

Can GOBARdhan fuel efficiency?

THE TEST. The success or failure of transition to circular bio-energy will be decided at the farm gate, not in a boardroom

CAPITAL IDEAS.



RICHA MISHRA

Is GOBARdhan the answer to India's energy paradox? The country remains trapped in a stark dual-deficit contradiction: it incinerates millions of tonnes of domestic agricultural residue while exporting billions in capital to import foreign liquefied natural gas (LNG).

Every winter, North India chokes on toxic stubble smoke while urban grids rely on expensive, imported foreign fuel. The Union Cabinet's latest mandate solves both crises at once. Through the newly launched ₹23,731-crore GOBARdhan scheme, India is establishing a massive 10-year circular bioenergy framework.

The goal? Turn environmental hazards into compressed biogas (CBG), boosting rural income and driving true national energy sovereignty. Administered under the Ministry of Petroleum and Natural Gas, this 10-year master plan (FY27 to FY36) targets a 10-fold growth in CBG production. It aims to inject over ₹75,000 crore into the national GDP and slash foreign gas import bills by more than ₹40,000 crore. Yet, the policy's ultimate hurdle is not financial architecture or chemical engineering; it is the anthropological and logistical challenge.

VOLATILE ENERGY PRICES

India imports 50 per cent of its natural gas requirements, exposing the economy to volatile international prices and geopolitical risks. "As an example, in FY25, LNG import bill accounted for \$15.2 billion (approximately ₹1.28 lakh crore, assuming average exchange rate of ₹84/dollar); though the FY26 data is not yet published, it is surely a sharp jump over previous year, owing to the prolonged West Asia crisis and plummeting rupee against the dollar," according to the Indian Biogas Association (IBA).

"Even with a conservative estimate of 1,500 fully functional CBG plants in the coming years, the trade deficit on



GROUND REALITY. To make GOBARdhan viable, the state must engineer a deep behavioural shift. GETTY IMAGES/ISTOCKPHOTO

account of natural gas import could be reduced by one-third from the current level of \$5 billion (approximately ₹40-lakh crore)," said the IBA.

Global LNG operates with centralised efficiency. Supertankers dock at high-tech terminals, immediately gasifying cargo and pumping a steady molecular stream into trunk networks. By contrast, a CBG plant relies on a chaotic, hyper-localised supply chain. To match the energy density of a single gas shipment, an anaerobic digester requires thousands of tonnes of low-density agricultural residue or wet cattle dung, say subject experts.

FINANCIAL RISKS

The policy brilliantly manages financial risk for developers. It enforces a mandatory compressed biogas obligation (CBO) on city gas distribution networks, scaling from 3 per cent to 5 per cent. It sets an administered, stable benchmark price of ₹2,110 per MMBtu (₹105/kg) to shield investors from global price volatility.

However, policy cannot legislate away

The policy's ultimate hurdle is not financial architecture or chemical engineering; it is the anthropological and logistical challenge

physical geography. If the village-level supply gridlocks, a multi-crore facility goes cold.

India is trying to substitute liquid, global commodity markets with a highly fragmented and seasonal rural transportation network.

TIME-SENSITIVE LIABILITY

For generations, the Indian farmer has viewed crop residue as an expensive, time-sensitive liability. In the narrow two-week window between the paddy harvest and wheat sowing, stubble is a ticking clock. Setting it ablaze costs a single matchstick and zero labour hours. To make GOBARdhan viable, the state must engineer a deep behavioural shift. Farmers must see this liability as a commercial feedstock. This requires more than an announced procurement price. It demands automated balers, localised storage depots and guaranteed prompt payouts.

If the factory gate price does not comfortably exceed the cost of the labour and diesel required to harvest it, the matchstick will always win. An uncritical look at the GOBARdhan unified registration portal reveals rising numbers, but a deeper dive exposes a sharp geographical skew. Out of the commissioned plants, a vast majority are clustered in industrialised, or highly cooperative dairy States such as Gujarat and Uttar Pradesh.

These regions succeed because they already possess organised agricultural

aggregators, or dairy cooperative networks. If the scheme remains confined to these progressive pockets, it will fail its macro-environmental goals.

For GOBARdhan to succeed, it must expand footprint across the eastern and southern agricultural belts. The government must seed units in areas characterised by smaller landholdings and lower mechanisation. This guaranteed structural de-risking has fundamentally altered corporate calculations, drawing India's largest conglomerates into the bio-energy fold.

Reliance Industries Ltd (RIL) has announced a massive ₹1-lakh crore capital expenditure in Andhra Pradesh to establish dedicated CBG plants. Adani TotalEnergies is systematically approaching the sector with long-term sourcing models. Rather than relying solely on erratic seasonal residue, Adani has pioneered farming contracts for Napier grass to secure a consistent feedstock baseline for its massive processing facilities.

THE CONSTRAINTS

Even the capital muscle of Reliance and Adani cannot easily bend the physical laws of rural logistics. When shifting from mega refineries to decentralised biogas, industrial players face distinct operational constraints: the sourcing radius paradox, seasonal storage glut and counterparty friction.

Because agricultural waste has a low energy density relative to its bulk weight, transporting it over long distances destroys profitability. Agricultural waste is hyper-seasonal, and aggregating an entire year's feedstock within a brief 20-day harvest window creates massive inventory risks. Industrial giants are optimised to negotiate multi-million-dollar supply contracts with single, corporate entities. In the CBG domain, they must suddenly manage thousands of fragmented relationships with micro-scale farmers and independent tractor operators.

The success or failure of transition to circular bio-energy will be decided at the farm gate and not in a boardroom. It rests upon the efficiency of the humble village trolley, the reliability of the local aggregator and the willingness of the smallholder farmer to participate.

Saudi-led coalition struck oil facilities in Sanaa: Report

Cairo: A coalition of forces in Yemen led by Saudi Arabia carried out new airstrikes Tuesday on the Houthi rebel-held Yemeni capital of Sanaa, the Houthi-run broadcaster Al Masirah and residents said. The strikes marked a fresh escalation in the widening West Asian crisis and came shortly after a coalition spokesman urged residents to evacuate the area for their safety. Witnesses in Sanaa reported hearing explosions. It was not immediately clear which facilities were hit.

In a rare statement, the coalition urged civilians in the Houthi-controlled capital to leave the Yemeni Oil Company site and nearby

storage areas ahead of a possible strike.

Houthi officials appeared to anticipate an attack on the site. The oil company said its storage facilities were empty and that a Saudi strike would not affect oil reserves or supplies for residents.

Shortly after the warning, Houthi military spokesman Brig. Gen. Yahya Saree said on Telegram that any Saudi attack on Sanaa would be met with a “firm and painful” response in the Saudi capital, Riyadh. The area to be evacuated, al-Subaha, is on a hill overlooking the capital. It is not a populous area, but the fuel station nearby is used by the public. AP



Unless the demand crisis is addressed, the supply-side push will end up in stranded assets, erosion in investor confidence, and failure to export

DEBAJIT PALIT
Energy expert, Chintan
Research Foundation



India's pilot hydrogen train running between Jind and Sonipat since July 17, 2026

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HIGH COST

The easiest transition is from grey hydrogen used in refineries and fertiliser plants (ammonia) to green hydrogen. India produces 6.5 MT of grey hydrogen, which is exclusively for captive use.

Balashanmugam says transitioning from grey to green hydrogen will double production costs for refineries and increase them by 1-1.5 times for fertiliser plants. "The switch is economically unviable for the industry today. For non-traditional sectors of road transport and shipping, the challenges are creating supporting infrastructure like fuelling facilities and engine modifications. Engines may require small or substantial modifications depending on technology (direct hydrogen burning or fuel-cell based)," he says.

However, the good news is that the NGHM push has lowered the cost of green hydrogen.

From \$5-6 per kg before the mission was launched in 2023, the cost of production has fallen to \$3.5-5 per kg (without subsidy) and \$3-3.75 (with subsidy) in recent tenders. Even at this level, the cost is far higher than the baseline price of \$1.9-2.5 per kg for grey hy-

drogen, according to CRF data.

Besides, the current manufacturing capacity is too low to support a meaningful transition.

According to GH2 India, the operational capacity for electrolyzers is 65-70 MW—against the announced capacity of 25 GW and incentivised capacity of 3 GW. For green hydrogen, it is 12,000 tonnes—against the announced capacity of 11.2 MT and incentivised capacity of 862,000 tonnes.

Though such capacities have been created, actual production has not begun. L&T's electrolyser plant mentioned earlier hasn't begun production despite receiving a supply order of 100 MW from Indian Oil's Panipat plant. Balashanmugam says the entire SIGHT incentive of ₹17,490 crore is unclaimed. This subsidy is payable after production as is the case with production-linked incentive schemes.

EXPORTS CONSTRAINTS

In its "demand creation" segment, the NGHM gives greater emphasis to export markets than domestic demand. It says global demand for green hydrogen and



CURRENT GREEN HYDROGEN ECOSYSTEM

65-70

MW
Operational capacity for electrolyser

12,000

TONNES
Operational capacity for green hydrogen

21

NGHM-incentivised projects with 3 GW capacity for electrolysers

Over 80

Pilot projects, of which over 44 are for green hydrogen and derivatives. These include a green hydrogen train, Adani Group's five MW hydrogen plant, and Maruti Suzuki's **300 KW** electrolyser plant

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NGHM-incentivised green hydrogen projects



“Unless India aligns with the EU regulatory requirements for green hydrogen, it would be hard to export to regions like Europe”

GOPAL SARANGI

Associate Professor, TERI School of Advanced Studies

SOURCES MNRE, GH2 INDIA, TRADE NEWS

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its derivatives is expected to be over 100 MT by 2030 and India is “aiming at” capturing about 10% of it (or 10 MT).

But the global market has a more complicated story to tell.

In July and August 2026, media reports said that investors were cutting back on investment and capacity creation plans for both electrolysers and green hydrogen production. In 2025, media reported that investors were scaling back and scrapping projects across Europe, the US, Australia, and Japan due to high costs, weak demand, and other factors.

With domestic demand yet to take off, India is looking to export green hydrogen. But exporting has its own challenges. Energy expert Gopal Sarangi of the TERI School of Advanced Studies points to three stringent conditions the EU has put for importing green hydrogen, which are also valid for its domestic producers: “new” renewable energy (electricity) generation, hourly matching of production and consumption, and geographic correlation between the renewable energy source power-

ing the electrolyser and hydrogen production.

In contrast, India's 2025 certification scheme defines green hydrogen only in terms of carbon emissions—not more than 2 kg carbon dioxide equivalent per kg of hydrogen.

“Unless India aligns with the EU regulatory requirements for green hydrogen or develops some strategic approach, such as a coalition of like-minded countries in developing a common green hydrogen taxonomy and regulatory framework, it would be hard to export to regions like Europe,” says Sarangi.

An IEEFA-JMK research report in September pointed out that solar PV plants are operating at 35-40% capacity—well below the 50-65% level required for sustainable operations.

India's solar PV experience shows the risks of building manufacturing capacity faster than demand and the supporting supply chain can keep pace. The green-hydrogen push may therefore require a different sequencing, with demand creation keeping pace with manufacturing capacity. **BT**

CM seeks task forces for waste-to-fuel push

FPJ Political Bureau

MUMBAI

Chief Minister Devendra Fadnavis has directed the formation of task forces to expedite projects producing compressed biogas (CBG) from waste, with a focus on reducing the burden of urban waste management and making cities across Maharashtra garbage-free.

At a review meeting held at his official residence on Tuesday, Fadnavis directed officials to identify suitable locations for the projects in accordance with the state's CBG policy. He stressed that project planning should consider waste generation, land availability, technology requirements and proximity to gas pipelines.

The CM called for a coordinated implementation strategy involving companies in the CBG sector, oil companies and local self-government

Fadnavis directs officials to identify suitable locations for the projects in accordance with state's policy

bodies. He said such projects could help municipal corporations reduce expenditure on waste collection while ensuring its scientific processing and promoting biogas production.

Highlighting the waste management challenges in the Mumbai Metropolitan Region (MMR), Fadnavis asked officials to explore the feasibility of setting up projects in the Brihanmumbai Municipal Corporation (BMC), Vasai-Virar, Mira-Bhayandar and Kalyan-Dombivli areas. Hinjawadi and Chakan in Pune were also identified as potential locations.

PNGRB proposes 5% hydrogen blending in piped gas for households

Rishi Ranjan Kala
New Delhi

The Petroleum and Natural Gas Regulatory Board (PNGRB) has floated draft guidelines for mixing 5 per cent hydrogen in natural gas for domestic piped natural gas (D-PNG) consumers served through the city gas distribution (CGD) network.

The guidelines prescribe minimum requirements for commercial supply of HNG (hydrogen-natural gas mix).

They address single-point injection into small, hydraulically defined commercial deployment areas confined to domestic consumers.

5% CONCENTRATION

The regulator emphasised that 5 per cent is the maximum commercial concentration, and not the routine

control target. The normal operating set-point shall be lower sufficient to prevent higher percentage of hydrogen injection during peak or minimum demand, start-up, shutdown and disturbances.

In March 2024, the regulator had said that it is working on avenues for transporting green hydrogen through natural gas transmission lines by blending hydrogen with natural gas. It was considering gas transmission lines as a first choice for transporting green hydrogen.

Hydrogen is a flexible energy carrier and can be used for many energy applications like integration of renewables and transportation.

"Maximum commercial blend limit means 5 per cent hydrogen by volume as demonstrated in accordance with the measurement and



GREEN DRIVE. The draft norms exclude compressed natural gas and HCNG, automotive use, transmission pipelines, pure-hydrogen supply, refuelling, de-blending and non-domestic PNG

verification arrangements in the approved area," PNGRB said in the draft guidelines.

VIEWS SOUGHT

The regulator has sought comments from stakeholders by November 11.

The draft guidelines, however exclude compressed natural gas (CNG) and HCNG, automotive use,

transmission pipelines, pure-hydrogen supply, refuelling, de-blending and non-domestic PNG.

The guidelines propose that CGD entities should have a 'Hydrogen-Ready Infrastructure', which means that portion of a CGD network, together with associated equipment, meters, regulators and validated

appliance classes, established as suitable for HNG service up to the approved commercial concentration, not exceeding 5 per cent hydrogen by volume.

They also propose a hydrogen receipt and interface point, which is a defined physical point at which hydrogen is received from the upstream supply system into the blending facility.

"These guidelines apply from the hydrogen receipt and interface point, through the blending facility, to the downstream commercial deployment area and domestic installations," PNGRB said.

The scope includes hydrogen-side receipt, regulation, measurement, isolation and injection equipment downstream of that interface point and upstream of the mixing point, it added.

However, hydrogen pro-

duction, transportation, compression and storage upstream of the interface point, including upstream mobile-cascade systems, remain outside the scope of these guidelines and shall independently comply with applicable laws and competent authority approvals.

GREEN HYDROGEN

State-run Engineers India (EIL) and IIT-Kanpur have studied the impact of green hydrogen on CGD pipelines and the findings of the report have been submitted to the Ministry of Petroleum & Natural Gas.

EIL's study suggested that 3-5 per cent hydrogen can be blended in natural gas.

India's annual demand for hydrogen is around 6 million tonnes, which accounts for about 6 per cent of the global demand.

mint primer

Does India have a chance to escape 100% US tariffs?

BY N. MADHAVAN

India faces up to 100% tariffs after the Lindsey O. Graham Sanctioning Russia and Iran Act became a law in the US. The law punishes countries that buy oil from Russia. Will US President Donald Trump's surprising decision to buy diesel from Russia give India a chance to escape the tariffs? *Mint* explains.



REUTERS

1 What does the new US law say?

The Lindsey O. Graham Sanctioning Russia and Iran Act of 2026 (H.R. 5334), which the US Congress passed recently, aims to deprive Russia of its oil revenues and choke its funding for the Ukraine war. US President Donald Trump signed the Bill into a law on 18 September. The newly implemented law authorizes the US president to impose tariffs of up to 100% on countries that are among the top five importers of Russian oil or gas by volume over the preceding 12 months and continue to do so 30 days after the law stands enacted. The tariffs imposed under this law will be over and above the existing levies on imports into the US.

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Does India have a chance to escape 100% US tariffs?

FROM FRONT FLAP

2 Will the new law affect India in any way?

Yes, it will. In September, Russia accounted for 35% of India's total crude oil imports. The share is lower than 56% in July owing to the lower availability of Russian crude and the possible effect of the new law. As things stand, New Delhi will invite tariffs under the new law. Also, any tariff, 100% or lower, will make India's exports to the US uncompetitive. The US accounts for 20% of India's overall exports. With the chances of Russia ending the war and accepting a free and independent Ukraine being remote, India has three options: cut Russian oil imports, continue imports and brave the sanctions or convince Trump for a possible waiver, which he can secure by certifying to the Congress that it is in the US' national interest.

REUTERS



3 Can India cut Russian oil imports entirely?

India has, in the past, cut back oil purchases from sanctioned nations. But the situation is different now. Global oil supply is tight due to the Russia-Ukraine and West Asian crises. Shifting the entire volume to other sources will not only be challenging but will also be costly. India imported 1.74 million barrels a day of Russian crude in September. Inflation in India, at 5.5%, is already well above the 4% target.

4 What was Trump's 'surprise' last week?

On 9 October, Trump announced he had struck a deal with Russian President Vladimir Putin for Russia to supply 300,000 tonnes of diesel to the US and global markets. The announcement follows runaway retail diesel prices of \$6.28 per gallon in the US last week. With mid-term election due on 3 November, Trump is under great pressure to lower fuel costs and reverse the Republicans' electoral fortunes, which are currently dim. Though members of the Congress have opposed the move, Trump has refused to back down.

5 Will US buying Russian diesel aid India?

By buying diesel from Russia, Trump is clearly going against the objectives of the Russian Sanctions Act, which seeks to deprive Putin of resources to fund the Ukraine war. It will also put him in a difficult position to ask India not to buy oil from Russia. India can impress upon Trump and seek a waiver from the Congress on the grounds that supply is tight and a shift away from Russian oil would case global oil prices to rise. However, some experts warn that Trump may still impose tariff to pressure India to sign the trade deal.



Biogas policy in the works in West Bengal: Minister

WEST BENGAL INDUSTRY

Minister Tapas Roy on Tuesday said that the government will also introduce a policy on compressed biogas (CBG) under the Centre's GOBARdhan initiative.

—AGENCIES



Beyond The Fuel Bill

India's vulnerability to expensive energy extends far beyond the petrol pump or the monthly electricity bill. Every increase in fuel and power costs travels through the economy, raising freight charges, manufacturing expenses, agricultural input costs and ultimately consumer prices. A rise in diesel prices makes transporting vegetables, grains and manufactured goods more expensive. Costlier electricity squeezes small businesses, while energy-intensive industries face shrinking margins and declining competitiveness. Farmers confront higher irrigation and transportation expenses, and service providers pass additional operating costs to customers. These pressures can reinforce inflation even when domestic demand remains moderate. For an economy aspiring to become a global manufacturing powerhouse, energy affordability is therefore not merely a consumer welfare concern. It is central to industrial competitiveness, food security and sustained economic growth.

India's dependence on imported crude oil exposes it to geopolitical tensions, disruptions in shipping routes and fluctuations in international commodity markets. A sharp increase in global prices can widen the import bill, strain the current account and put pressure on the rupee. Currency depreciation, in turn, makes imported energy more expensive, creating a cycle of external vulnerability and domestic inflation. The consequences extend to fertilisers, petrochemicals, aviation, logistics and electricity generation. Monetary policy can moderate demand and contain inflationary expectations, but higher interest rates cannot produce additional crude oil or reopen disrupted shipping routes. Governments also face difficult choices between allowing international prices to reach consumers, reducing taxes or providing subsidies. Each option carries economic consequences, particularly when public finances are already committed to infrastructure, welfare and development expenditure.

Long-term resilience requires reducing the economy's exposure to imported fossil fuels without compromising energy security. Expanding renewable electricity generation is essential, but installed capacity alone cannot guarantee dependable supply. Investments in transmission networks, battery storage, pumped-storage projects and grid modernisation must accompany the transition. Domestic manufacturing of solar equipment, batteries and other critical technologies can reduce new forms of import dependence. Electrifying public transport, improving railway freight capacity and encouraging energy-efficient industrial processes would help moderate petroleum consumption. Strategic petroleum reserves, diversified import arrangements and reliable long-term supply contracts can provide additional protection against sudden disruptions. Equally important is ensuring that electricity distribution companies become financially sustainable, since persistent losses, delayed payments and inefficient pricing weaken the entire power system.

Energy policy must also recognise the unequal burden of rising costs. Smaller enterprises possess limited capacity to absorb price shocks, while poorer households spend a greater proportion of their incomes on essential consumption. Targeted assistance, transparent pricing and predictable taxation can cushion vulnerable groups without creating unsustainable subsidies. India cannot insulate itself completely from global energy markets, nor should energy independence be confused with economic isolation. The objective must be diversification, efficiency and institutional preparedness. A resilient economy is not one that escapes every external shock, but one that can absorb disruption without transferring its highest costs to households, farmers and businesses.

Regulator floats 5% limit for H₂ blending in piped gas

SHUBHANGI MATHUR

New Delhi, 13 October

The Petroleum and Natural Gas Regulatory Board (PNGRB) has issued draft guidelines for blending hydrogen (H₂) in domestic piped natural gas up to a maximum of 5 per cent. The downstream petroleum regulator said hydrogen-blended natural gas (HNG) should not relax existing city gas distribution (CGD) obligations related to safety, integrity, gas quality, metering, billing, quality of ser-

vice, emergency response or complaint handling.

PNGRB may reduce the set point, impose controls, suspend HNG or require a return to natural gas where evidence, incidents, complaints, billing errors or uncertainty undermine safety protocols.

“No commercial supply under these Guidelines shall exceed 5.0 percent,” the regulator said. Consumers, local authorities and emergency services should receive advance information on concentration,

billing, appliance or emergency guidance and rollout, it added.

The guidelines would apply from the hydrogen receipt and interface point, through the blending facility, to the downstream commercial deployment area and domestic installations. Hydrogen production, transportation, compression and storage upstream of the interface point, including upstream mobile cascade systems, remain outside the scope of these guidelines and would independently

have to comply with applicable laws and approvals from competent authorities.

PNGRB has exempted hydrogen blending in compressed natural gas, automotive use, transmission pipelines, pure hydrogen supply, refuelling, debblending and non-domestic PNG. The guidelines have also set rules for gas quality, concentration, homogeneity, interchangeability and odourisation, emergency isolation, suspension and natural gas restoration.



Waste-to-gas projects: Task forces to be set up

THE STATE government will set up task forces to facilitate compressed biogas (CBG) projects using municipal waste, with Chief Minister Devendra Fadnavis directing officials to identify suitable locations based on waste generation, land availability, technology and proximity to gas pipelines. At a meeting on Tuesday, Fadnavis called for a coordinated approach involving civic bodies, companies working in the sector and oil companies to establish projects under the state's CBG policy. **ENS**

OPEC cuts India's 2026 oil demand growth forecast to 40,000 bpd

The Hindu Bureau

NEW DELHI

The Organisation of the Petroleum Exporting Countries (OPEC) has lowered its forecast for India's oil demand growth in 2026 to 40,000 barrels per day (bpd), from 60,000 bpd projected in its September

report. On a year-on-year (YoY) basis, India's oil demand is expected to rise by around 40,000 b/d to 5.7 million barrels per day (mbpd) in 2026, according to OPEC's latest monthly oil market report.

OPEC has also trimmed its global oil demand growth forecast for 2026 to

Transportation fuels, particularly gasoline and diesel, are expected to remain the primary drivers

0.2 mbpd, down from 0.4 mbpd estimated in its previous assessment. However,

it has raised its projection for global oil demand growth in 2027 to 2.6 mb/d, from 2.4 mb/d forecast last month.

Its outlook for India's oil demand growth in 2027 remains unchanged.

Transportation fuels, particularly gasoline and diesel, are expected to re-

main the primary drivers of India's oil demand growth in 2026.

"Gasoline is expected to be supported by heightened road mobility amid robust vehicle sales. Diesel demand is anticipated to gain additional support from strong manufacturing and agricultural activity,"

OPEC said.

The report also projects an increase in demand for residual fuel during the year, while jet fuel consumption is expected to register marginal growth.

In contrast, demand for liquefied petroleum gas (LPG) and naphtha is expected to ease, OPEC said.

Houthi media says Saudi Arabia hit oil facility near Sanaa

Agence France-Presse

SANAA

Houthi media reported that Saudi Arabia struck an oil facility near Sanaa on Tuesday, after the Saudi-led coalition ordered civilians to evacuate the site.

The Saudi-led coalition had earlier warned civilians to evacuate the Al-Sabaha station near the Houthi-held capital, which belongs to the Yemen Petroleum Company (YPC), following a spate of deadly Houthi (Ansar Allah) at-

tacks in Saudi Arabia, particularly on Riyadh airport.

Following the warning, many civilians rushed to queue at fuel stations in Sanaa, fearing shortages.

But the YPC sought to reassure the public, saying it had taken all necessary precautions in the event of an “emergency” to “meet people’s needs”. “Al-Sabaha facilities currently do not contain any stock of petroleum products, and therefore, targeting them will not affect fuel stock or supply chains,” it said.

Trump oil waiver: Voters get relief, Putin benefits

US Prez Insists 'Russia, China Not Aiding Iran'

Chidanand Rajghatta | TNN

Washington: US President Trump insists Russia and China are not doing much to help Iran in its war with America and Israel. "If they are, it's at a very low level, but I don't believe they are at all," the MAGA supremo declared on Monday, arguing that Moscow and Beijing had too much to lose by getting involved.

The assessment is not universally shared by American pundits, who have pointed to Russian intelligence assistance to Tehran and Chinese-linked supplies of technology and components that could sustain Iran's military capabilities. Yet Trump appears determined not to let such doubts obstruct his relationship with either leader.

In a move that has infuriated Ukraine, unsettled European allies, mystified India, and prompted bipartisan protests in Washington, Trump has agreed to open the American market to Russian fuel while easing sanctions imposed on Moscow. The ostensible reason is soaring diesel prices ahead of midterm elections on Nov 3, with Trump needing to show that he can bring down the cost of living



People at a polling station in Atlanta, Georgia, for early voting Tuesday

to forestall a rout.

The electoral calculation is straightforward: Diesel is the lifeblood of trucking, agriculture, construction and much of the goods-distribution economy, and high prices raise operating costs for farmers and truckers, feeding into consumer prices to provide Democrats with an obvious line of attack against a president who promised manna. Small problem: the transaction is so insignificant — the initial shipment would cover less than a day's demand in US — that analysts are looking for a hidden agenda in the deal.

While Russia stands to earn millions of dollars from the initial shipments, the broader waiver provides Moscow with an opportunity to resume exports and challenge the principle that its energy revenues should be restricted while its war against Ukraine continues — the argument Washington made while bearing down on India.

Trump, predictably, has

doubled down on the two-timing. On Monday he invoked EU's past purchases of Russian energy, claiming the bloc had paid Russia \$250 billion, without specifying the period covered. His argument is essentially that Washington should not be held to a stricter standard than European capitals, hypocrisy from both sides (US and Europe) that Delhi called out from the get-go.

Trump's reluctance to stand up to — much less confront — Putin and Xi is not necessarily evidence of personal affinity alone, according to diplomatic observers; it reflects a transactional view of diplomacy in which personal ties with powerful leaders are treated as instruments of statecraft, and immediate economic or political gains can outweigh the longer-term costs of accommodating strategic rivals. Whether voters reward him will depend on what they see at the gas pump, and if they believe he has delivered results rather than another announcement.

DEEPENING CRISIS | In a rare statement, residents of Yemen's capital urged to evacuate the area ahead of planned strikes

Saudi-led coalition hits oil infra tied to Houthis

AP

CAIRO

The Saudi-led coalition carried out new airstrikes on oil facilities west of Sanaa, according to Houthi-linked broadcaster Al Masirah and residents of Yemen's capital.

The strikes marked a fresh escalation in the widening Middle East crisis and came shortly after a coalition spokesman urged residents to evacuate the area for their safety. Witnesses in Sanaa reported hearing explosions. It was not immediately clear which facilities were hit.

In a rare statement, the coalition urged civilians in the Houthi-controlled capital to leave the Yemeni Oil Company site and nearby storage areas ahead of a possible strike.

Houthi officials appeared to anticipate an attack on the site. The oil company said its storage facilities were empty and that a Saudi strike would not affect oil reserves or supplies for residents.

Shortly after the warning,



Displaced Yemeni children sit in vehicles as families gather to receive aid at a displacement camp

-AP

Houthi military spokesman Brig. Gen. Yahya Saree said on Telegram that any Saudi attack on Sanaa would be met with a "firm and painful" response in Riyadh.

The area to be evacuated in western Sanaa, al-Subaha, is on a hill overlooking the capital. It is not a populated area, but the fuel station nearby is used by the public.

The back-and-forth threats come as Saudi Arabia is scrambling to determine how its air defences failed to intercept a barrage of missiles and drones fired by the Houthis, including

an attack on Riyadh's international airport on Saturday that killed at least 13 people and wounded over 300.

The latest conflict between the Saudis and the Houthis began last month after the rebels seized key areas along the Bab el-Mandeb Strait, a critical waterway for the transport of Gulf oil and other goods at the southern end of the Red Sea off Yemen.

The Saudi-led coalition, backing forces aligned with Yemen's internationally recognised government, has been trying to retake them.

Tension grips Taiz, Yemen's 3rd largest city

Cairo: Houthi rebels have tightened their siege on Taiz, Yemen's third-largest city, after capturing the strategic town of Turbah on October 4. The advance has encircled the city, cutting off main supply lines from government-held areas and sparking panic among more than one million residents. Panic buying has swept city grocery stores as essentials, diesel fuel, and cooking gas run dangerously low. Local health officials warned hospitals face severe fuel shortages. The assault comes after the Iran-backed Houthis seized Yemen's Red Sea coast last month. As shelling and mountain fighting intensify between rebels and pro-government forces, many families have fled.

-Agencies

PETROLEUM EXPORTS TO AFRICA GROW AT US, EUROPE'S EXPENSE

INDIA'S EXPORTS OF petroleum products to Africa grew 141% to around \$10 billion in April to August this financial year, while shipments to America remained flat and those to Europe contracted 15% to \$5.4 billion. Exports of petroleum products to Asia grew 38% to \$14 billion during the period. Asia accounts for 40% of India's petroleum exports, followed by Africa at 28%. Overall shipments of petroleum products grew 38% to \$35 billion during the period.

—Saikat Neogi



Exports of petroleum products

(April-August) ■ \$ billion ▲ % chg. y-o-y



Source: CMIE

विकास : वैज्ञानिक प्रबंधन पर रहेगा जोर कचरे से बायोगैस उत्पादन के लिए बनेगा कार्यबल



■ मुंबई, नवभारत न्यूज नेटवर्क. महाराष्ट्र के शहरों को कचरा मुक्त बनाने और कचरे से संपीड़ित बायोगैस (सीबीजी) के उत्पादन को गति देने के लिए राज्य में एक विशेष कार्यबल (टास्क फोर्स) गठित किया जाएगा. मुख्यमंत्री देवेंद्र फडणवीस ने राज्य की सीबीजी नीति के अनुसार आवश्यकतानुसार संयंत्र स्थापित करने के निर्देश दिए हैं. मुख्यमंत्री ने कहा कि इस पहल से स्थानीय निकायों का कचरा उठाने और उसके निपटान पर होने वाला खर्च कम होगा, जिससे कचरा मुक्त शहरों के उद्देश्य को बढ़ावा मिलेगा. बैठक के दौरान मुख्यमंत्री ने कचरे के वैज्ञानिक प्रबंधन, उपलब्ध

मुंबई-पुणे में संयंत्र लगाने की योजना

मुंबई महानगर क्षेत्र में कचरे की बड़ी समस्या को देखते हुए बृहन्मुंबई, वसई-विरार, मीरा-भाईंदर और कल्याण-डोंबिवली के साथ-साथ पुणे के हिंजवड़ी और चाकन क्षेत्रों में इन संयंत्रों को लगाने पर प्राथमिकता से विचार करने के निर्देश दिए गए हैं. बैठक में केवा ग्रीन संस्था द्वारा नागपुर में लागू बायोगैस मॉडल का प्रस्तुतीकरण भी किया गया. इस अवसर पर राज्यमंत्री माधुरी मिसाल, बीएमसी आयुक्त अश्विनी भिड़े सहित अन्य वरिष्ठ अधिकारी और निजी क्षेत्र के प्रतिनिधि उपस्थित थे.

तकनीक और भूमि की उपलब्धता को प्राथमिकता देने का निर्देश दिया.