Business Standard, Delhi, 21/08/2026
Page No: 19, Size: 20.90cm × 22.41cm

GAIL LAUNCHES PREVENTIVE VIGILANCE CAMPAIGN 2026

The three month Preventive Vigilance Campaign 2026, being observed from 17 August to 16 November 2026, as a precursor to Vigilance Awareness Week 2026, was formally inaugurated on 17th August 2026 at GAIL's Corporate Office by Shri Deepak Gupta, CMD GAIL.

The event was attended by Shri Ayush Gupta, Director (HR); Shri Sanjay Kumar, Director (Marketing); Shri Rajeev Kumar Singhal, Director (Business Development); Shri S. K. Sinha, Director (Finance); and Shri Rajnesh Singh, Chief Vigilance Officer (CVO), GAIL, along with Executive Directors, Heads of Departments, senior officials and employees from various work centres across the organisation through VC.

Addressing the gathering, Shri Deepak Gupta, CMD, highlighted the significance of this year's campaign theme, "सत्यनिष्ठा से समृद्धि / Probity for Prosperity", emphasising that integrity and ethical conduct form the foundation of sustainable growth, organisational excellence and public trust. He encouraged employees across GAIL to actively participate in the campaign.

Business Standard, Delhi, 21/08/2026
Page No: 12, Size: 83.71cm × 48.07cm

THE COMPASS

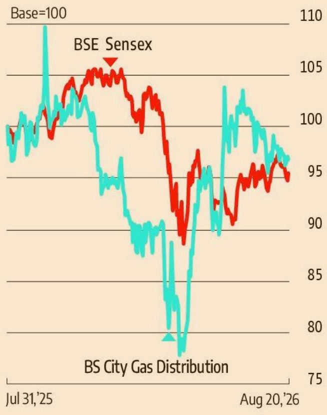
Mahanagar Gas to gain the most from new CGD incentives

DEVANGSHU DATTA

The new city gas distribution (CGD) policy includes incentives to push domestic piped natural gas (PNG) adoption. It offers an additional 200 standard cubic metre (scm) of low-cost domestic administered price mechanism (APM) gas on every incremental domestic connection billed above a set threshold. The policy estimates this would reduce the payback period for PNG-related capex from 10 years to 3 years for CGDs.

The scheme is effective from September 1, 2026. The threshold household addition is average monthly additions during April-June, plus 10 per cent. A 1,000 billed connections/day base for the first quarter of financial year 2026-27 (Q1FY27) would mean 100,000 for Tranche 1, and if a CGD entity can hit 150,000, then APM of 0.1 million standard cubic metres per day (mscmd) would be allotted on the additional 50,000. The Petroleum and Natural Gas Regulatory Board (PNGRB) data estimates that out of 16.9 million connected households in March 2026, only 10.7 million (63 per cent) were billed. This gives headroom for CGDs to convert already connected customers.

The six-month scheme has two tranches, with periods of September to November 2026 and December to February 2027, and allocations made in Q4FY27 and Q1FY28. Domestic PNG penetration at 17 million is well below the 40 million target, and billed customers are lower at 11 million. The implied benefit is ₹110 crore for Mahanagar Gas Ltd (MGL) and ₹20 crore for Indraprashtha Gas Ltd (IGL), assuming market gas cost of $12 per million British thermal units (mBtu) versus $7/mBtu for APM gas.



MGL could be a major beneficiary due to its low base. In April-June, it added 9,700 new households per month, versus its usual average of 28,000-30,000 per month. MGL also has the lowest gas consumption per household at 108 scm per annum (assuming 62 per cent billed customers out of the total connections), implying high excess APM allocation.

IGL added 28,800 households per month during April-June 2026, which is near historical average. Gujarat Energy Ltd (GEL) has the highest gas consumption at 131 scm per annum per household (assuming 94 per cent active customers as percentage of total connections). This implies lowest APM allocation per new household added. GEL also does gas trading, which contributes roughly 35 per cent to operating profit. The per cent contribution to group operating profit from higher APM may be relatively low.

CGD players unable to benefit from this could lose out on APM allocation in the compressed natural gas (CNG) segment. APM gas allocation to the CGD sector is 11 mscmd currently, of which 4 mscmd goes to domestic PNG. The government aims to increase domestic PNG's share, with a target of eventually supplying APM only to domestic PNG.

If billed customers are 65-70 per cent for MGL and IGL, conversions may pick up quickly. Both MGL and IGL announced a two-to-three times uptick in domestic PNG additions in calendar year 2026 (CY26). The downside risks include lower-than-expected volumes and low margins along with low allocation. In Q1FY27, MGL volumes grew 7 per cent year-on-year (Y-o-Y) to 4.8 mscmd, with CNG and domestic PNG volume growth of 9.7 per cent and 9.1 per cent Y-o-Y, respectively, offset by 7.2 per cent Y-o-Y decline in PNG-industrial volumes. Revenue came in above estimates at ₹2,370 crore, up 15.6 per cent quarter-on-quarter (Q-o-Q) and 13.9 per cent Y-o-Y. Gas cost rose to ₹39.9/scm (versus ₹35.2/scm in Q4FY26). The adjusted operating profit of ₹340 crore was a beat with operating profit/scm at ₹7.9/scm, up versus ₹6.2/scm in Q4FY26 and down versus ₹9.6/scm in Q1FY26.

Management increased FY27 capex guidance to ₹1,800 crore (from earlier ₹1,200 crore) to accelerate domestic PNG growth and build a compressed biogas facility. Domestic PNG volumes rose 3 per cent Q-o-Q and 9.1 per cent Y-o-Y to 0.6 mscmd, as households converted to PNG. But industrial PNG declined 9.9 per cent Q-o-Q, as the government curtailed allocation due to supply constraints from the Iran war.

IGL's Q1FY27 operating profit/scm was ₹3.4, as rise in realisation was more than offset by a big increase in Q-o-Q gas costs. Operating profit of ₹300 crore was down 42 per cent Y-o-Y. Volumes were at 9.7 mscmd, up 6 per cent Y-o-Y. IGL's net profit of ₹190 crore was down 48 per cent Y-o-Y. CNG volume growth excluding buses was up 9 per cent Y-o-Y. Areas outside Delhi grew 27 per cent Y-o-Y and new vehicle additions averaged 27,300 CNG vehicles/month (versus 18,000/month in Q1FY26). But margins remain under pressure. The recently approved Delhi electric vehicle (EV) policy implies future policy changes will target all CNG vehicles.

GEL's city gas distribution (CGD) volumes were at 12.3 mscmd (up 39 per cent Y-o-Y). The operating profit/scm margin for CGD was at ₹5.2. Morbi volumes rose from 0.4 mscmd in April 2026 to over 8 mscmd in May-Jun 2026. But propane availability (propane is cheaper) has improved and this reduces Morbi CNG demand. Management guided CNG volume growth at over 12 per cent Y-o-Y in the medium term. Gas trading segment profit grew three times Y-o-Y and 78 per cent Q-o-Q. The gas transmission business is demerged into GSPL Transmission Ltd (GTL), with the process of its listing under way. Management guided for ₹1,100-1,200 crore annual operating profit for trading. It also guided for non-Morbi volumes to reach 3 mscmd over the next 18 months (86 new connections in the first quarter).

The writer is a New-Delhi based independent journalist

Asian Age, Delhi, 21/08/2026
Page No: 7, Size: 4.68cm × 16.19cm

INDIA SET TO BUY MORE CRUDE OIL FROM VENEZUELA

New Delhi, Aug. 20: India is widening its crude oil sourcing to Latin America as disruptions linked to the Iran conflict and the Strait of Hormuz push the world's third-largest oil consumer to diversify supplies, ship tracking data showed.

Indian crude imports from Venezuela have risen sharply in August, making the South American producer the country's fourth-largest supplier, according to data from Kpler.

Venezuelan supplies reached about 444,000 barrels per day, ahead of Iraq's 118,000 bpd and the United States' 153,000 bpd, the data showed.

Venezuela's position in India's supply mix has risen rapidly since imports resumed in April. Indian refiners increased purchases of Venezuelan, Brazilian and African crude after disruptions to Middle Eastern supplies, while continuing to rely heavily on Russian oil.

— *PTI*

Business Line, Delhi, 21/08/2026
Page No: 3, Size: 25.43cm × 21.80cm

India open to buying Venezuelan oil till US sanction exemption continues: Sources

Amiti Sen
New Delhi

The easing of US sanctions on Venezuela has provided a window for India to source crude from the South American country, and Indian refiners are likely to continue purchases as long as the exemption remains in place and the economics are favourable, sources said.

"New Delhi does not want to make many long-term strategies around crude sourcing from Venezuela because one does not know when the US could reimpose sanctions. But as long as there is a window of opportunity and Indian banks can transact without the fear of sanctions, Venezuela widens India's sourcing options amid the West Asia crisis," a source tracking the matter told *businessline*.

In April this year, the US eased sanctions on Venezuela's central bank and several other state-run financial institutions, three months after US forces seized former Venezuelan leader Nicolás Maduro in Caracas and an interim government led by Delcy Rodríguez took charge. The easing of financial restrictions helped facilitate Venezuela's oil trade by allowing greater access to US dollars and easing the processing of payments through the international financial system.

KEY SUPPLIER. In August, Venezuela was India's fourth largest supplier of crude with supplies touching 4,44,000 barrels per day

ENERGY TRADE

India has already stepped up purchases significantly from Venezuela over the last few months. In fact, in August, Venezuela was India's fourth largest supplier of crude with supplies touching 444,000 barrels per day, which was more than more than the volumes India took from Iraq or the US.

However, Venezuelan crude comes with logistical and processing costs that will have to be weighed against its price, the source noted. Unlike lighter grades from the Gulf and Iran, Venezuelan crude is particularly heavy and requires specialised refining capabilities. The voyage to India can take five to six weeks, involving a long journey across the Atlantic and Mediterranean, through the Suez Canal and across the Arabian Sea.

"Given the distance, refiners will have to calculate the cost of transporting Venezuelan crude against supplies available from other sources. There is the freight cost as well as the processing cost, and refineries may also need to be retooled to handle the heavier crude," the source said.

The economics, however, cannot be assessed simply by comparing the price of a barrel of Venezuelan crude with other grades. Its heavy composition tilts the product slate toward more heavy fuel oil and bitumen, alongside diesel, kerosene, naphtha and other refined products.

"The product slate changes depending on the type of crude. Everything has a market value, although heavy fuel oil is among the lower-value products. So the refinery will have to look at how much of each product it can extract from a barrel and what those products are worth," the source said.

India turns to Venezuela for crude supply diversification

PRESS TRUST OF INDIA
New Delhi, August 20

INDIA IS WIDENING its crude oil sourcing to Latin America as disruptions linked to the Iran conflict and the Strait of Hormuz push the world's third-largest oil consumer to diversify supplies, ship tracking data showed.

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rapidly since imports resumed in April.

Indian refiners increased purchases of Venezuelan, Brazilian and African crude after disruptions to West Asian supplies, while continuing to rely heavily on Russian oil.

Russia remains the dominant supplier, with imports close to 2 million bpd in August. Russian crude imports reached around 2.6 million bpd in June-July, accounting for more than half of India's crude intake and effectively providing a hedge against disruption to traditional West Asian supply routes.

Crude oil is the raw material which refineries turn into fuels like petrol and diesel.

"India's strategy is increasingly operating on several fronts at once: increasing domestic upstream production where possible, diversifying overseas crude suppliers and transportation routes, building strategic and commercial inventories, and accelerating alternatives such as gas, biofuels, EVs and renewables," said Sumit Ritolia, senior manager - modelling at Kpler.

Business Standard, Delhi, 21/08/2026

Page No: 2, Size: 52.39cm × 78.95cm

Longer life for clean-fuel vehicles may cut fleet costs

SOHINI DAS & SHINE JACOB
Mumbai/Chennai, 20 August

The Centre's proposal to allow certain battery-electric, compressed natural gas (CNG), and hydrogen vehicles operating under national permits to remain in operation for an additional five years could improve their total cost of ownership (TCO) and residual values, said industry players and experts.

However, questions still remain over how much of the extended regulatory life would translate into economically useful life for high-mileage trucks. The proposed amendment is specific to vehicles covered by Rule 88 of the Central Motor Vehicles Rules, and is not a blanket extension for all commercial vehicles (CVs). If finalised, the existing 12-year age limit for goods carriages other than multi-axle vehicles would effectively increase to 17 years for eligible clean-fuel vehicles, while the 15-year limit for multi-axle goods carriages would increase to 20 years.

"The proposed extension of the operating age for electric CVs is a significant step towards improving the TCO over the vehicle lifecycle. Electric vehicles (EVs) are fundamentally more efficient and have fewer moving parts compared to conventional vehicles, which can support longer and more efficient asset utilisation," said Mahesh Babu, managing director of CV player Olectra Greentech.

"Fleet owners can extract greater value from their assets and can improve the overall profitability and return on investment (RoI) of electric fleets. For operators, a longer vehicle lifecycle can further strengthen the business case for investing in electric buses and trucks. For manufacturers, it provides greater impetus to invest in battery technology, vehicle longevity, and lifecycle solutions," he added.

The longer permissible life could help operators spread vehicle acquisition costs over more years and potentially improve residual values. However, commercial goods vehicles typically clock high annual mileage, raising questions over whether operators would continue using them for the full 17-20 years. For electric trucks, battery durability and replacement costs could become particularly important. Battery performance deteriorates with age and usage, while rapid advances in battery and vehicle technology could also affect the attractiveness and resale value of older electric trucks.

Industry sources pointed out that there are currently no 20-year-old electric trucks in the market, making it difficult to assess how such vehicles and their components would perform over the extended operating period. Battery replacement would also have to be factored into the economics. Industry sources said a battery-electric truck could require at least one battery replacement roughly every seven years, implying two replacements if a vehicle were operated for close to 20 years. This could significantly affect the economics of using the additional permissible life, given that the battery is one of the most expensive components of an electric vehicle.

Anurag Singh of Primus Partners said that, theoretically, an additional five years could improve TCO and resale values, but argued that the economic life of a heavily utilised CV could be considerably shorter than its permitted regulatory life.

EV charging network Statiq takes a more positive view of the proposal. It expects the longer permissible life to strengthen the economics of electric CVs by allowing their higher upfront costs to be spread over a longer operating period.

Statiq estimates that for a typical electric truck with a baseline life of 12-15 years, adding five years could reduce annualised vehicle capital costs by around 25-30 per cent, assuming similar utilisation. "Longer life improves EV economics relative to internal combustion engine (ICE) alternatives," said Akshit Bansal, founder and chief executive officer (CEO) of Statiq.

The company also expects the relaxation to support residual values and the second-hand market for electric trucks by increasing the permissible operating life available to subsequent owners. Whether these theoretical gains translate into actual savings, however, will depend on vehicle utilisation, maintenance costs, battery longevity, replacement costs, and how long fleet operators typically retain trucks.

The longer operating horizon also raises questions about charging infrastructure. Bansal said Statiq is deploying 120-240 kilowatt (kW) chargers that are firmware-upgradable and designed to accommodate hardware retrofits as charging requirements evolve. Tata Motors, one of the country's largest CV manufacturers, said it is studying the government's proposal and would not comment on its implications at this stage.

"The focus, therefore, should increasingly move from viewing a vehicle as an asset with a fixed age to looking at its usable and productive lifecycle. A longer operating window, supported by technology and appropriate maintenance, can improve asset utilisation, strengthen fleet economics, and create greater value across the vehicle lifecycle," Babu added.

While an additional five years could improve the arithmetic of ownership, the absence of long-term operating experience with electric trucks and potential cost of battery replacements make it difficult to establish how much of the proposed 17-20-year life would actually be commercially viable.

The All India Transport Welfare Association (AITWA) welcomed the move. "With the quality of vehicles improving, the age limit should be at least 25 years. This is the first time the government is increasing the national permit time period. However, fleet owners are not using their long-distance vehicles for more than nine years even now," said Pradeep Singal, chairman of AITWA.

Taking a new road

- The proposed amendment is specific to vehicles covered by Rule 88 of the Central Motor Vehicles Rules
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THE COUNTRY BECOMES INDIA'S FOURTH-LARGEST SUPPLIER

Indian crude oil imports from Venezuela rise sharply in August

OUR CORRESPONDENT
New Delhi, August 20

India is widening its crude oil sourcing to Latin America as disruptions linked to the Iran conflict and the Strait of Hormuz push the world's third-largest oil consumer to diversify supplies, ship tracking data showed.

Indian crude imports from Venezuela have risen sharply in August, making the South American country the fourth-largest supplier of India, according to Kpler's ship-tracking data. Venezuelan supplies reached about 444,000 bpd, ahead of Iraq's 118,000 bpd & the US' 153,000 bpd, the data showed.

Venezuela's position in India's supply mix has risen rapidly since imports resumed in April. Indian refiners hiked purchases of Venezuelan, Brazilian and African crude after disruptions to Middle Eastern supplies, while continuing to rely heavily on Russian oil.

Russia remains the dominant supplier, with imports close to 2 million bpd in August. Russian crude imports reached around 2.6 million bpd in June-July, accounting for more than half of India's crude intake and effectively providing a hedge against disruption to traditional Middle Eastern supply routes.

"India's strategy is increasingly operating on several fronts at once: increasing domestic upstream production where possible, diversifying overseas crude suppliers and transportation routes, building strategic and commercial inventories, and accelerating alternatives such as gas, biofuels, EVs and renewables," said Sumit Ritolia, Senior Manager - Modelling at Kpler.

The shift highlights a broader strategy emerging from the disruption: India is not moving away from oil in the near term, but is seeking to make the crude it still needs more secure and resilient by widening its supplier base and transportation options.

That reflects a key feature of India's current energy-security strategy: replacing Middle Eastern barrels entirely is neither practical nor necessarily economical, Ritolia said.

KEY POINTS

- » Venezuelan supplies reached about 444,000 barrels per day, ahead of Iraq's 118,000 bpd and the United States' 153,000 bpd, the Kpler data showed
- » Russia remains the dominant supplier, with imports close to 2 million bpd in August. Russian crude imports reached around 2.6 million bpd in June-July

Gulf producers remain geographically closer to India, reducing voyage times and transportation costs compared with other sources such as Venezuela, the US, West Africa and Latin America. Indian refiners have nevertheless shown considerable flexibility in switching between Middle Eastern, Russian and Atlantic Basin barrels.

Overall crude imports have remained around 5 million bpd in recent months, allowing refinery operations to remain relatively resilient despite the disruption.

Longer voyages from Venezuela, the US, West Africa or Latin America can increase freight and insurance costs, he said adding geopolitical disruption can therefore raise India's oil import bill.

"Diversification helps with supply security, but it can only go so far in insulating India from geopolitics. India will still need to import large volumes of crude, meaning any major disruption will ultimately feed through into higher oil prices, freight and import costs," Ritolia said.

Indian refiners dramatically hiked Russian purchases as the Iran conflict disrupted Gulf flows. Russian crude accounted for over half of India's imports in July, while supplies from the Middle East fell to about 30 per cent of the country's import basket during April-July, from 43 per cent a year earlier. Latin American supplies, including Venezuela & Brazil, rose to 12.7 per cent over the same period from 3.5 per cent.

INDIA TURNS TO VENEZUELA

West Asia disruptions accelerate crude supply diversification

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Longer voyages from Venezuela, the US, West Africa or Latin America can increase freight and insurance costs, he said adding geopolitical disruption can therefore raise India's oil import bill even when refiners are able to secure sufficient physical crude.

Indian refiners dramatically increased Russian purchases as the Iran conflict disrupted Gulf flows. Russian crude accounted for more than half of India's imports in July, while supplies from the Middle East fell to about 30 per cent of the country's import basket during April-July, from 43 per cent a year earlier. Latin American supplies, including Venezuela and Brazil, rose to 12.7 per cent over the same period from 3.5 per cent. – PTI

Free Press Journal, Mumbai, 21/08/2026
Page No: 14, Size: 17.41cm × 51.41cm

Secretary, MoPNG, along with CMDs of all Oil Giants Launches "MC²+ Ignite: India's Flagship Energy Innovation Accelerator"

MC²+, a brand of MC² Foundation, has launched MC²+ Ignite, a sector-specific accelerator programme designed to support deep-tech startups building technologies for India's energy sector.

Dr. Neeraj Mittal, Secretary, MoPNG, with the CMDs of the Oil & Gas PSUs, Chairman, bp India, and partner institution heads at the launch of MC²+ Ignite, A.M.M. Arunachalam Auditorium, IIT Madras, 19 August 2026.

With the vision and drive of MoPNG, MC² Foundation has come up strongly in a very short period of time with the launch of MC²+ Ignite. The coming together of all the CMDs itself shows how deeply MoPNG is invested in this initiative. On 19 August 2026, Secretary, MoPNG, along with the CMDs of all Oil & Gas companies and the Chairman, bp India, launched MC²+ Ignite at IIT Madras.

Addressing the gathering at IIT Madras during the launch function, Dr. Neeraj Mittal, Secretary, MoPNG, and Chairman, MC² Foundation, said that MC² Foundation was set up to pool the technology problem statements of India's oil and gas energy majors onto a single platform, connect them directly to academic research and start-ups, and back the resulting ventures to global scale.

Explaining the need, the Chairman pointed to the fragmentation the Foundation was created to end — "Several of our companies can be working on the very same catalyst at the same time. That is duplication of work, of investment and of bureaucracy — and it comes with no direct interface to the institutions where the research is actually happening."

The stakes, he said, are foundational — "If there is no energy, there is no life, no economy, no business, no food and no water." He was clear that the ambition must extend beyond the domestic market — "We cannot become a Viksit Bharat by focusing on the Indian market alone. We have to produce at a global scale — that is how costs come down."

Addressing the founders present, he committed MC² to the full journey — "We will be with you through the entire cycle — mentorship that is both technical and managerial, help with funds, and the visibility that a PSU will procure your product when it is ready. You should not have to worry about whether a market exists."

The event was marked by the presence of the following: Dr. Neeraj Mittal Secretary, Ministry of Petroleum & Natural Gas; Chairman, MC² Foundation; Arun Kumar Singh, Chairman & CEO, Oil and Natural Gas Corporation Limited (ONGC); Dr. Ranjit Rath, Chairman & Managing Director, Oil India Limited (OIL); A. S. Sahney, Chairman, Indian Oil Corporation Limited (IOCL); Sanjay Khanna, Chairman & Managing Director, BPCL; Director, MC² Foundation; Vikas Kaushal, Chairman & Managing Director, HPCL; Director, MC² Foundation; Atul Gupta, Chairman & Managing Director, Engineers India Limited (EIL) Dr. Madhukar Garg, Former President, R&D – Refining and Petrochemicals, Reliance Industries Limited; Kartikeya Dube, Chairman, bp India and Sandeep Maheshwari, CEO, MC² Foundation.

Millennium Post, Delhi, 21/08/2026
Page No: 10, Size: 10.66cm × 9.90cm

CORPORATE KALEIDOSCOPE

Dr Neeraj Mittal, Secretary, Ministry of Petroleum and Natural Gas, along with CMDs of oil and gas companies and bp India Chairman Kartikeya Dube, launched MC²+ Ignite at IIT Madras on August 19.

Hindustan Times

India Inc's Q1 performance conceals a widening divide

Abhinaba Saha
abhinaba.saha@livemint.com

India Inc delivered a stronger-than-expected earnings performance in the June quarter of FY27. But the recovery had a clear divide: large and mid-sized companies pulled ahead, while smaller firms struggled to keep pace.

Nifty 50 profits grew nearly 18% year-on-year (y-o-y), roughly twice the Street's 9% estimate, marking a sharp improvement in headline earnings momentum.

Large and mid-sized companies gained from the global commodity upcycle, strong credit growth, exports, a weaker rupee, pricing power, operating leverage, and low-cost inventories. A favourable base also amplified the gains. Volume growth accelerated too, suggesting the recovery was not purely price-led.

Yet experts note that the quality of incremental profits remains uneven, with commodities and a handful of large companies accounting for a disproportionate share of the gains. Higher raw material costs, weaker pricing power, and limited operating leverage squeezed the margins of smaller companies and held back their earnings growth.

Large and mid-sized companies pulled ahead in Q1, while smaller firms struggled with rising costs. REUTERS

The result is an earnings season that looks broad-based on the surface, but becomes increasingly uneven on closer examination.

Mint's analysis of 2,774 non-financial companies shows that India Inc.'s topline recovery in Q1 FY27 was unusually strong. Nominal revenue surged 21% y-o-y, while real revenue (inflation-adjusted) growth accelerated to nearly 17%—both recording their strongest growth in three years. The gap between the two implies that, alongside a sharp pickup in volumes, pricing and realization gains provided a significant lift to reported revenue growth.

Much of that lift came from non-ferrous metals and upstream oil companies like Hindalco and Oil and Natural Gas Corp. (ONGC), which benefited from a global commodity upcycle. Hindalco's revenue rose 26% y-o-y, helped by a sharp rise in aluminium prices amid supply deficits and strong renewable-energy demand. ONGC's revenue jumped nearly 46% as the West Asia conflict pushed crude prices to $90–100 a barrel during the quarter. As a result, profits at Hindalco nearly tripled and doubled at ONGC from a year ago, significantly boosting the Nifty 50's earnings growth.

But the topline recovery was not driven by pricing alone. India Inc also saw a sharp pickup in volumes, aided by an improving domestic consumption, which continues to benefit from the government's FY26 consumption stimulus.

Consumer tech platforms, jewellers, durables, and quick-service restaurants saw strong demand throughout the quarter, said Lokesh Manik, senior analyst at Vallum Capital.

Meanwhile, manufacturing and capex-linked sectors saw volume growth, owing to government infrastructure spending, said Pranay Aggarwal, director and chief executive officer of Stoxkart. Export-oriented companies also benefited from resilient overseas demand for niche goods, he added.

While topline growth appears broad-based and volume-led, India Inc's profit growth remains uneven. Companies with scale, differentiated products, strong brands or niche export markets are better placed to protect margins and deliver profit growth as costs rise, said Aggarwal.

That helps explain why large and mid-sized companies are recovering faster than smaller firms. Mint's analysis of a 3,271-company universe, which includes the 2,774 non-financial companies covered, shows that large companies, with revenue above ₹10,000 crore, saw revenue growth hit a three-year high of 17%, while profits rose just 2%, partly due to OMC losses. OMCs incurred a ₹18,100 crore loss in Q1 FY27, swinging from a ₹16,200 crore profit a year ago.

A Motilal Oswal Financial Services report highlights that large names such as ONGC, Hindalco, Reliance, JSW Steel, and Bharti Airtel accounted for 60% of incremental Nifty profit accretion.

Medium-sized companies with revenue of ₹1,000–10,000 crore saw their revenue grow 16%, while profits surged 24% to a six-quarter high.

Business Line, Delhi, 21/08/2026
Page No: 3, Size: 5.98cm × 24.98cm

Indian Oil finalises LPG deal with Algeria's Sonatrach

Reuters
New Delhi

Indian Oil Corp has finalised a deal with Algeria's Sonatrach to import liquefied petroleum gas (LPG) in 2027, three trade sources aware of the matter said. India is diversifying its sources of LPG, mainly used as cooking gas, to cut its reliance on West Asia after the recent blockade of the Strait of Hormuz affected energy flows,forcing the South Asian nation to ration LPG supplies.

Under the deal, IOC will be lifting one very large gas carrier containing 45,000-55,000 tonnes of LPG, a mix of propane and butane, every month.

IOC used to have a term deal with Sonatrach until a few years ago, but later the company switched to purchases from West Asia, one of the sources said.

Algeria's LPG prices are lower than Saudi Aramco Contract Price, a second source said, adding IOC's deal with Sonatrach is for lifting the cargoes on a free-on-board basis.

IOC and Sonatrach did not respond to *Reuters* emails seeking comments.

Business Line, Delhi, 21/08/2026
Page No: 3, Size: 5.98cm × 14.90cm

Mauritius signs pacts to import oil products from India

Reuters
Port Louis

Mauritius said on Thursday that it had signed agreements with India's government to import oil products, saying they were part of a "long-term supply arrangement" though it did not disclose the volumes involved or other commercial and financial terms.

The agreements were signed during a visit by Oil Minister Hardeep Puri to the East African island nation.

The sales and purchase agreement covers the supply of oil products including petrol, diesel and aviation fuel.

Tribune, Delhi, 21/08/2026

Page No: 2, Size: 21.14cm × 21.96cm

Govt offers ₹20L aid to MSMEs for cleaner generators, boilers

Targets installation of 1,400 new DG sets in Gurugram, Faridabad

BHARTESH SINGH THAKUR
TRIBUNE NEWS SERVICE

CHANDIGARH, AUGUST 20

The Haryana Government has notified a subsidy scheme under which Micro, Small and Medium Enterprises (MSMEs) can get 50% reimbursement, up to Rs 20 lakh, on the purchase of new diesel generator (DG) sets that comply with Central Pollution Control Board (CPCB) emission standards.

The scheme, notified by the Industry and Commerce Department on August 19, targets the installation of 1,400 new DG sets in Gurugram and Faridabad. MSMEs can also avail themselves of reimbursement of 50% of the cost of Retrofit Emission Control Devices, up to Rs 5 lakh, for existing DG sets.

The incentives form part of the Haryana Clean Air Project for Sustainable Development HCAPSD 2025-31, aimed at reducing industrial and urban air pollution by facilitating a shift towards cleaner fuels and technologies.

According to the HCAPSD report, the Ministry of Environment, Forest and Climate Change has estimated that stationary diesel generators account for 18% of urban pollution. The state notification notes that emissions from ageing DG sets can exceed permissible standards by up to 11 times and contribute 7-18% to ambient air pollution.

The first phase, spread over two years, will cover industrial units in Gurugram, Faridabad, Jhajjar and Sonepat. Besides purchasing new CPCB-compliant DG sets, units will be encouraged to retrofit existing generators for cleaner fuels or convert them to dual-fuel operation.

The scheme will be expanded to the remaining NCR districts in the second phase and to non-NCR areas in the third phase, with each phase lasting two years. All supported DG sets and retrofit systems will have to comply with CPCB emission norms and directions issued by the Commission for Air Quality Management.

Separately, the government has notified an assistance scheme for cleaner industrial boilers. Under it, MSMEs will get 50% of the cost, up to Rs 20 lakh, for purchasing the first 1,000 boilers operating on piped natural gas (PNG), compressed natural gas (CNG) or other gaseous fuels.

For conversion of existing boilers to PNG/CNG, financial assistance of up to 50% of the conversion cost, capped at Rs 10 lakh per unit, will be provided.

The government said industrial boilers using conventional fuels such as coal, pet coke and heavy fuel oil are significant sources of sulphur dioxide, nitrogen oxides and particulate matter. Small and micro enterprises in sectors such as chemicals, pulp and paper and sugar often depend on inefficient boilers, resulting in high fossil-fuel consumption and pollution.

CLEANER ENERGY, BIGGER INCENTIVE

- **New DG sets:** 50% cost reimbursement
- **Maximum subsidy:** ₹20 lakh
- **Initial target:** 1,400 new DG sets
- **New boilers:** 50% cost reimbursement
- **Maximum boiler subsidy:** ₹20 lakh
- **First phase boiler target:** 1,000 units
- **DG retrofit:** 50% cost, up to ₹5 lakh
- **Boiler conversion:** 50% cost, up to ₹10 lakh
- **Phase 1 districts:** Gurugram, Faridabad, Jhajjar, Sonepat

Indian Express, Delhi, 21/08/2026
Page No: 17, Size: 33.21cm × 21.03cm

NET OIL AND GAS IMPORTS IN APRIL-JULY STOOD AT $57.8 BILLION AGAINST $40.3 BILLION A YEAR AGO

Iran war pushes India's oil & gas import bill up 43%

Sukalp Sharma
New Delhi, August 20

AMID SUPPLY tightness and elevated prices due to the West Asia crisis and stifled energy flows through the Strait of Hormuz, India's net oil and gas imports surged by 43.4% in value from year-ago levels in the first four months of the current financial year, according to provisional data from the petroleum ministry. Net oil and gas imports — arrived at deducting petroleum product exports from oil, natural gas, and petroleum product imports — in April-July stood at $57.8 billion against $40.3 billion a year ago.

In volume terms, oil and liquefied natural gas (LNG) imports were only marginally higher. As for petroleum product exports, the volumes declined, while export value rose. Petroleum product imports declined in volume as well as value, although the volume decline outpaced the fall in value, which is also reflective of high prices in the international market.

India depends on imports to meet over 88% of its crude oil requirement and about half of its consumption of natural gas, which is imported as LNG. Despite depending on imported oil and gas, India is a net exporter of petroleum products due to its massive refining capacity. The country also imports some petroleum products like liquefied petroleum gas (LPG).

Around 40% of India's crude oil imports, 60% of its LNG imports, and 90% of its LPG imports came from West Asia through the strait. Apart from grappling with physical supply tightness due to the Strait of Hormuz crisis, the resultant surge in international prices forced India to import oil and gas at extremely high rates, as the country has been prioritising supply security over price considerations.

The country's crude oil import bill surged by over 56% on a year-on-year (y-o-y) basis in April-July to $63.4 billion, even as import volumes rose slightly to 81.9 million tonnes — or about 600 million barrels — from 81.5 million tonnes, as per data from the Petroleum Planning and Analysis Cell (PPAC).

This translates to an average landed price of about $106 per barrel for imported crude in April-July, sharply higher than about $68 per barrel in the corresponding period of last year. The data shows that India's dependence on imported oil for the four months ended July was 88.3%, almost flat on a y-o-y basis.

As for LNG imports, while supplies rose slightly — to 11,867 million standard cubic metres (mscm) in April-July from 11,269 mscm a year ago — the import bill rose by almost a fourth to $5.6 billion, reflecting the spurt in prices.

Petroleum product imports declined 45.1% in volume terms to 9.0 million tonnes, as supply of major petroleum products that India imports — like LPG — were impacted by the West Asia conflict. In value terms, the decline in petroleum product imports was relatively lower — down 26.3% to $5.6 billion — due to high international prices.

India's petroleum product export volumes fell almost 18% y-o-y to 16.5 million tonnes in April-July as domestic fuel supplies were prioritised amid the global supply crunch. Nonetheless, exports surged almost 35% in value.

Energy imports are a major component of India's overall imports, and any meaningful increase has ramifications for the country's trade balance, current account, inflation, and the rupee's exchange rate, among others. As India annually imports 1.8-2 billion barrels of oil, every $1-per-barrel increase in oil prices bumps up the country's oil import bill by up to $2 billion on an annualised basis.

FULL REPORT ON WWW.INDIANEXPRESS.COM

• Impact of war on energy imports

	Apr-Jul FY26	Apr-Jul FY27	Change
Oil imports (mn tn)	81.5	81.9	0.5%
Oil imports ($ bn)	40.5	63.4	56.5%
Petroleum pdt imports (mn tn)	16.4	9	-45.1%
Petroleum pdt imports ($ bn)	7.6	5.6	-26.3%
LNG imports (mscm)	11269	11867	5.3%
LNG imports ($ bn)	4.5	5.6	24.4%
Petroleum pdt exports (mn tn)	20.1	16.5	-17.9%
Petroleum pdt exports ($ bn)	12.4	16.7	34.7%
Net oil & gas imports ($ bn)	40.3	57.8	43.4%

SOURCE: PETROLEUM PLANNING AND ANALYSIS CELL (PPAC)

Pioneer, Delhi, 21/08/2026
Page No: 2, Size: 19.21cm × 10.61cm

MCD to expand waste-to-energy plants

PIONEER NEWS SERVICE
New Delhi

The Municipal Corporation of Delhi (MCD) will expand existing waste-to-energy plants and develop new such facilities to raise the city's waste-processing capacity to over 25,000 tonnes per day (TPD) by 2035, according to the Master Plan for Delhi (MPD) 2047.

The master plan, prepared by the Delhi Development Authority (DDA) and notified on Thursday, projects Delhi's municipal solid waste (MSW) generation to rise from 13,500 TPD in 2026 to 25,764 TPD by 2047. The master plan suggests that the increase is driven by population growth and rising per capita waste generation, which is estimated to increase from the current 0.597 kg per day to 0.783 kg per day by 2047.

Against this, the MPD 2047 projects MCD's processing capacity to rise to 25,392 TPD by 2035 and remain at that level through 2047, resulting in a shortfall of 372 TPD relative to projected generation for that year, as per the master plan.

At present, around 7,642 TPD of waste is processed, while nearly 5,858 TPD is sent to landfill sites, according to the document.

According to the MPD 2047, MCD's existing waste processing facilities include the 1,950 TPD waste-to-energy (WtE) plant at Okhla, the 2,400 TPD integrated waste processing facility at Narela-Bawana, the 1,300 TPD WtE plant at Ghazipur and the 2,000 TPD plant at Tehkhand.

The city also has a 100 TPD compressed biogas plant at Ghoga Dairy operated by Indraprastha Gas Limited (IGL), besides composters, decentralised compost pits and Material Recovery Facilities.

The MPD roadmap aims to take processing capacity to 15,292 TPD by December 2028 through new plants and expansion of existing facilities. It proposes new 3,000 TPD and 2,000 TPD WtE plants at Narela-Bawana and Ghazipur, respectively. The Okhla plant is proposed to be expanded to 2,950 TPD by March 2027, while Tehkhand's capacity is to rise to 3,000 TPD by December 2027.

Compressed Biogas and bio-CNG plants are also planned at Ghazipur and Okhla. The document states that the MCD has separately invited bids for an integrated fresh-waste processing facility with a minimum capacity of 5,900 TPD on land reclaimed after biomining of legacy waste at its landfill sites.

Facilities are planned at Bhalswa, Shinghola, Okhla, Bawana and Ghazipur. Work orders for the Shinghola and Ghazipur facilities were awarded on June 16, with both expected to become operational by October 31, the plan states.

The MPD 2047 notes that Bhalswa, Ghazipur and Okhla, Delhi's three major landfill sites, have exceeded their designed capacity.

The master plan calls for reducing dependence on landfills through biomining, waste processing and recovery of recyclable material. New landfill sites will be discouraged and, if required, will be restricted to inert waste under sanitary landfilling norms. Inert waste is solid waste that is neither chemically nor biologically reactive.

Land reclaimed after biomining is proposed to be used for green and recreational purposes as well as some new waste-processing facilities, MPD 2047 states.

Pioneer, Delhi, 21/08/2026
Page No: 14, Size: 15.64cm × 11.96cm

MC^2+ launches ignite programme to back deep-tech startups in India's energy sector

PIONEER NEWS SERVICE
New Delhi

MC^2+, a brand of MC^2 Foundation, has launched MC^2+ Ignite, a sector-specific accelerator programme designed to support deep-tech startups building technologies for India's energy sector. With the vision and drive of the Ministry of Petroleum & Natural Gas (MoPNG), MC^2 Foundation has come up strongly in a very short period of time with the launch of MC^2+ Ignite. The coming together of all the CMDs itself shows how deeply MoPNG is invested in this initiative.

On August 19, Neeraj Mittal, Secretary, MoPNG, along with the CMDs of all Oil & Gas companies and the Chairman, bp India, launched MC^2+ Ignite at IIT Madras.

Addressing the gathering, Neeraj Mittal, Secretary, MoPNG, and Chairman, MC^2 Foundation, said that MC^2 Foundation was set up to pool the technology problem statements of India's oil and gas energy majors onto a single platform, connect them directly to academic research and start-ups, and back the resulting ventures to global scale.

Explaining the need, Mittal pointed to the fragmentation the Foundation was created to end — "Several of our companies can be working on the very same catalyst at the same time. That is duplication of work, of investment and of bureaucracy — and it comes with no direct interface to the institutions where the research is actually happening."

The stakes, he said, are foundational — "If there is no energy, there is no life, no economy, no business, no food and no water." He was clear that the ambition must extend beyond the domestic market — "We cannot become a Viksit Bharat by focusing on the Indian market alone. We have to produce at a global scale — that is how costs come down."

Addressing the founders present, he committed MC^2 to the full journey — "We will be with you through the entire cycle — mentorship that is both technical and managerial, help with funds, and the visibility that a PSU will procure your product when it is ready. You should not have to worry about whether a market exists."

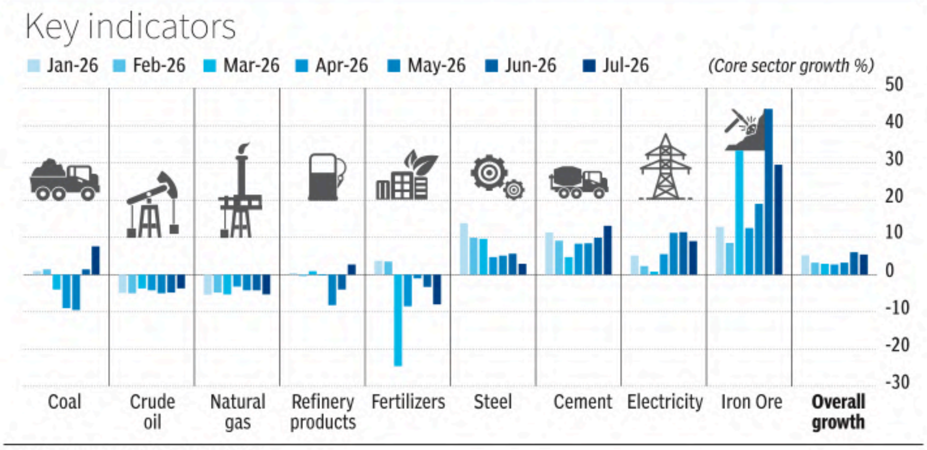
The launch witnessed the participation of senior leadership from across the energy sector including Arun Kumar Singh, Chairman & CEO, ONGC; Ranjit Rath, CMD, Oil India Limited; AS Sahney, Chairman, IOCL; Sanjay Khanna, CMD, BPCL and Director, MC^2 Foundation; Vikas Kaushal, CMD, HPCL and Director, MC^2 Foundation; Atul Gupta, CMD, Engineers India Limited; Madhukar Garg, Former President, R&D - Refining and Petrochemicals, Reliance Industries Limited; Kartikeya Dube, Chairman, bp India; and Sandeep Maheshwari, CEO, MC^2 Foundation.

Business Line, Delhi, 21/08/2026
Page No: 3, Size: 25.43cm × 27.65cm

Core sector output growth eases to 5.4 per cent in July

MIXED BAG. Iron ore, cement, power expand while natural gas, crude output dip

Our Bureau
New Delhi



Source: Commerce & Industry Ministry

Nine key infrastructure sectors' output rose by 5.4 per cent in July as against 6 per cent in June, official data for the Index of Core Industries (ICI) released on Thursday showed.

The growth rate was 3.2 per cent in the same month of last year. These nine sectors include coal, iron ore, crude oil, natural gas, refinery products, fertilizers, steel, cement and electricity. As these have more than 40 per cent share in the Index of Industrial Production, based on this data, experts feel that the growth of factory output may be lower in July. Overall industrial growth data for July will be announced on August 28.

GROWTH DRIVERS

According to an official statement, iron ore, cement, electricity, coal, steel, and refinery products observed growth rate of 29.5 per cent, 13.1 per cent, 9 per cent, 7.6 per cent, 2.9 per cent, and 2.7 per cent, respectively, whereas natural gas, crude oil and fertilizers witnessed negative growth in July. Iron ore, electricity, and cement have been the major drivers of overall growth of ICI during recent months. Cumulative growth rate of ICI during April-July 2026 was 4.3 per cent compared to 1.5 per cent in the corresponding period of the previous year.

Aditi Nayar, Chief Economist at ICRA, said the growth in iron ore output moderated sharply to 29.5 per cent in July from 44.5 per cent in June, owing to an unfavourable base, while remaining quite strong. This alone exerted a downward pressure to the tune of 95 bps on the core output print in July relative to the previous month. Besides, electricity generation and steel output also witnessed a slower growth in July *vis-à-vis* June 2026, while fertilizer and crude oil saw a steeper contraction. Fertilizer output has contracted for the fifth consecutive month, reflecting the impact of the West Asia conflict.

COAL OUTPUT GROWS

Refinery products output expanded for the first time in four months in July, although the pace of growth was muted at just 2.7 per cent.

While growth in coal output touched an 11-month high of 7.6 per cent in July, cement output expanded by a 7-month high of 13.1 per cent in the month, suggesting that construction activity likely remained healthy.

The replenishment of inventory after the extended period for construction activity in June owing to the sizeable monsoon deficit in the month is likely to have supported cement output in.

"Given the trends in core output, we expect the IIP growth to moderate to 6-6.5 per cent in July from 7.3 per cent in June," Nayar said.

Economic Times, Delhi, 21/08/2026

Page No: 9, Size: 29.71cm × 23.79cm

July Core Growth Down to 5.4% as Iron Ore, Power Lose Steam

Steel growth moderates; West Asia crisis hits fertiliser and crude output

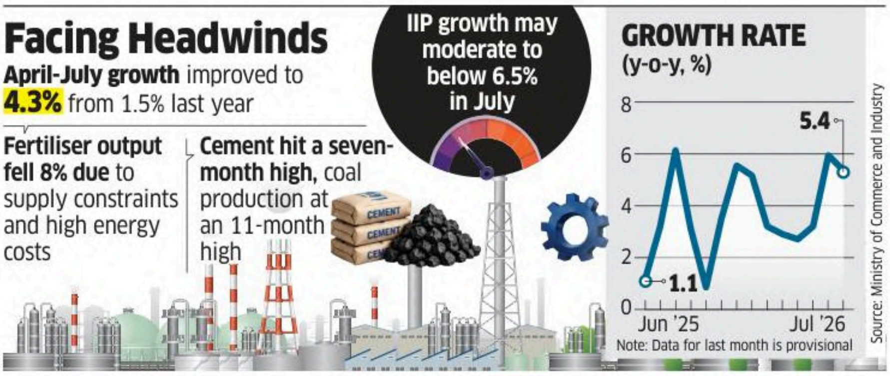
Our Bureau

New Delhi: India's core sector output grew 5.4% year-on-year in July, slowing from 6% in June, as growth in iron ore, electricity and steel moderated while fertiliser and crude oil production contracted, according to official data released on Thursday.

July data is the second release under a revised index with 2022-23 as the new base year, replacing 2011-12. The updated series also includes iron ore, taking the number of core industries to nine. India Ratings and Research (Ind-Ra) expects growth in core industries to slow further to below 5%, mainly due to an unfavourable base effect. Despite the moderation, cumulative growth during April-July rose to 4.3%, compared with 1.5% in the same period last year.

Iron ore production recorded the highest growth at 29.5% in July, although it slowed from 44.5% in June. "The growth in iron ore output moderated sharply in July, owing to an unfavourable base, while remaining quite strong. This alone exerted a downward pressure to the tune of 95 basis points on the core output print in July relative to the previous month," said Aditi Nayar, chief economist at ICRA. Fertiliser output declined for the fifth consecutive month, falling 8% year-on-year in July compared with a 3.3% decline in June, reflecting the impact of the West Asia conflict. "Supply-side issues – reduced gas supply and high energy cost – have been adversely impacting fertiliser production, following the West Asia conflict outbreak," said Devendra Pant, chief economist, Ind-Ra.

Crude oil production contracted 5.3% in July from 4.2%, while natural gas output fell to 3.7% from 4.8% over the same period. Cement production expanded to a seven-month high of 13.1% year-on-year in July compared with 9.9% in the month before. "The replenishment of inventory after the extended period for construction activity in June owing to the sizeable monsoon deficit in the month is likely to have supported cement output in July," said Nayar. Steel output grew 2.9% year-on-year in July, lower than 5.6% in June. Coal production grew to an 11-month high of 7.6% in July from 1.4% in June while electricity grew 9% compared with 11.4%. ICRA expects IIP growth to moderate to 6-6.5% in July while Ind-Ra projects less than 6% compared with 7.3% growth in June.



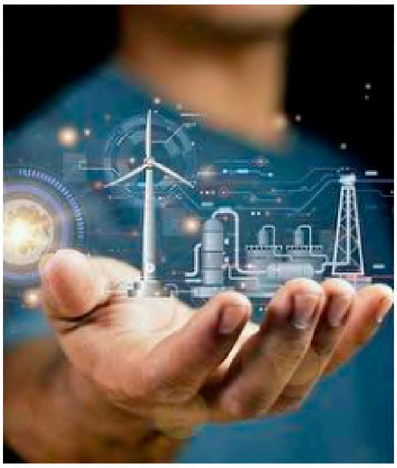
Business Line, Delhi, 21/08/2026
Page No: 11, Size: 12.46cm × 19.68cm

MoPNG launches deep tech start-ups accelerator

Our Bureau
Chennai

The Petroleum Secretary, along with the CMDs of all oil giants, launched "MC²+ Ignite: India's Flagship Energy Innovation Accelerator". The MC² Foundation, a non-governmental private entity under the aegis of the Ministry of Petroleum and Natural Gas (MoPNG), launched 'MC²+ Ignite', a sector-specific accelerator programme to support deep-tech start-ups focused on the energy sector.

The programme was launched by the Secretary, MoPNG, along with Kartikeya Dube, Chairman, bp India, and the Chairman and Managing Directors (CMDs) of all oil and gas companies at the IIT-Madras campus.



FIRST COHORT

MC²+ Ignite will select a cohort of approximately 30 start-ups, who will be eligible for up to ₹2 crore in milestone-linked convertible funding.

DECENTRALISED MODE

Neeraj Mittal, Secretary, MoPNG, and Chairman, MC² Foundation, said that the programme will operate in a decentralised model, having its hub in Delhi and nodes within their R&D centres of various sponsoring companies in the oil and gas sector providing access to real pilot sites.

Mint, Delhi, 21/08/2026
Page No: 1, Size: 52.52cm × 63.50cm

E20 fears fuel sales of premium petrol

Sales of branded fuel up threefold as users look to shield vehicles

Rituraj Baruah & Dhirendra Kumar
NEW DELHI

Worried that regular ethanol-blended petrol could hurt vehicle mileage and engine life, consumers are increasingly trading up to premium, high-octane petrol, driving its share of sales to 12-15% from about 4% in March, according to petrol pump dealers and industry executives.

The shift is notable because premium petrol is also blended with 20% ethanol. Consumers are nevertheless paying ₹110-115 a litre for higher-octane variants such as Indian Oil Corp.'s XP95, Bharat Petroleum Corp.'s Speed and Hindustan Petroleum Corp.'s Power95, commonly known as "branded petrol", compared with about ₹102 for regular petrol, in the belief that their higher octane rating and additive packages can mitigate some of the problems they associate with E20.

"Both fuels contain 20% ethanol, but due to its higher octane rating, the impact on mileage is negligible," said Prabhat Kumar Singh, president of the Bihar Petroleum Dealers Association (BPDA), which counts 4,500 fuel retail outlets as members. "Also, the availability of the fuel at almost every retail outlet has helped increase its sales threefold."

REUTERS

BLENDING WOES

PREMIUM PLAY

CONSUMERS wary that E20 petrol can hurt vehicle mileage

SHARE of premium, high-octane petrol sales rose to 12-15%

ENQUIRIES for Octane 100 have also increased

Demand gathered pace in recent weeks as concerns over E20's impact on vehicles persist, even as the government maintains that the fuel is safe and has no significant adverse impact on vehicle performance. Dealers expect demand for premium petrol to rise further unless consumers are given more choice, including access to E10 or ethanol-free petrol.

"The demand for Octane 95 petrol was around 4-5% earlier, now it is around 15% on an average," a New

TURN TO PAGE 6

Mint, Delhi, 21/08/2026
Page No: 1, Size: 63.50cm × 27.86cm

High-octane, premium petrol demand jumps 3x on E20 woes

FROM PAGE 1

Delhi-based fuel retail pump dealer said on condition of anonymity. "Even a daily commuter using an entry-level bike now asks for this expensive variant."

Monty Sehgal, national spokesperson of the Federation of All India Petroleum Traders, which represents over 80,000 pumps, said Octane 95 now is over 12% of their sales, and a proportionate drop has been seen in regular petrol sales.

"As the demand for ethanol-free petrol grows, the Centre can look at making this variant either ethanol-free or E10 (blended with 10% ethanol)," Sehgal said. "This would not require any infrastructure change or logistical issue as the blending is done at the depots and they would just have to lower the blending for one variant."

Meanwhile, enquiries for Octane 100, an ethanol-free fuel with a higher additive content, have also increased, although actual sales remain limited because of scarce availability and its steep price of ₹160-170 a litre. Retailers estimate that the fuel accounts for about 1% of overall petrol sales.

"We have seen instances where people have come up with innovative ideas and fill half the tank with Octane 95 or the regular fuel, and the other half with Octane 100," said the Delhi retailer cited above.

The Union government's chief economic adviser V. Anantha Nageswaran had also pitched for reintroducing E10. "Restoring a lower blend at the pumps, say, E10, alongside the option to buy E20, would calm most public concern," he wrote recently in *The Indian Express*.

There is also a surge in diesel sales, implying a parallel consumer shift from petrol to diesel, which is free of blending so far. HT

Even oil marketing companies (OMCs) are sensing the shift. "There has been an increase in the premium petrol demand in the last few months, but that has not led to a massive jump in overall petrol sales," said an executive with an OMC, who did not want to be named, adding that along with the shift to high-octane petrol, there is also a surge in diesel sales, implying a parallel consumer shift from petrol to diesel, which is free of blending so far.

Data from the government's Vahan portal showed that diesel car sales jumped to 71,385 units in July 2026 from 64,853 in June.

Queries emailed to the state-run OMCs, and the ministries of petroleum & natural gas, and road transport & highways, remained unanswered.

Calls for providing additional options to consumers have grown, with consumer organizations and opposition political parties questioning the government over the alleged impact on vehicles and fuel efficiency.

Federation of All India Petroleum Traders' Monty Sehgal said that Octane 95 now is over 12% of their sales

Ashim Sanyal, managing trustee of Consumer Voice, pointed out that a vehicle is a significant asset for most consumers, and they naturally prefer fuel that they believe can support better engine performance and longevity. "It would be useful for policymakers to keep these consumer concerns in mind as the country moves towards higher ethanol blending," Sanyal said.

Kirit Parikh, former member (energy) at the erstwhile Planning Commission, said there needs to be clarity on the impact of ethanol-blended fuel on engines, and consumers need to be offered such fuels at cheaper rates to make up for any additional maintenance cost.

rituraj.baruah@livemint.com

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FULL REPORT ON WWW.INDIANEXPRESS.COM

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Petroleum pdt imports ($ bn)	7.6	5.6	-26.3%
LNG imports (mscm)	11269	11867	5.3%
LNG imports ($ bn)	4.5	5.6	24.4%
Petroleum pdt exports (mn tn)	20.1	16.5	-17.9%
Petroleum pdt exports ($ bn)	12.4	16.7	34.7%
Net oil & gas imports ($ bn)	40.3	57.8	43.4%

SOURCE: PETROLEUM PLANNING AND ANALYSIS CELL (PPAC)

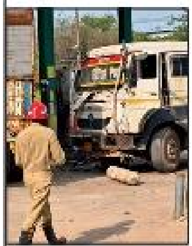
INDIAN OIL SIGNS FUEL SUPPLY DEAL WITH MAURITIUS

INDIAN OIL ON Thursday said it had signed a multi-year fuel supply agreement with Mauritius' State Trading Corporation, deepening energy ties between the two countries and securing an export outlet for India's largest refiner. The agreement, backed by both governments, underscores India's push to expand its energy footprint in the Indian Ocean region as it competes with China for influence among island nations. IOC said on X the agreement covers a five-year supply of petroleum products to the Mauritian state buyer and forms part of a government-to-government memorandum of understanding on cooperation in petroleum and gas, biofuels, sustainability and other emerging energy areas.

Navbharat Times, Delhi, 21/08/2026
Page No: 2, Size: 6.77cm × 12.65cm

ट्रक में तय संख्या से ज्यादा सिलिंडर!

■ **NBT रिपोर्ट, नई दिल्ली:** टिकरी कलां मेट्रो स्टेशन के पास सीएनजी पंप पर हुए हादसे को लेकर IGL ने कहा है कि शुरुआती जांच में ट्रक में तय संख्या से अधिक सीएनजी सिलिंडर लगे होने की आशंका सामने आई है। आईजीएल के मुताबिक, हादसे में शामिल ट्रक सीएनजी भरवाने के लिए स्टेशन आया था। दस्तावेजों के अनुसार ट्रक में अधिकतम छह सीएनजी सिलिंडर ले जाने की अनुमति थी। हालांकि, शुरुआती जांच में ऐसे संकेत मिले हैं कि हादसे के समय वाहन में कुछ अतिरिक्त सिलिंडर लगाए गए थे।



Hindustan, Delhi, 21/08/2026
Page No: 5, Size: 15.21cm × 9.05cm

अतिरिक्त सिलेंडर में हुआ था विस्फोट

फॉलोअप

■ मुंडका पुलिस की प्राथमिक जांच के दौरान यह बात सामने आई

नई दिल्ली, प्रमुख संवाददाता। सीएनजी पम्प पर गैस भरने के दौरान ट्रक के अतिरिक्ति सिलेंडर में विस्फोट हुआ था। मुंडका पुलिस की प्राथमिक जांच के दौरान बात सामने आई है।

हालांकि, इसकी एफएसएल एवं क्राइम टीम से पुष्टि के बाद ही स्थिति स्पष्ट हो सकेगी। पुलिस ने हादसे में मारे गए तीनों युवक मनीष, सन्नी और ब्रह्मजीत के शवों को पोस्टमार्टम के बाद परिजनों को सौंप दिया है। इसके बाद अंतिम संस्कार कर दिया गया। जांच से जुड़े सूत्रों ने बताया कि जब हरियाणा नंबर का ट्रक सीएनजी पम्प पर आया तो मनीष गैस भरने के लिए गया था। प्रत्यक्षदर्शियों और प्राथमिक जांच में सामने आया है कि ट्रक का सीएनजी सिलेंडर अलग से लगा हुआ था। ऐसा माना जा रहा है कि ट्रक ने निर्धारित संख्या से अधिक सिलेंडर लगाए थे। जांच से जुड़े पुलिस अधिकारी ने बताया कि लम्बी दूरी पर जाने वाले ट्रक ईंधन क्षमता बढ़ाने के लिए बाजार से अतिरिक्त सिलेंडर लगा लेते हैं।

ट्रक चालक हुआ था घायल: पुलिस टीम अतिरिक्त सीएनजी सिलेंडर की जांच कर रही है और ऐसा होने पर उसे लगाने वाली संस्था की जानकारी हासिल की जाएगी। पुलिस अधिकारी ने बताया कि जांच में ट्रक का बीमा, प्रदूषण प्रमाणपत्र और फिटनेस टेस्ट अवधि आदि सब ठीक थे। फिलहाल ट्रक का चालक भी हादसे में घायल हो गया था, जिसका इलाज चल रहा है।

Navbharat Times, Delhi, 21/08/2026
Page No: 2, Size: 18.20cm × 12.86cm

जिस CNG पंप पर पहले गैस लीकेज, वहीं हादसे में 3 मौतें

■ **नवीन निश्चल, बाहरी दिल्ली**

टिकरी कलां मेट्रो स्टेशन के पास बुधवार को जिस CNG पंप पर हादसे में तीन लोगों की मौत हुई, वहां कुछ दिन पहले पाइप से गैस लीकेज सामने आया था। तीनों मृतकों मनीष, सनी और ब्रह्मजीत के परिजनों ने गुरुवार को बताया कि लीकेज के कारण सभी कर्मचारियों को दो दिन की छुट्टी देकर घर भेजा गया था। हालांकि, लीकेज ठीक हुआ या नहीं, इसकी जानकारी नहीं थी। तीनों शवों का संजय गांधी मेमोरियल हॉस्पिटल में पोस्टमॉर्टम कराकर परिजनों को सौंप दिया गया। मनीष के भाई गोलू ने बताया कि हादसे में उसका एक हाथ कट गया था लेकिन वह जिंदा था। उसे अस्पताल ले जा रही एंबुलेंस रास्ते में करीब आधे घंटे तक खराब रही। दूसरी एंबुलेंस से अस्पताल पहुंचने पर डॉक्टरों ने उसे मृत घोषित कर दिया। गोलू ने बताया कि मनीष परिवार का इकलौता कमाने वाला था और उसके छोटे बच्चे हैं। रिश्तेदार सत्येंद्र श्रीवास्तव ने परिवारों को आर्थिक मदद देने की मांग की।

पोस्टमॉर्टम के बाद एक साथ निकले तीनों के शव

अस्पताल के बाहर खड़े परिजन

सनी के भाई ने बताया कि हादसे के बाद सनी होश में था। नजदीकी अस्पताल ले जाने पर जान बच सकती थी। ब्रह्मजीत के भाई ने बताया कि हादसे के बाद वह खुद की गाड़ी से जीवन ज्योति हॉस्पिटल पहुंचे, जहां डॉक्टर ने ब्रह्मजीत को मृत घोषित कर दिया।

Jansatta, Delhi, 21/08/2026

Page No: 3, Size: 8.36cm × 12.28cm

सीएनजी स्टेशन पर विस्फोट का मामला

अतिरिक्त सिलेंडर का लगना हो सकता है कारण : आइजीएल

जनसत्ता संवाददाता
नई दिल्ली, 20 अगस्त।

बाहरी दिल्ली के टिकरी कलां इलाके में एक ट्रक के सीएनजी सिलेंडर में गैस भरने के दौरान बुधवार को विस्फोट हो गया था और इस बात की आशंका है कि वाहन में अतिरिक्त सिलेंडर लगाने के कारण यह घटना हुई है। इस धमाके में तीन लोगों की मौत हो गई थी। इंद्रप्रस्थ गैस लिमिटेड (आइजीएल) ने गुरुवार को एक बयान में इसकी जानकारी दी।

राजधानी में प्राकृतिक गैस की आपूर्ति करने वाली कंपनी आइजीएल ने कहा कि प्रारंभिक जांच में पता चला है कि ट्रक में केवल छह सीएनजी सिलेंडर लगाने की क्षमता थी। हालांकि, ऐसा प्रतीत होता है कि घटना के समय वाहन में कुछ अतिरिक्त सिलेंडर लगाए गए थे। आइजीएल ने कहा कि इन अतिरिक्त सिलेंडर की वैधता और घटना के वास्तविक कारण की जांच संबंधित प्राधिकरणों द्वारा की जा रही है। कंपनी ने बुधवार को हुए इस विस्फोट में लोगों की मौत पर गहरी संवेदना व्यक्त की और कहा कि वह प्रभावित परिवारों तथा लोगों की जरूरतों के प्रति संवेदनशील है।

आइजीएल ने अपने बयान में कहा कि आइजीएल ऐसी घटनाओं के मामले में लागू सभी प्रोटोकाल का पालन कर रहा है। इस हादसे में मारे गए तीनों लोग ईंधन स्टेशन के कर्मचारी थे। इनके अलावा तीन अन्य लोग घायल हुए हैं। यह विस्फोट उस समय हुआ, जब ट्रक के सीएनजी सिलेंडर में गैस भरी जा रही थी। वहीं, दूसरी ओर विस्फोट के मामले में मुंडका थाना पुलिस ने प्राथमिकी दर्ज कर ली है। पुलिस सीएनजी विशेषज्ञ और परिवहन विभाग के स्थानीय अधिकारियों की रिपोर्ट का इंतजार कर रही है।

Punjab Kesari, Delhi, 21/08/2026
Page No: 11, Size: 10.58cm × 9.84cm

भारत ने कच्चे तेल की आपूर्ति में विविधता के लिए किया वेनेजुएला का रुख

नई दिल्ली, (पंजाब केसरी) : ईरान संघर्ष और होर्मुज जलडमरूमध्य से जुड़ी बाधाओं के बीच भारत कच्चे तेल की आपूर्ति के स्रोतों में विविधता लाने के लिए लातिन अमेरिका का रुख कर रहा है। जहाजों की आवाजाही पर नजर रखने वाले 'केप्लर' के आंकड़ों से यह जानकारी मिली है। आंकड़ों के अनुसार, अगस्त में भारत के वेनेजुएला से कच्चे तेल के आयात में तेज वृद्धि हुई है और यह दक्षिण अमेरिकी देश भारत का चौथा सबसे बड़ा आपूर्तिकर्ता बन गया है। वेनेजुएला से आपूर्ति करीब 4,44,000 बैरल प्रतिदिन (बीपीडी) रही जो इराक के 1,18,000 बीपीडी और अमेरिका के 1,53,000 बीपीडी से अधिक है।

अप्रैल में आयात फिर शुरू होने के बाद से भारत के आपूर्ति विविधीकरण में वेनेजुएला की हिस्सेदारी तेजी से बढ़ी है। पश्चिम एशिया से आपूर्ति बाधित होने के बाद भारतीय रिफाइनरियों ने रूसी तेल पर भारी निर्भरता बनाए रखते हुए वेनेजुएला, ब्राजील और अफ्रीका से कच्चे तेल की खरीद बढ़ाई है।

रूस अब भी भारत का सबसे बड़ा आपूर्तिकर्ता बना हुआ है। जून-जुलाई में रूस से कच्चे तेल का आयात करीब 26 लाख बीपीडी तक पहुंच गया था, जो भारत के कुल कच्चे तेल आयात का आधे से अधिक था।

Veer Arjun, Delhi, 21/08/2026
Page No: 11, Size: 18.57cm × 19.08cm

भारत ने कच्चे तेल की आपूर्ति में विविधता के लिए किया वेनेजुएला का रुख

नई दिल्ली, (भाषा)। ईरान संघर्ष और होर्मुज जलडमरूमध्य से जुड़ी बाधाओं के बीच भारत कच्चे तेल की आपूर्ति के स्रोतों में विविधता लाने के लिए लातिन अमेरिका का रुख कर रहा है। जहाजों की आवाजाही पर नजर रखने वाले केप्लर के आंकड़ों से यह जानकारी मिली है।

आंकड़ों के अनुसार, अगस्त में भारत के वेनेजुएला से कच्चे तेल के आयात में तेज वृद्धि हुई है और यह दक्षिण अमेरिकी देश भारत का चौथा सबसे बड़ा आपूर्तिकर्ता बन गया है। वेनेजुएला से आपूर्ति करीब 4,44,000 बैरल प्रतिदिन (बीपीडी) रही जो इराक के 1,18,000 बीपीडी और अमेरिका के 1,53,000 बीपीडी से अधिक है। अप्रैल में आयात फिर शुरू होने के बाद से भारत के आपूर्ति विविधीकरण में वेनेजुएला की हिस्सेदारी तेजी से बढी है। पश्चिम एशिया से आपूर्ति बाधित होने के बाद भारतीय रिफाइनरियों ने रूसी तेल पर भारी निर्भरता बनाए रखते हुए वेनेजुएला, ब्राजील और अफ्रीका से कच्चे तेल की खरीद बढ़ाई है।रूस अब भी भारत का सबसे बड़ा आपूर्तिकर्ता बना हुआ है और अगस्त में वहां से आयात करीब 20 लाख बीपीडी रहा। जून-जुलाई में रूस से कच्चे तेल का आयात करीब 26 लाख बीपीडी तक पहुंच गया था, जो भारत के कुल कच्चे तेल आयात का आधे से अधिक था। इससे पश्चिम एशिया के पारंपरिक आपूर्ति मार्गों में बाधा के खिलाफ कुछ हद तक सुरक्षा मिली। कच्चा तेल वह कच्चा माल है जिसे रिफाइनरियां पेट्रोल और डीजल जैसे ईंधनों में बदलती हैं। केप्लर के विश्लेषक सुमित रितोलिया ने कहा, भारत एक साथ कई मोर्चों पर काम कर रहा है।

Amar Ujala, Delhi, 21/08/2026
Page No: 2, Size: 15.77cm × 10.61cm

2047 में दिल्ली में रोज निकलेगा 25,764 टन कूड़ा

अभी 13,500 टन कचरा निकलता है, आधे से भी कम का होता है प्रसंस्करण, निपटारे का बनेगा मॉडल

अमर उजाला ब्यूरो

नई दिल्ली। आबादी और शहरीकरण के विस्तार के साथ वर्ष 2047 तक दिल्ली के सामने सबसे बड़ी चुनौतियों में से एक ठोस कचरे के निस्तारण की होगी। मास्टर प्लान 2047 में अनुमान लगाया गया है कि दिल्ली में ठोस कचरा मौजूदा करीब 13,500 टन प्रतिदिन से बढ़कर वर्ष 2047 तक 25,764 टन प्रतिदिन पहुंच सकता है। यानी अगले कुछ वर्षों में राजधानी में रोजाना निकलने वाले कचरे की मात्रा करीब दोगुनी होने की संभावना है।

मास्टर प्लान में इस बढ़ते कचरे को केवल लैंडफिल में डालने के बजाय प्रसंस्करण, ऊर्जा उत्पादन, जैविक कचरे से गैस बनाने और निर्माण मलबे के पुनर्चक्रण पर जोर दिया गया है। इसके लिए अलग-अलग तरह के कचरे के निस्तारण की क्षमता विकसित करने का खाका तैयार किया गया है। मास्टर प्लान के आंकड़ों के मुताबिक दिल्ली में वर्तमान में निकलने वाले कचरे का करीब 47.5 प्रतिशत ही प्रसंस्कृत किया जा रहा है। यानी आधे से अधिक कचरे के लिए निस्तारण की चुनौती बनी हुई है। बड़ी मात्रा में कचरा अभी भी राजधानी के प्रमुख लैंडफिल स्थलों पर पहुंचता है। दिल्ली में भलस्वा, गाजीपुर और ओखला लंबे समय से कचरा निस्तारण के प्रमुख केंद्र रहे हैं। मास्टर प्लान 2047 की दिशा पुराने लैंडफिल मॉडल से आगे बढ़कर कचरे को संसाधन में बदलने की है।

गाजीपुर लैंडफिल साइट। -उजाला फोटो

कचरे से बिजली बनाने की क्षमता बढ़ेगी

2047 की जरूरतों को देखते हुए मास्टर प्लान में दो नए वेस्ट-टू-एनर्जी संयंत्र प्रस्तावित किए गए हैं। इन दोनों संयंत्रों की कुल क्षमता 5,000 टन प्रतिदिन होगी। इसका मकसद ऐसे कचरे का इस्तेमाल करना है जिसे सामान्य तरीके से दोबारा उपयोग या पुनर्चक्रित करना संभव नहीं है। इससे एक तरफ लैंडफिल पर जाने वाले कचरे की मात्रा कम होगी, वहीं दूसरी तरफ कचरे से ऊर्जा उत्पादन को बढ़ावा मिलेगा।

गीले और जैविक कचरे से बनेगी गैस : मास्टर प्लान 2047 में जैविक कचरे के लिए भी अलग व्यवस्था पर जोर दिया गया है। इसके तहत चार बायो-सीएनजी/सीबीजी संयंत्र प्रस्तावित किए गए हैं, जिनकी कुल क्षमता 2,000 टन प्रतिदिन होगी। जैविक कचरे को गैस में बदलने की दिशा में काम किया जाएगा।

Dainik Savera, Delhi, 21/08/2026
Page No: 7, Size: 19.53cm × 17.28cm

कच्चे तेल की आपूर्ति में विविधता के लिए भारत ने किया वेनेजुएला का रुख

सवेरा न्यूज

नई दिल्ली, 20 अगस्त : ईरान संघर्ष और होर्मुज जलडमरूमध्य से जुड़ी बाधाओं के बीच भारत कच्चे तेल की आपूर्ति के स्रोतों में विविधता लाने के लिए लातिन अमरीका का रुख कर रहा है। जहाजों की आवाजाही पर नजर रखने वाले 'कैप्लर' के आंकड़ों से यह जानकारी मिली है। आंकड़ों के अनुसार, अगस्त में भारत के वेनेजुएला से कच्चे तेल के आयात में तेज वृद्धि हुई है और यह दक्षिण अमरीकी देश भारत का चौथा सबसे बड़ा आपूर्तिकर्ता बन गया है। वेनेजुएला से आपूर्ति करीब 4,44,000 बैरल प्रतिदिन (बीपीडी) रही जो इराक के 1,18,000 बीपीडी और अमरीका के 1,53,000 बीपीडी से अधिक है। अप्रैल में आयात फिर शुरू होने के बाद से भारत के आपूर्ति विविधीकरण में वेनेजुएला की हिस्सेदारी तेजी से बढ़ी है। पश्चिम एशिया से आपूर्ति बाधित होने के बाद भारतीय रिफाइनरियों ने रूसी तेल पर भारी निर्भरता बनाए रखते हुए वेनेजुएला, ब्राजील और अफ्रीका से कच्चे तेल की खरीद बढ़ाई है। रूस अब भी भारत का सबसे बड़ा आपूर्तिकर्ता बना हुआ है और अगस्त में वहां से आयात करीब 20 लाख बीपीडी रहा।

कैप्लर के विश्लेषक सुमित रितोलिया ने कहा, भारत एक साथ कई मोर्चों पर काम कर रहा है। इसमें जहां संभव हो, घरेलू स्तर पर तेल उत्पादन बढ़ाना, विदेशों से कच्चे तेल के आपूर्तिकर्ताओं तथा परिवहन मार्गों में विविधता लाना, रणनीतिक एवं वाणिज्यिक भंडार तैयार करना और गैस, जैव ईंधन, इलेक्ट्रिक वाहन तथा नवीकरणीय ऊर्जा जैसे विकल्पों को बढ़ावा देना शामिल है। उन्होंने कहा कि मौजूदा घटनाक्रम से एक व्यापक रणनीति उभर रही है। भारत निकट भविष्य में तेल से दूर नहीं जा रहा है बल्कि आपूर्तिकर्ताओं एवं परिवहन विकल्पों का दायरा बढ़ाकर अपनी जरूरत के कच्चे तेल की आपूर्ति को अधिक सुरक्षित और मजबूत बनाने की कोशिश कर रहा है।