prices raised concerns over the economic outlook for 2026-27.

Margherita LPG row escalates over consumer handbooks

OUR CORRESPONDENT

DIGBOI, Oct 1: The LPG distribution controversy in Margherita took another turn on Thursday when an employee of M/S Margherita Gas Agency allegedly threw a large stock of consumer handbooks onto the ground in front of the agency premises as aggrieved customers waited for service.

The employee, identified as Tarun, was reportedly engaged in loading and unloading operations when the incident occurred. According to people present, the handbooks had

been collected for distribution to consumers along with LPG cylinders. Instead, Tarun allegedly threw the books on the ground and left the premises without attending to the waiting consumers.

The incident has added to growing concerns among consumers over the agency's LPG distribution system.

A handwritten notice displayed at the premises and dated September 30 further fuelled the controversy. It read, "No Godown Delivery Order - C.D.C. (Margherita)." The circumstances behind the notice

and the authority under which it was issued could not be independently established.

The issue has also caused concern among residents living near the agency's godown. One resident alleged that repeated gatherings and commotion outside the outlet had disturbed the peace of the locality.

The resident further claimed that the godown had been constructed on land belonging to Ram Mandir. The allegation could not be independently verified and requires confirmation from the concerned land and administrative authorities.

INBRIEF



Govt. warns private fuel retailers over sales cap

Imposing caps on retail fuel sales is not acceptable and the government will take up the matter with private oil-marketing companies, Petroleum Ministry Secretary Neeraj Mittal told reporters in response to queries over diesel purchase limits imposed by private retailers Jio-bp and Nayara Energy. "Nobody is allowed to put a cap on sales. We will take it up with them and tell them it is not acceptable," Mr. Mittal said.



CKG NAIR
V SHUNMUGAM

Indian equities markets have recorded their eighth straight weekly loss. Over the last weekend, President Trump rejected Iran's proposal to end the conflict and reopen the Strait of Hormuz. Brent crude rose above \$100, the Sensex and the Nifty explored near six-month lows, and the rupee declined to below 96 to the dollar. Peace remains elusive, and financial upheaval is underway. Investors seek safety, and economies like ours are hit first.

In March 2026, the West Asia conflict led to the closure of the Hormuz Strait, which affected 14 per cent of the world's oil and gas. Since July, the Houthis have resumed attacks in the Red Sea, controlling Mokha and Perim Island at Bab al-Mandab. On September 10, drones attacked Saudi Arabia's East-West pipeline, which bypasses Hormuz. These assaults have cut Qatar's gas exports by 17 per cent for an estimated three to five years. About two-thirds of global energy trade depends on maritime chokepoints. As regional rivalries grow, disruptions are becoming commonplace.

WHAT A LONG SHOCK DOES

Oil fundamentally influences all prices in India. It affects the rupee, bus fares, fertilizer costs, and vegetables transported by diesel trucks. Since January 1, Brent oil has increased by about 63 per cent. Every ten-dollar increase in oil price results in approximately \$18 billion leaving the country.

The damage is evident in the data. Wholesale inflation reached 9.92 per cent in August, with fuel and power costs up 22.93 per cent. Retail inflation stands at 4.82 per cent, and the RBI forecasts it will be 5.9 per cent between October and December. Foreign portfolio investors withdrew ₹2.45 lakh crore from Indian shares by September 18, surpassing the total for all of 2025. Additionally, the rupee has depreciated by about 6 per cent since January, despite a bumper \$135 billion inflow, thanks to the RBI's recent efforts.

On the street, restaurants struggled when cooking gas was rationed at the peak of the war, and small factories saw their margins shrink. A prolonged shock is a slow tax on every household.

THE VIKSIT BHARAT QUESTION

To become a developed nation by 2047, India must grow around 8 per cent a year for 20 years. This growth depends on energy, and 88.7 per cent of our crude oil, an all-time high, is imported. Half of our gas arrives by ship. Our target was to cut oil import dependence to 67 per cent, but we are 22 percentage points short. Each external shock takes away a



India must own its energy security

ACTION PLAN. For this, raising oil storage capacity, boosting the energy produced at home, and completing projects on time are vital

slice of the growth that Viksit Bharat relies on.

India has never lacked plans. The Turkmenistan-Afghanistan-Pakistan-India pipeline agreement of 2010 remains on paper. At home, too, projects slip. The ONGC's deepwater KG-DWN-98/2 project was to produce oil in March 2020. But it did so only in January 2024. The second phase of expansion of our strategic oil reserves, approved in July 2021, remains incomplete. Power trends mirror this pattern. By August 2026, renewable capacity reached about 296 gigawatts, yet grid growth hasn't kept pace. Over five years, India achieved only about 80 per cent of its transmission targets. In the first quarter of 2026, 300 gigawatt-hours of clean energy were wasted because of grid limitations. Additionally, transmission lines in Rajasthan and Gujarat are embroiled in legal disputes concerning the habitat of the Great Indian Bustard.

Every crisis prompts strategies. When prices ease, they are shelved. Oil prices at least lead to action. Oil evokes nothing. Rhetoric and lament won't solve a problem that has persisted for 50 years. India needs a delivery system. Every energy security initiative should have a public deadline, a designated

Every energy security initiative should have a public deadline, a designated owner, and penalties for delay

owner, and penalties for delay. An annual Energy Security Report to Parliament should monitor each project.

THE PLAN, IN THREE BUCKETS

Here is a plan with numbers we should hold ourselves to.

Now — the next 12 months: **Caverns and oil company tanks** hold about 74 days of net oil imports, and there is no gas reserve. Raise oil cover to 90 days and build the first gas reserve.

Install 4 gigawatts of two-hour battery capacity at renewable pooling stations to capture most of the clean power now lost.

Rupee crude and gas contracts on Indian exchanges hedge both the fuel and the dollar. Listed importers, airlines and power producers must publish a board-approved hedging policy.

Require agricultural pump sets and industrial motors to carry star labels. Nudge offices to adopt remote work on days when supply is at risk.

Electric vehicles made up 12.3 per cent of August 2026 registrations. This should rise to 15 per cent in a year, and make every new government vehicle and city bus electric.

Next — one to five years: **Bypass both straits.** Oman's Ras Markaz terminal near Duqm lies outside Hormuz and the Red Sea. India should co-invest, book capacity and store crude there, and set a feasibility deadline for the Oman-Gujarat deep-sea gas pipeline.

The Mahanadi find off Konark and the Andaman find at Sri Vijayapuram should reach first gas within five years.

Switch fuels. Retrofit our 25

gigawatts of gas plants to run on imported or domestic gas, ethanol or compressed biogas.

Meet 100 per cent of this year's transmission target of 25,146 circuit kilometres. Set up special benches to set up to settle grid expansion-related disputes within a year.

Meet the goal of 30 per cent electric vehicle sales by 2030. Put a solar-powered, battery-equipped charging station every 25 kilometres on national highways.

Later — five years and beyond: **Reduce oil import** dependence from 88.7 per cent to 67 per cent by 2035.

Go nuclear. Reach 100 gigawatts by 2047, with small modular reactors beside steel mills and data centres, and private capital.

Build cities that need less fuel. Sixty per cent of city trips are under five kilometres. Add footpaths, cycle lanes and bus feeders, and zone homes and offices near metro stations.

Make all new two-wheelers, three-wheelers and city buses electric by 2035, and most new cars by 2047.

Finally, these three numbers will tell us whether the plan works: the days of cover we hold, the share of energy we make at home, and the share of energy projects completed on time. The first two are too low. We have never measured the third. The bell has rung from Hormuz and the Red Sea. It will ring again. We must be ready before it does.

Nair is former Director, NISM, and Shunmugam is Partner, MCQube

Indian Refiners Shift Tactics, Hire Ships to Cross Hormuz

Bloomberg

Indian oil refiners are hiring tankers to sail through the Strait of Hormuz to pick up crude from within the Persian Gulf, a change of tactics to help them cut costs and secure their supply chains.

Processors have issued tenders and are negotiating with shipping lines, according to people familiar with their efforts. So far, Sinokor Group and Dynacom Tankers Management Ltd. have been awarded tenders, said the people, asking not to be named as they're not authorized to speak to media. Shipping Corp. of India and Lila Global also made bids but those tenders were canceled, they said.

The move marks a shift for Indian refiners, who have avoided sending their own tankers through Hormuz

since early in the US-Iran war due to the risk of attacks. Instead, they relied on gulf producers and international traders to shoulder the risk of transiting the contested waterway and delivering barrels to India, which involved paying a hefty premium for the service on a so-called



cost and freight basis.

In recent weeks, however, Indian Oil Corp., Reliance Industries Ltd., Bharat Petroleum Corp. and HPCL-Mittal Energy Ltd. have bought Ira-

qi crude on a free-on-board basis. Such sales require the buyers to handle the logistics of sending a vessel to load the cargo and then delivering it to its destination. The FOB deals give Indian refiners a chance to control costs, although finding and securing tankers isn't straightforward.

"The discount is attractive, but the key issue is that the crude still needs to be sourced from inside the Strait of Hormuz, where shipping and operational risks remain elevated," said Sumit Ritolia, senior manager of modeling at analytics firm Kpler. "Those who can manage that risk will likely try to leverage the discount and increase purchases."

Indian Oil, Reliance, Bharat Petroleum, HPCL-Mittal, Sinokor, Dynacom, Shipping Corp. of India and Lila Global didn't immediately respond to emails seeking comment.

Cap on Fuel Sales Unacceptable, Oil Secy Tells Private Retailers

New Delhi: Restricting fuel sales at pumps is unacceptable, oil secretary Neeraj Mittal said Thursday, amid reports private fuel retailers Nayara Energy and Reliance Industries-BP joint venture have capped sales following a surge in global crude oil prices.



“Nobody is allowed to put a cap on fuel sales,” Mittal said at a press conference. “We will take it up. We will tell them this is not acceptable.”

“In the past also, instructions have been issued,” he said. “So, the same thing applies even today. There is no change in the government’s view on this.”

Nayara Energy and RIL-BP outlets have reportedly limited diesel sales to customers. International diesel prices have surged, making exports more attractive for refiners than supplying to the domestic market where retail prices have remained unchanged since May this year. —**Our Bureau**

PNG Drive 3.0 to add 50 lakh connections

Saptaparno Ghosh

NEW DELHI

Union Petroleum Minister Hardeep Singh Puri, along with the Petroleum and Natural Gas Regulatory Board (PNGRB) and city-gas distributors, unveiled National PNG Drive 3.0 to boost shift to piped natural gas (PNG) for households.

The latest phase, which will run until the end of FY27, targets 50 lakh new domestic PNG connections, conversion of 40 lakh existing connections into active consumers and onboarding 50 lakh domestic PNG registrations.

The initiative builds on the second phase, which ran from January 1 to June 30, 2026 and added about 13.4 lakh billed connec-



Hardeep Singh Puri

tions, while generating more than 15.3 lakh domestic PNG registrations.

PNGRB data showed a sharp acceleration in adoption during phase 2. Average daily additions of domestic PNG connections rose 43% to 6,690 from 4,702, while those of billed consumers rose over 2.5 times to 7,392 from 2,781.



ATF prices hiked by ₹16, commercial LPG by ₹62.59

NEW DELHI: Aviation turbine fuel (ATF) prices rose by Rs 16 per litre from Thursday, while commercial LPG became costlier by Rs 62.59 per 19-kg cylinder as state-owned oil companies adjusted rates in line with international benchmarks.

ATF for domestic airlines now costs Rs 137 per litre, up from Rs 121. The increase follows a Rs 6.28 per litre, or 5.46 per cent, rise in September and a Rs 5 increase in August.

CONTINUED ON P4

ATF prices

Jet fuel can account for up to 40 per cent of an airline's operating expenses, making the latest move significant for carriers.

Commercial LPG rates were also raised after a Rs 9.50 increase last month. Prices had fallen by Rs 192 in August and Rs 183.50 in July after reaching Rs 3,113.50 per cylinder in June. Between February and June, rates had risen by Rs 1,373.

The monthly revisions reflect international prices and rupee-dollar movements, with state taxes causing variations. Household LPG prices remained unchanged at Rs 942 per 14.2-kg cylinder. Petrol and diesel prices also remained unchanged after their Rs 7.50 per litre increase in May.

mint

Govt to intervene as private refiners cap diesel sales

No oil marketing company is permitted to restrict sales, says petroleum secretary

Rituraj Baruah
rituraj.baruah@livemint.com
NEW DELHI

The Centre will raise the issue of recent diesel sales restrictions with private refiners and ask them to roll back the move, said Neeraj Mittal, secretary, Union ministry of petroleum and natural gas. Addressing reporters on Thursday, Mittal said no oil marketing company (OMC) is permitted to restrict fuel sales.

Private operators Jio-bp and Nayara Energy have both capped diesel sales. *Mint* first reported that Jio-bp reinstated a limit of 50 litres per transaction. *Bloomberg* recently reported that Nayara has similarly capped diesel sales at 70-200 litres per transaction.

Responding to a question on the restrictions, the secretary said: "Nobody is allowed to put a cap on sales. So, if they are putting a cap on sale, we will take it up. We will tell them that it is not acceptable, it is not done. In the past also, letters have been issued. So, the same thing applies even today."

Union petroleum and natural gas minister Hardeep Singh Puri said the government is "always in touch with" private fuel retailers.

Reliance Industries Ltd-backed Jio-bp, which accounts for a fifth of India's roughly 10,000 private fuel retail pumps, had previously restricted diesel sales and imposed a diesel procurement quota for its pumps in April. India has a total of around 100,000 fuel pumps. Rosneft-backed Nayara Energy has more than 7,000 petrol



REUTERS

pumps in the country.

"Nayara Energy continues to maintain fuel supply across its nationwide dealer retail network and ensure seamless access to fuel for its customers. We remain committed to serving the Indian market and meeting the demand for fuel across the length and breadth of the country," Nayara Energy said in response to an email query from *Mint*. Queries emailed to Jio-bp on Thursday evening remained unanswered at presstime.

Jio-bp and Nayara Energy are key exporters of petroleum products. A recent report by Finnish think tank Centre for Research on Energy and the Clean Air said Russia imported a record 172,000 tonnes of petroleum products in August, with most of the supplies coming from India. It noted that supplies from Nayara's Vadinar refinery comprised about 70% of Russia's imports.

For an extended version of this story, go to livemint.com.

OMCs hike commercial LPG, aviation fuel prices

NEW DELHI, Oct 1 : State-owned oil marketing companies (OMCs) have increased commercial LPG rates by Rs 62.50 per 19-kg cylinder effective from Thursday in line with firming international benchmark prices.

Apart from that, aviation turbine fuel (ATF) prices were also increased by Rs 16 per litre. ATF prices for domestic airlines have been increased to Rs 137 per litre from Rs 121 per litre.

However, the latest hike follows an increase of Rs 6.28

per litre or 5.46 per cent in September and Rs 5 per litre in August. ATF accounts for up to 40 per cent of an airline's operating costs which makes fuel prices a key component of carriers' expenses.

Moreover, commercial LPG prices were increased by Rs 62.50 per 19-kg cylinder following a Rs 9.50 increase in September after rates were cut by Rs 192 in August and Rs 183.50 in July.

Commercial LPG prices had surged to a record high in June amid disruptions to

global energy supplies and elevated international prices. In addition, rates had risen by Rs 1,373 per 19-kg cylinder between February and June from Rs 1,740.50 to Rs 3,113.50 before declining in July and August.

However, prices of domestic LPG are kept unchanged at Rs 942. Prices of these segment cylinders had risen by Rs 89 per cylinder between March and June amid supply disruptions linked to the West Asia crisis and a surge in international energy prices. – IANS

TRUMP DISTRICT OF COLUMBIA

No global oil shortage, supply route disruptions driving prices, says Puri

‘There’s no supply shortage in the world. The world has 104 million barrels of oil a day. It’s only that the supply routes are choked’

ANI NEWS

New Delhi, October 1

Union Minister for Petroleum and Natural Gas Hardeep Singh Puri on Wednesday said the world has 104 million barrels per day of oil supply against consumption of 94 million barrels per day, but disruptions in key supply routes have pushed up freight costs and energy prices.

Speaking to the media on the sidelines of the 20th Foundation Day celebrations of the Petroleum and Natural Gas Regulatory Board (PNGRB), Puri said the current challenge in the global energy market is not a shortage of oil but disruptions to supply routes.

“There’s no supply shortage in the world. The world has 104 million barrels of oil a day. It’s only that the supply routes are choked and freight charges and others are high, and that’s higher prices,” Puri said.

He said global oil consumption is currently below available supply, with the world consuming 94 million barrels against 104 million barrels



Union Minister for Petroleum and Natural Gas Hardeep Singh Puri

HE SAID GLOBAL OIL CONSUMPTION IS CURRENTLY BELOW AVAILABLE SUPPLY, WITH THE WORLD CONSUMING 94 MILLION BARRELS AGAINST 104 MILLION BARRELS OF AVAILABLE OIL

of available oil.

Puri referred to several geopolitical developments that have affected global energy markets, including the Russia-Ukraine conflict, disruptions around the Strait of Hormuz and the closure of the Red Sea route.

“When the Russia-Ukraine conflict started.

That was one point. Then the next point was more serious when the Strait of Hormuz was closed,” he said.

Puri said the Strait of Hormuz had emerged as a major energy chokepoint, noting that 40 per cent of global energy moves through the route.

Against this backdrop,

KEY POINTS

» Puri referred to several geopolitical developments that have affected global energy markets, including the Russia-Ukraine conflict, disruptions around the Strait of Hormuz and the closure of the Red Sea route

» ‘When the Russia-Ukraine conflict started. That was one point. Then the next point was more serious when the Strait of Hormuz was closed,’ he said

» ‘India is also working to increase domestic oil & gas production to cut exposure to international energy market disruptions. On our domestic front, I can tell you with Samudra Manthan already the first results are beginning to come in’

Puri said India is also working to increase domestic oil and gas production to reduce its exposure to international energy market disruptions.

He said the first results from the government’s Samudra Manthan initiative were beginning to emerge and expressed confidence that higher domes-

tic production would help address some of the challenges faced by India because of international pricing.

“On our domestic front, I can tell you with Samudra Manthan already the first results are beginning to come in,” Puri said.

He also responded to concerns over domestic production and the country’s rising consumption, saying production has to be increased alongside demand growth.

“Your consumption is going up, and then if you’re not investing in the well, the wells tend to lose over a period of time,” he said.

Puri said India would continue working to strengthen domestic production while dealing with external risks affecting global energy markets.

He also struck an optimistic note on India’s energy situation, saying the country would be able to manage the challenges with cooperation. “All I want to do is end on an optimistic note. You guys also be optimistic... I think we’ll manage and we’ll manage well,” Puri said.



Niti Member Calls for Reforms to Strengthen Energy Security

New Delhi: Niti Aayog member Rajiv Gauba on Thursday highlighted the critical role of regulation, market-oriented reforms and institutional capacity in strengthening India's energy security and supporting the country's journey towards *Viksit Bharat*.

"Such regulatory work, while often not visible, is essential for creating predictable markets, building investor confidence and strengthening public trust," he said in his address at the 20th foundation day of the Petroleum and Natural Gas Regulatory Board (PNGRB).

Gauba noted PNGRB's contribution to building the regulatory architecture for natural gas pipelines, saying its common carrier and contract carrier principles had helped ensure open access to pipeline infrastructure and facilitated greater competition in the downstream market.

He said regulatory reforms should continue to remove unnecessary frictions and ensure the framework keeps pace with emerging areas such as hydrogen, syngas and carbon dioxide pipelines.

Gauba also stressed the need to accelerate domestic exploration and production, particularly in frontier and deep-water activity, while leveraging technology, private investment and the capabilities of public-sector enterprises. He highlighted the importance of accelerating India's transition towards a gas-based economy. "This would require an integrated, efficient and economically viable natural gas value chain, including strengthening of the National Gas Grid and improving utilisation of pipelines and LNG terminals, and expanding the city gas distribution network," he said.

—Our Bureau

Oil refiners shift tactics, hire ships to cross Hormuz

Bloomberg

Indian oil refiners are hiring tankers to sail through the Strait of Hormuz to pick up crude from within the Persian Gulf, a change of tactics to help them cut costs and secure their supply chains.

Processors have issued tenders and are negotiating with shipping lines, according to people familiar with their efforts. So far, Sinokor Group and Dynacom Tankers Management Ltd have been awarded tenders, said the people, asking not to be named as they're not authorised to speak to the media. The Shipping Corporation of India and Lila Global also made bids but those tenders were cancelled.

The move marks a shift for Indian refiners, who have avoided sending their own tankers through Hormuz since early in the US-Iran war due to the risk of attacks.

Instead, they relied on gulf producers and international traders to shoulder the risk of transiting the contested waterway and delivering barrels to India, which involved paying a hefty premium for the service on a so-called cost and freight basis.

In recent weeks, however, Indian Oil Corporation, Reli-

ance Industries, Bharat Petroleum Corporation and HPCL-Mittal Energy Ltd have bought Iraqi crude on a free-on-board basis.

Such sales require the buyers to handle logistics of sending a vessel to load the cargo and then delivering it to its destination.

KEY ISSUE

"The discount is attractive, but the key issue is that the crude still needs to be sourced from inside the Strait of Hormuz, where shipping and operational risks remain elevated," said Sumit Ritolia, Senior Manager of Modelling at analytics firm Kpler. "Those who can manage that risk will likely try to leverage the discount and increase purchases."

Indian Oil, Reliance, Bharat Petroleum, HPCL-Mittal, Sinokor, Dynacom, Shipping Corporation of India and Lila Global didn't immediately respond to emails seeking comment.

Another reason Indian refiners may have changed tactics is that SOMO, Iraq's state-owned oil marketer, has been offering buyers discounts of as much as \$37 a barrel below regional benchmarks for contracted supplies for October.

Gobardhan Scheme to Boost CBG Output 10x: Puri

New Delhi: The government's Gobardhan scheme will help boost India's compressed biogas (CBG) output tenfold over the next decade by guaranteeing full off-take at a fixed higher price, oil minister Hardeep Singh Puri said on Thursday, as global turmoil underscores the need for domestic gas.

The Cabinet recently approved an outlay of ₹23,731 crore for the



Gobardhan scheme, which includes capital support, credit and a price guarantee for the next decade.

Past policy interventions to develop a biogas ecosystem have had limited success. This time,

the policy addresses key concerns around off-take, pricing, infrastructure and overall support,

Puri said.

The scheme offers CBG producers a fixed price of Rs 2,110 per mmbtu. It also provides capital support of ₹2 crore per tonne per day for CBG plants and an 85% credit guarantee for micro and small CBG enterprises.

—Our Bureau

CNG retains strong edge in cars, taxis and buses



SAURAV ANAND
New Delhi, October 1

COMPRESSED NATURAL GAS (CNG) currently offers the most favourable balance of economics, environmental performance and operational practicality for passenger cars, taxis, buses and light commercial vehicles (LCVs), while electric vehicles (EVs) are better suited to two- and three-wheelers, according to a study by The Energy and Resources Institute (TERI).

The report said India's road transport transition should not be built around a single fuel, as the suitability of petrol, diesel, CNG, electricity and liquefied natural gas (LNG) varies by vehicle type, utilisation, infrastructure and operating conditions.

"CNG provides the most favorable balance of economics, environmental performance, and operational practicality" for passenger cars, taxis, buses and LCVs at present, the report said.

Economic considerations carried the highest weight in the assessment at 31.49%, followed by environmental factors at 22.34%, technical considerations at 21.25%, social factors at 13.87% and geopolitical considerations at 11.05%. CNG was found to offer low life-cycle costs for passenger cars, taxis, buses and heavy-duty trucks.

"TERI's study brings out clearly the overall benefits of CNG. It combines the lowest overall life-cycle emissions with favourable economics, affordability, infrastructure readiness and operational practicality. A fuel with such an all-round advantage merits continued recognition in our multi-fuel clean-mobility policy," said Kumar Shanker, managing director, Indraprastha Gas Limited (IGL).

Nobody is allowed to cap fuel sales: Petroleum Secretary

Rishi Ranjan Kala

New Delhi

Petroleum Secretary Neeraj Mittal said on Thursday that oil marketing companies (OMCs) are not allowed to cap fuel sales, and that the government will convey the same to the companies.

The government's response came amidst reports of private retailers such as Jio-bp and Nayara Energy capping diesel sales.

While Jio-bp is understood to have capped sales at 50 litres of diesel per transaction per day, Nayara has reportedly restricted sales in the range of 70-200 litres per transaction per day.

"Nobody is allowed to put a cap on sales, so if they are putting a cap on sale, we will take it up. We will tell them that it is not acceptable, it is not done. In the past also, letters have been issued. So, the same thing applies even today," Mittal said.

"There is no change in the government's view on this," he said, responding to reporters on the sidelines of the launch event of

The government's response comes amidst reports of private retailers such as Jio-bp and Nayara Energy capping diesel sales

GOBARDHAN scheme.

Responding to the same issue, Oil Minister Hardeep Singh Puri said, "We are always in touch with them."

PRICE TREND

On the current price trend in crude oil, the Minister said international prices had eased from the recent highs and could slip further south.

"Why don't you rejoice in the fact that the price of Brent is down to (around) \$95 (per barrel)? And it is available also. All these concerns should come if the price is higher. But now, the prices hopefully will come down," he added.

Bulk diesel users such as telecom tower companies, industries are thronging at retail fuel outlets to procure diesel meant for retail users.

Retail petrol and diesel prices have remained unchanged since May despite extreme volatility in global crude prices.

The OMCs have raised the prices of diesel for industrial and other bulk consumers.

Responding to media queries, a jio-bp spokesperson said on Tuesday, "Given the prevailing demand dynamics, we are taking appropriate measures to ensure equitable availability of fuel for mobility and transportation needs, particularly in view of demand from industrial and other non-transport use. These measures are intended to support the broadest possible access to fuel for customers based on demand conditions. Our focus remains on ensuring fuel availability and a seamless customer experience across the Jio-bp network."

On the other hand, Nayara Energy, in a statement, said, "As the country's largest private sector fuel retailer, our only priority is to ensure optimum supplies to over 7,000 stations and other channels, including bulk customers."

mint

The Lindsey Graham Sanctioning Russia and Iran Act is a travesty

Not only is it an outlier in international trade relations, it reflects much of what's wrong with today's war-ravaged world



INDIRA RAJARAMAN
is an economist.

Today, on the birth anniversary of Mahatma Gandhi, a national holiday but observed perfunctorily in terms of what he stood for, we can only rue the spectacle of a world hell-bent on war. The Graham Act of 2026 passed by both houses of Congress in the United States of America, and signed into law on 18 September, visibly places (without explicitly naming) India in the line of fire for being among the top five importers of Russian crude oil. India stands absurdly implicated thereby for being a financier of the Russian side of the war in Ukraine. Since it is an enabling legislation, the President of the United States is not obliged to act on the powers conferred by the new law to impose tariffs of upto 100% on imports into the US from erring countries, India among them.

Internationally, this is a relatively rare instance of a country finding it fit to punish third parties for having trade dealings with countries formally named and targeted in a piece of legislation despite there being no formal declaration of war against them. By implication, Russia and Iran have been designated as forever enemies of the legislating country.

During the apartheid era, many countries had trade sanctions against South Africa, but sanctions rarely involved one country punishing a third country for trade dealings with South Africa by levying source-specific tariffs on them.

The Graham Act penalizes importers of Russian natural gas differently from Russian crude oil. For natural gas, a floor of 15% of total Russian gas exports has to be crossed before an importing country qualifies for punitive tariffs on its exports to the US. If total exports of Russian natural gas can be increased by finding new buyers, present importing countries above that floor could fall below it without reducing their absolute imports. With crude oil, by contrast, only the rank order in the importer list matters. Crude oil carries no defined floor for punishability in either percentage or absolute terms.

The lenience towards natural gas clearly gives an advantage to European buyers of Russian energy, paradoxically favouring countries more vocal in their support for Ukraine. Clearly there were other objectives or biases at play. Of course, crude oil is much the biggest export earner for Russia, between double or triple what the country earns from exports of natural gas.

The Graham Act cleared the House of Representatives by a wide margin of 262-159 (14 abstentions), with wide cross-party support. Support for the bill therefore stands at an impressive 60% of the duly elected representatives from a total of 435 Congressional districts. Even though Congressional districts are drawn to give roughly



equal demographic representation across all states, it does not necessarily follow that 60% of the people of the US support the bill. Congressional representatives do not always vote according to majority opinion in their respective districts on every issue.

There is no international court of appeal. The World Trade Organization is in tatters. The Most Favoured Nation (MFN) principle has now become a sad joke. In any case, international bodies can do nothing to oppose a law passed through due process, even if it seriously overrides international treaties.

The office of the United States Trade Representative (USTRT) will now be in the business of calculating a 12-month moving average of country-wise purchases of oil from Russia to identify the top five purchasers liable under the Act to punitive levies, whether the President chooses to impose a punitive levy or not. And this average will be reassessed every six months. What a come-down for the USTR, once seen as a powerful enforcer of international trade rules.

The bite of the Graham Act, if implemented, will be a function of how easily oil importers can find replacement from other sources. What seemed like a possible easing of Iranian restrictions on passage through the Strait of Hormuz, reciprocally

with US easing of the naval blockade of Iranian ports, took a jagged turn for the worse on Saturday, 26 September, because of renewed attacks on Saudi Arabia by Houthi rebels in Yemen with alleged Iranian support.

Both protagonists in the current phase of the West Asian war are at the mercy of internal dissension. In the US, the forthcoming mid-term elections in the first week of November, and the impact of that on military actions before or after these polls, is completely uncertain at this point. In Iran, a seeming national consensus in support of a diplomatically negotiated peace with the US is snagged on a possibly dissenting faction supporting Houthi rebels in Yemen.

For us in India, even if the long-term objective is to move away from oil towards sustainable sources of energy, oil is immediately needed to keep the wheels of the economy turning.

The negotiation channel for a bilateral trade deal with the US remains open, and is the only hope for resolution of an impossible situation.

The wars underway have been extended by reaction and revenge. Of the many utterances of Mahatma Gandhi on peace, the one most relevant in today's world is this: "An eye for an eye only ends up making the whole world blind."

QUICK READ

The US law is a rare instance of third parties at risk of being penalized for trade dealings with specified countries despite there being no formal declaration of war against them.

Wars in Europe and West Asia have put India in a tight spot, given its dependence on oil imports. A shift to clean energy is a worthy aim but New Delhi will need to negotiate with the US for now.

PNGRB, Oil Ministry launch drive to add 50 lakh D-PNG connections by March

Rishi Ranjan Kala
New Delhi

The Ministry of Petroleum & Natural Gas (MoPNG) and the Petroleum and Natural Gas Regulatory Board (PNGRB) on Thursday launched a drive aiming to add 50 lakh domestic piped natural gas (D-PNG) connections by March 2027.

The National PNG Drive 3.0 will run from Thursday to March 31, 2027, with the objective of accelerating PNG adoption, facilitating transition from LPG to PNG, and promoting the effective utilisation of PNG infrastructure across the country. The drive was launched by Oil Minister Hardeep Singh Puri.

"An ambitious target of 50 lakh new D-PNG connections, converting around 40 lakh connected connections into active PNG users, and obtaining an additional 50 lakh D-PNG registrations across the country has been set," the PNGRB said.

WEST ASIA CONFLICT

The PNG Drive 3.0, launched on the 20th foundation day of the PNGRB, will get the be-

nefit of the traction created by the government's efforts to migrate domestic and commercial consumers of liquefied petroleum gas (LPG) to piped gas. This was done as the West Asia conflict led to closure of the Strait of Hormuz choking almost half of India's LPG requirement.

India's city gas distribution (CGD) network now spans 309 geographical areas, serviced by 40 PNG suppliers. Currently, DPNG infrastructure for around 1.79 crore domestic consumers have been created, out of which over 1.22 crore consumers are already using PNG.

Reaffirming the commitment to increasing the share of natural gas in the primary energy basket from the current level of around 6 per cent, the Minister pointed to the momentum generated by National PNG Drive 2.0.

During January to June 2026, around 12.1 lakh new PNG connections and 15.31 lakh D-PNG registrations were achieved. The pace of daily DPNG additions also increased from 4,702 to around 7,000, while daily additions of billed consumers rose from around 2,781 to

around 7,500 during the same period, he added.

PNG PORTAL

Puri also highlighted the rapid expansion of the gas distribution ecosystem. Nearly the entire country has now been authorized for CGD with around 35,000 km of natural gas pipelines being authorised. Besides, the unified tariff framework has helped reduce regional disparities and improve access to gas in distant and underserved regions.

To simplify the PNG connection process, enhance customer convenience, a Unified PNG Portal has also been conceptualised.

देश में प्राकृतिक गैस के इस्तेमाल को बढ़ावा देने के लिए सरकार ने लॉन्च किया 'नेशनल पीएनजी ड्राइव 3.0'

नई दिल्ली, 1 अक्टूबर (एजेंसियां)। केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने नेशनल पीएनजी ड्राइव 3.0 का शुभारंभ किया, जिसका उद्देश्य देश में पाइपड नेचुरल गैस (पीएनजी) के उपयोग को तेज गति से बढ़ाना और भारत के ऊर्जा मिश्रण में प्राकृतिक गैस की हिस्सेदारी को मौजूदा लगभग 6 प्रतिशत से अधिक करने के लक्ष्य को आगे बढ़ाना है। यह अभियान पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) के 20वें स्थापना दिवस के अवसर पर शुरू किया गया। यह 1 अक्टूबर 2026 से 31 मार्च 2027 तक चलाया जाएगा और इसमें पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय, पीएनजीआरबी, सिटी गैस वितरण (सीजीडी) कंपनियां, सार्वजनिक क्षेत्र की तेल विपणन कंपनियां और अन्य हितधारक भागीदारी करेंगे।

हरदीप पुरी ने कहा कि इस अभियान का प्रमुख उद्देश्य लोगों को एलपीजी से पीएनजी की



इस अभियान का प्रमुख उद्देश्य लोगों को एलपीजी से पीएनजी की ओर स्थानांतरित करना, मौजूदा गैस अवसंरचना का अधिकतम उपयोग करना और प्राकृतिक गैस को अधिक घरों तक पहुंचाना है: **हरदीप सिंह पुरी, केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री**

ओर स्थानांतरित करना, मौजूदा गैस अवसंरचना का अधिकतम उपयोग करना और प्राकृतिक गैस को अधिक घरों तक पहुंचाना है। इसके तहत निष्क्रिय कनेक्शनों को फिर से सक्रिय करने, सीजीडी नेटवर्क की क्षमता बढ़ाने, अर्ध-शहरी और ग्रामीण क्षेत्रों में विस्तार करने तथा नए उपभोक्ताओं को जोड़ने पर विशेष ध्यान दिया

जाएगा। मंत्री ने बताया कि देशभर में अब तक 6,87,966 ईच-किलोमीटर पाइपलाइन नेटवर्क बिछाया जा चुका है और इसके आधार पर करीब 1.30 करोड़ अतिरिक्त पीएनजी कनेक्शन देने की क्षमता मौजूद है। पीएनजी ड्राइव 3.0 के तहत सरकार ने 50 लाख नए घरेलू पीएनजी कनेक्शन, 40 लाख निष्क्रिय कनेक्शनों को सक्रिय उपयोगकर्ताओं में बदलने और 50 लाख नए पीएनजी पंजीकरण का लक्ष्य निर्धारित किया है। उन्होंने बताया कि इससे पहले चलाए गए पीएनजी ड्राइव 2.0 के तहत 12.10 लाख कनेक्शन, 13.37 लाख बिल्ड कनेक्शन और 15.31 लाख घरेलू पीएनजी पंजीकरण हासिल किए गए थे। इस दौरान दैनिक घरेलू पीएनजी कनेक्शन जोड़ने की दर में 43 प्रतिशत और बिलिंग उपभोक्ताओं की संख्या में 166 प्रतिशत की वृद्धि दर्ज की गई थी।

सरकार का मानना है कि पीएनजी ड्राइव 3.0 इस सफलता को और आगे बढ़ाएगा तथा देश के अधिक से अधिक घरों तक स्वच्छ, सुविधाजनक और भरोसेमंद गैस उपलब्ध कराएगा।

योजना में पेंच: राजस्थान में सिर्फ 28%, एमपी में 65% ही चालू पीएनजी कनेक्शन 1.75 करोड़, पर 59 लाख घरों में गैस नहीं

पाइपलाइन घर तक पहुंची
पर लोगों को नहीं मिला लाभ

शादाब अहमद
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नई दिल्ली. केंद्र सरकार घरों में रसोई तक पाइप नेचुरल गैस (पाइप) पहुंचाने पर जोर दे रही है, लेकिन हर इलाके की व्यावहारिकता, केवल आवासीय

इलाकों में पाइपलाइन में कंपनियों की सीमित रुचि, राज्यों में टैक्स (वैट) और निर्बाध आपूर्ति नहीं होने से करीब 40% कनेक्शन चालू नहीं हो पा रहे हैं। राजस्थान में 'दिखावे के' पीएनजी कनेक्शनों की संख्या 72% है जबकि मध्यप्रदेश में करीब 35% कनेक्शन चालू नहीं हैं।

ऐसे में पाइपलाइन घर तक पहुंचने के बावजूद उपभोक्ता पीएनजी का पूरा लाभ नहीं ले पा रहे हैं। यह समस्या भांप कर अब केंद्र सरकार ने गुरुवार से शुरू 'नेशनल पीएनजी ड्राइव 3.0' में अगले छह माह में 40 लाख निष्क्रिय कनेक्शनों को सक्रिय करने का ऐलान किया है। देश में फिलहाल 1.75 करोड़ से अधिक घरेलू पीएनजी कनेक्शन हैं लेकिन 1.18 करोड़ कनेक्शन में गैस आपूर्ति हो रही है और 59 लाख से अधिक कनेक्शन सिर्फ दिखावे के हैं।



पीएनजी से
उपभोक्ता को
यह फायदे

1 जितना इस्तेमाल, उतना भुगतान: मीटर के आधार पर खपत का भुगतान।

2 सिलेंडर की जरूरत नहीं: गैस सीधे पाइप से रसोई तक पहुंचती है।

3 बुकिंग, डिलीवरी और सिलेंडर के जोखिम से मुक्ति।

4 लगातार आपूर्ति की सुविधा।

घरेलू पीएनजी कनेक्शनों व सक्रिय कनेक्शनों की तस्वीर

(कनेक्शन लाखों में)

राज्य	कुल घरेलू कनेक्शन	बिल वाले कनेक्शन	सक्रिय कनेक्शन
■ महाराष्ट्र	47.73	28.14	58.9%
■ गुजरात	39.81	36.78	92.4%
■ उत्तर प्रदेश	23.66	16.36	69.1%
■ दिल्ली	19.94	14.74	73.9%
■ कर्नाटक	6.27	3.60	57.4%
■ राजस्थान	5.59	1.58	28.3%
■ मध्यप्रदेश	3.41	2.24	65.5%
■ छत्तीसगढ़	0.22	0.007	3.1%

कंपनियों को प्रोत्साहन योजना

पीएनजी कनेक्शनों की वास्तविकता में 100% चालू करने को सरकार कंपनियों को प्रोत्साहित कर रही है। घरेलू कनेक्शन बढ़ाने के लिए सरकार कंपनी को गैस का अतिरिक्त आवंटन कर रही है। यह योजना छह माह चलेगी।

राजस्थान और मध्यप्रदेश में ज्यादा टैक्स

पीएनजी पर वैट दर भी हर राज्य में अलग-अलग है। पीएनजी में आगे चलने वाले उत्तर प्रदेश में शून्य वैट दर है। जबकि महाराष्ट्र में 3 फीसदी, गुजरात, दिल्ली व छत्तीसगढ़ में 5 फीसदी है। राजस्थान में 7.5 प्रतिशत तो मध्यप्रदेश में 14% फीसदी है। इसका असर कनेक्शनों पर पड़ता है।

विमान ईंधन की कीमत 137 रुपए लीटर हुई, वाणिज्यिक एलपीजी भी महंगी

- वाणिज्यिक एलपीजी सिलेंडर के दाम में 62.59 रुपए की बढ़ोतरी

नई दिल्ली, लोकसत्या।

अंतरराष्ट्रीय बाजार में कीमतों में बढ़ोतरी के अनुरूप सरकारी तेल कंपनियों ने बृहस्पतिवार से विमान ईंधन (एटीएफ) की कीमत में 16 रुपये प्रति लीटर और 19 किलोग्राम वाले वाणिज्यिक एलपीजी सिलेंडर के दाम में 62.59 रुपए की वृद्धि की है। सरकारी तेल कंपनियों ने यह जानकारी दी।

तेल कंपनियों के अनुसार, घरेलू विमानन कंपनियों के लिए एटीएफ की कीमत 121 रुपये से बढ़कर 137 रुपये प्रति लीटर हो गई है। इससे पहले सितंबर में एटीएफ की कीमत 6.28 रुपये प्रति लीटर यानी

पहले भी बढ़ी हैं कीमतें

विमान ईंधन की कीमत में बढ़ोतरी के साथ ही वाणिज्यिक एलपीजी की कीमत 19 किलोग्राम वाले सिलेंडर पर 62.59 रुपये बढ़ाई गई है। सितंबर में वाणिज्यिक एलपीजी की कीमत में 19 किलोग्राम वाले सिलेंडर पर 9.50 रुपये की बढ़ोतरी हुई थी। जुलाई और अगस्त में लगातार दो महीनों में इसकी कीमत क्रमशः 183.50 रुपये और 192 रुपये घटाई गई थी।



5.46 प्रतिशत बढ़ाई गई थी। अगस्त में भी इसमें पांच रुपये प्रति लीटर की बढ़ोतरी हुई थी। विमानन कंपनियों की कुल परिचालन लागत में एटीएफ की हिस्सेदारी 40 प्रतिशत तक होती है। ऐसे में ईंधन की कीमतें विमानन कंपनियों की लागत को प्रभावित करने वाला एक प्रमुख कारक हैं। फरवरी से जून के बीच 19 किलोग्राम वाले वाणिज्यिक एलपीजी

सिलेंडर की कीमत 1,373 रुपये बढ़कर 1,740.50 रुपये से 3,113.50 रुपये हो गई थी। इसके बाद जुलाई और अगस्त में इसमें कमी की गई। ताजा बदलाव अंतरराष्ट्रीय बाजार में मानक कीमतों में उतार-चढ़ाव और रुपये-डॉलर विनिमय दर के आधार पर किए गए हैं। घरेलू एलपीजी की कीमत में कोई बदलाव नहीं किया गया है।

गोबरधन योजना से स्वच्छ ऊर्जा उत्पादन को मिलेगी रफ्तार, किसानों की आय बढ़ाने पर जोर

देश में बायोगैस उत्पादन दस गुना बढ़ाने का लक्ष्य, स्वच्छ ऊर्जा उत्पादन में आत्मनिर्भर बनेगा भारत

सवेरा न्यूज़-आकाश द्विवेदी

नई दिल्ली, 1 अक्टूबर : नई दिल्ली। केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने गोबरधन योजना के शुभारंभ के अवसर पर मीडिया प्रतिनिधियों से संवाद किया। इस पहल का उद्देश्य जैविक कचरे को स्वच्छ ऊर्जा में बदलने, ग्रामीण अर्थव्यवस्था को मजबूत करने और देश में प्राकृतिक गैस के आयात पर निर्भरता घटाने को प्रोत्साहित करना है।

केंद्र सरकार ने राष्ट्रीय चक्रीय जैव ऊर्जा योजना 'गोबरधन' के लिए 23,731 करोड़ रुपये का प्रावधान किया है। योजना के तहत गोबर, कृषि अवशेष, गन्ना मिलों से निकलने वाले अपशिष्ट और नगर निकायों के जैविक कचरे का उपयोग करके संपीड़ित बायोगैस का



उत्पादन बढ़ाया जाएगा। इसका लाभ किसानों, ग्रामीण उद्यमियों और स्वच्छ ऊर्जा क्षेत्र में निवेश करने वाली कंपनियों को मिलने की उम्मीद है।

योजना वित्त वर्ष 2026-27 से 2035-36 तक लागू की जाएगी। सरकार का लक्ष्य इस अवधि में घरेलू संपीड़ित बायोगैस उत्पादन को लगभग दस गुना बढ़ाना है। इसके लिए बायोगैस की सुनिश्चित खरीद, स्थिर मूल्य निर्धारण, पूंजीगत सहायता, पाइपलाइन संपर्क और वित्तीय सुविधाओं का प्रावधान किया गया है। इस पहल से किसानों को फसल अवशेष और अन्य जैविक संसाधनों के उपयोग के माध्यम से अतिरिक्त आय के अवसर मिल सकते हैं। साथ ही पराली जलाने की समस्या कम करने, जैविक खाद उत्पादन बढ़ाने और ग्रामीण क्षेत्रों में रोजगार के नए अवसर विकसित करने में मदद मिलने की संभावना है। भारत अपनी प्राकृतिक गैस की लगभग आधी आवश्यकता आयात से पूरी

करता है। ऐसे में घरेलू स्तर पर जैविक ईंधन उत्पादन बढ़ाना ऊर्जा सुरक्षा की दृष्टि से महत्वपूर्ण माना जा रहा है।

गोबरधन पहल की शुरुआत वर्ष 2018 में स्वच्छ भारत मिशन ग्रामीण के अंतर्गत की गई थी। अब इसे व्यापक राष्ट्रीय ढांचे के माध्यम से आगे बढ़ाया जा रहा है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय को इसके कार्यान्वयन की जिम्मेदारी सौंपी गई है। योजना के माध्यम से जैविक कचरे के वैज्ञानिक प्रबंधन, पर्यावरण संरक्षण और ग्रामीण विकास को एक साथ प्रोत्साहित करने की परिकल्पना की गई है। सरकार का प्रयास कचरे को उपयोगी संसाधन में बदलकर स्वच्छ ऊर्जा उत्पादन और आर्थिक गतिविधियों का विस्तार करना है।

कर्टेन रेजर का आयोजन, 380 विद्यार्थियों की भागीदारी इंडिया एनर्जी वीक की तैयारी शुरू

■ मुंबई, नवभारत न्यूज नेटवर्क. महारत्न उपक्रम हिंदुस्तान पेट्रोलियम कॉरपोरेशन (एचपीसीएल) ने अग्रणी प्रबंधन शिक्षा संस्थान एस.पी. जैन इंस्टीट्यूट ऑफ मैनेजमेंट एंड रिसर्च में इंडिया एनर्जी वीक-2027 के मुंबई समानांतर कर्टेन रेजर का आयोजन किया. इस कार्यक्रम में मुंबई के विभिन्न कॉलेजों के 380 से अधिक विद्यार्थियों ने उद्योग जगत के दिग्गजों, शिक्षाविदों, स्टार्ट-अप्स और ऊर्जा क्षेत्र के हितधारकों के साथ भारत के बदलते ऊर्जा परिदृश्य पर गहन चर्चा की. मुंबई कार्यक्रम कोलकाता में आयोजित इंडिया एनर्जी वीक 2027 के राष्ट्रीय कर्टेन रेजर से लाइव जुड़ा रहा, जहां कोलकाता में आगामी 28 से 31 जनवरी को होने वाले इंडिया एनर्जी वीक के पांचवें संस्करण की औपचारिक घोषणा "नवाचार को बढ़ावा देना. ऊर्जा सुरक्षा सुनिश्चित करना. भविष्य को आकार देना." थीम के तहत की गई. राष्ट्रीय कर्टेन रेजर को केंद्रीय

पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी और पश्चिम बंगाल के मुख्यमंत्री सुवेंदु अधिकारी ने संबोधित किया. इस मौके पर कोलकाता में पेट्रोलियम



मंत्री ने कहा कि आगामी इंडिया एनर्जी वीक पर्यावरण-अनुकूल ऊर्जा उत्पादन, स्वच्छ ऊर्जा उत्पादन, हाइड्रोजन ईंधन आदि के क्षेत्र में एक आदर्श उदाहरण साबित होगा. इस अवसर पर कोलकाता और मुंबई सहित

देश के अन्य स्थानों पर भी विशेष कार्यक्रम आयोजित किए गए. मुंबई में एचपीसीएल के निदेशकगण के. एस. शेटी और विद्या वेंकटरामन, अंधेरी स्थित एस.पी. जैन इंस्टीट्यूट ऑफ मैनेजमेंट रिसर्च के डीन वरुण नागराज तथा सरदार पटेल कॉलेज ऑफ इंजीनियरिंग के प्राचार्य बी. एन. चौधरी की उपस्थिति में विशेष कार्यक्रम आयोजित किया गया.

प्राकृतिक गैस के इस्तेमाल को बढ़ावा देने के लिए सरकार ने लॉन्च किया नेशनल पीएनजी ड्राइव 3.0

एजेंसी ■ नई दिल्ली

केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने गुरुवार को नेशनल पीएनजी ड्राइव 3.0 का शुभारंभ किया, जिसका उद्देश्य देश में पाइपड नेचुरल गैस (पीएनजी) के उपयोग को तेज गति से बढ़ाना और भारत के ऊर्जा मिशन में प्राकृतिक गैस की हिस्सेदारी को मौजूदा लगभग 6 प्रतिशत से अधिक करने के लक्ष्य को आगे बढ़ाना है। यह अभियान पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) के 20वें स्थापना दिवस के अवसर पर शुरू किया गया। यह 1 अक्टूबर 2026 से 31 मार्च 2027 तक चलाया जाएगा और इसमें पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय, पीएनजीआरबी, सिटी गैस वितरण (सीजीडी) कंपनियां, सार्वजनिक क्षेत्र की तेल विपणन कंपनियां और



अन्य हितधारक भागीदारी करेंगे। हरदीप पुरी ने कहा कि इस अभियान का प्रमुख उद्देश्य लोगों को एलपीजी से पीएनजी की ओर स्थानांतरित करना, मौजूदा गैस अवसंरचना का अधिकतम उपयोग करना और प्राकृतिक गैस को अधिक घरों तक पहुंचाना है। इसके तहत निष्क्रिय कनेक्शनों को फिर से सक्रिय करने, सीजीडी नेटवर्क की क्षमता बढ़ाने, अर्ध-शहरी और ग्रामीण क्षेत्रों में

विस्तार करने तथा नए उपभोक्ताओं को जोड़ने पर विशेष ध्यान दिया जाएगा। मंत्री ने बताया कि देशभर में अब तक 6,87,966 इंच-किलोमीटर पाइपलाइन नेटवर्क बिछाया जा चुका है और इसके आधार पर करीब 1.30 करोड़ अतिरिक्त पीएनजी कनेक्शन देने की क्षमता मौजूद है। पीएनजी ड्राइव 3.0 के तहत सरकार ने 50 लाख नए घरेलू पीएनजी कनेक्शन, 40 लाख

निष्क्रिय कनेक्शनों को सक्रिय उपयोगकर्ताओं में बदलने और 50 लाख नए पीएनजी पंजीकरण का लक्ष्य निर्धारित किया है। उन्होंने बताया कि इससे पहले चलाए गए पीएनजी ड्राइव 2.0 के तहत 12.10 लाख कनेक्शन, 13.37 लाख बिल्ड कनेक्शन और 15.31 लाख घरेलू पीएनजी पंजीकरण हासिल किए गए थे। इस दौरान दैनिक घरेलू पीएनजी कनेक्शन जोड़ने की दर

में 43 प्रतिशत और बिलिंग उपभोक्ताओं की संख्या में 166 प्रतिशत की वृद्धि दर्ज की गई थी। सरकार का मानना है कि पीएनजी ड्राइव 3.0 इस सफलता को और आगे बढ़ाएगा तथा देश के अधिक से अधिक घरों तक स्वच्छ, सुविधाजनक और भरोसेमंद गैस उपलब्ध कराएगा। प्राकृतिक गैस की उपलब्धता बढ़ाने के लिए पीएनजीआरबी ने देशभर में लगभग 34,233 किलोमीटर प्राकृतिक गैस पाइपलाइन नेटवर्क को मंजूरी दी है, जिनमें कॉमन कैरियर, स्पेर लाइन, टाई-इन कनेक्टिविटी और समर्पित पाइपलाइन शामिल हैं।