Janwani, Meerut, 28/10/2026
Page No: 5, Size: 18.86cm × 17.30cm

शहर की 50 कॉलोनियां एलपीजी मुक्त, पाइप गैस नेटवर्क बढ़ा

गेल गैस के 65 हजार कनेक्शन, इसी साल लगाए गए 10 हजार

● जनवाणी संवाददाता, मेरठ

मेरठ की 50 कॉलोनियों में अब रसोई गैस के लिए सिलेंडर की जगह पाइप से आने वाली गैस को बढ़ावा दिया जा रहा है। गेल गैस लिमिटेड ने इन कॉलोनियों को एलपीजी मुक्त क्षेत्र घोषित किया है। शहर में पाइपलाइन का नेटवर्क बढ़ने के साथ अब मोहनपुरी, विजय नगर और चौधरी चरण सिंह विश्वविद्यालय व एलएलआरएम मेडिकल कॉलेज परिसर भी इस अभियान से जुड़ गए हैं। कंपनी के मुताबिक, जनप्रतिनिधियों और शिक्षण संस्थानों के सहयोग से पाइप वाली गैस का इस्तेमाल बढ़ाने की मुहिम आगे बढ़ रही है।

गेल गैस लिमिटेड, मेरठ के महाप्रबंधक विनय कुमार ने बताया कि पेट्रोलियम और प्राकृतिक गैस मंत्रालय ने मार्च 2026 में गजट जारी कर उन क्षेत्रों में पाइप से प्राकृतिक गैस के इस्तेमाल को बढ़ावा देने के निर्देश दिए थे, जहां भूमिगत गैस पाइपलाइन का नेटवर्क उपलब्ध है। इसी के तहत कंपनी ने करीब दो महीने पहले 50 कॉलोनियों को एलपीजी मुक्त क्षेत्र घोषित किया था।

राज्यसभा सांसद डॉ. लक्ष्मीकांत वाजपेयी के सहयोग से मोहनपुरी और कैंट विधायक अमित अग्रवाल के सहयोग से विजय नगर को एलपीजी मुक्त क्षेत्र घोषित किया गया। इसके अलावा चौधरी चरण सिंह विश्वविद्यालय और एलएलआरएम मेडिकल कॉलेज परिसर में छात्र-छात्राओं के छात्रावासों, मेस और कर्मचारियों के आवासों में पाइप से गैस उपलब्ध होने के कारण दोनों परिसरों को भी इस श्रेणी में शामिल किया गया है।



हर घर तक पाइप गैस पहुंचाने की मुहिम तेज

महाप्रबंधक के अनुसार, गेल गैस अब तक मेरठ में 65 हजार घरेलू पाइप गैस कनेक्शन आवंटित कर चुकी है। इनमें से 10 हजार कनेक्शन चालू वित्तीय वर्ष में लगाए गए हैं। कंपनी का कहना है कि अन्य क्षेत्रों में भी कनेक्शन देने और पाइपलाइन नेटवर्क बढ़ाने का काम तेजी से चल रहा है।

Hindustan, Meerut, 28/10/2026
Page No: 4, Size: 18.73cm × 42.33cm

शहर में पीएनजी का बढ़ रहा दायरा

मेरठ। शहर में पीएनजी का दायरा लगातार बढ़ता जा रहा है। गेल गैस लिमिटेड ने अब तक शहर के कई क्षेत्रों को एलपीजी फ्री जोन बना दिया है। यह जानकारी गेल गैस लिमिटेड के जीएम विनय कुमार ने दी। मेरठ शहर की 50 कॉलोनियों में भूमिगत गैस पाइपलाइन इंफ्रास्ट्रक्चर पहुंचाते हुए इन कॉलोनियों को पिछले दो माह में एलपीजी फ्री जोन घोषित कर दिया गया है। राज्यसभा सांसद डॉ. लक्ष्मीकांत बाजपेयी द्वारा मोहनपुरी और कैंट विधायक अमित अग्रवाल द्वारा विजय नगर क्षेत्र को एलपीजी फ्री जोन बना दिया गया है।

Indian Express, Delhi, 28/10/2026
Page No: 13, Size: 14.92cm × 28.36cm

AS DOHA STEPS UP DARK TRANSITS THROUGH HORMUZ

LNG imports from Qatar rise to eight-month high in Oct

Sukalp Sharma
New Delhi, October 27

QATAR BECAME the second largest supplier of liquefied natural gas (LNG) to India in October, a comeback the Gulf nation scripted by aggressively using tactics like switching off the LNG tankers' transponders, or "going dark", to avoid detection and capitalising on windows of opportunity based on maritime security assessments in the Strait of Hormuz.

Doha's increased risk tolerance follows similar tactics being used by the UAE for a few months now to ship its LNG through the fraught waters of the strait. Additionally, industry sources indicated that ship-to-ship (STS) transfers are also being used by Qatar to move LNG beyond the strait.

Qatar was only second to the US in terms of LNG supplies to India in the October 1-25 period, when overall import volumes grew sequentially as well as on a year-on-year basis. The gulf nation has traditionally been India's top source of LNG, but the disruption in vessel movements through the Strait of Hormuz led to a crash in supply volumes starting March.

India got 0.44 million tonnes of Qatari LNG till October 25, up nearly 370% from volumes imported in all of September, according to provisional data from commodity market analytics firm Kpler.

In March-September, LNG imports from Qatar averaged just 0.07 million tonnes, just a fraction of the 2025 monthly average of 0.95 million tonnes.

STS transfers have already emerged as a key ploy for Gulf producers to move oil out of the Persian Gulf. Unlike regular operations, in which crude is loaded onto tankers that sail directly to the destination port, STS transfers involve a shuttle tanker that carries the oil for some distance, after which the cargo is transferred to another tanker.

In STS operations in the Strait of Hormuz, the supplier usually takes on the responsibility — and the risk — of sending the oil through the strait, after which a tanker waiting in safer waters takes the oil to its destination. STS is not that common in LNG flows as the process is a lot more complex than transferring crude from one tanker to another. Super-chilled gas requires cryogenic hoses to be transferred, and requires much more careful handling. However, in the absence of any alternative route to evacuate export volumes, Qatar is evidently resorting to STS transfers ahead of the northern hemisphere winter, when demand jumps globally. "Qatari LNG deliveries to India are at their highest monthly level since the conflict began...For India, a sustained recovery in Qatari supply could ease the pressure to source replacement cargoes from other suppliers, particularly as underlying import requirements remain firm despite elevated prices," said Sonal Ranjan, LNG and natural gas analyst at Kpler.

Robust LNG demand in India has led to Indian importers competing hard to pick up cargoes from the spot market at super-normal prices, even as some of the other major Asian LNG buyers have curtailed imports.

The West Asia crisis has pushed India to secure cargoes from non-hormuz dependent supply sources, as New Delhi has been prioritising supplies over price considerations.

The US was the top LNG supplier to India in the October 1-25 period, reclaiming the pole position after losing it to Oman in September. FULL REPORT ON WWW.INDIANEXPRESS.COM

• India's LNG imports from Qatar in 2026

Month	Volumes (million tonnes)	Share in India's LNG imports
January	1.05	40.9%
February	0.74	39%
March	0.06	3.6%
April	0	0%
May	0	0%
June	0.13	5.3%
July	0.09	4%
August	0.09	3.4%
September	0.09	4.2%
October (till Oct 25)	**0.44**	**17.6%**

SOURCE: KPLER

Financial Express, Delhi, 28/10/2026
Page No: 2, Size: 22.23cm × 12.81cm

Oil purchases driven by price, not pressure: Puri

SAURAV ANAND
New Delhi, October 27

PETROLEUM MINISTER HARDEEP Singh Puri on Tuesday said he had never felt any pressure from the United States over India's oil procurement decisions, asserting that refiners would continue buying crude from suppliers offering the most competitive prices.

His remarks come as Indian refiners reassess Russian oil purchases amid rising freight costs, narrowing discounts and increasingly competitive Middle Eastern supplies.

"I never felt anything," Puri said when asked whether Washington had pressured New Delhi to reduce Russian crude imports, during a media interaction at the 29th Energy Technology and Innovation Meet in Goa.

"This is a government committed to the welfare of its people and energy supplies," he told reporters.



The minister said crude purchases would depend on the prices and terms offered by suppliers, with India's energy security remaining the priority.

"At the point of negotiation, whoever is supplying a particular grade, we will buy from them. Prices come down sometimes," he said.

Puri noted that Russian crude accounted for just 0.2% of India's oil imports before the Ukraine war, with purchases rising sharply thereafter as discounted supplies became available. He also pointed to increasing oil supplies from West Asia.

The changing market conditions are reflected in refiners' purchases. Bharat Petroleum Corporation (BPCL), which sourced 37% of its crude from Russia during July-September, expects Russian purchases to decline significantly in November as Middle Eastern grades become commercially more attractive.

Russian crude premiums have narrowed sharply to $1-2 per barrel for December cargoes from $12-13 in October. However, elevated freight costs continue to affect the competitiveness of Russian supplies.

For November, freight on Russian crude shipments from Baltic and Black Sea ports to India's west coast ranges between $27 and $32 per barrel, depending on the vessel and route. In comparison, shipping crude from Oman and Fujairah costs $6-7 per barrel, while cargoes passing through the Strait of Hormuz cost around $16, excluding war-risk insurance.



Rage over E20 fuel was a 'paid campaign': Gadkari

UNION ROAD TRANSPORT Minister Nitin Gadkari on Tuesday said the rage over blending 20% ethanol in petrol fuel was a "paid campaign".

The remark came a day after the government notified changes to the Central Motor Vehicles Rules 1989, allowing flex-fuel vehicles that can run on up to E100 (nearly pure ethanol).

Addressing an event organised by industry body CII, Gadkari further said India can save precious foreign exchange by reducing imports of fossil fuels.

"Three months ago, huge noise (*khub halla*) was made against the E20 (20% ethanol-blended petrol) fuel; now rage against E20 fuel is over...It was a paid campaign," he said. —PTI

Hindu, Mumbai, 28/10/2026
Page No: 16, Size: 14.23cm × 15.35cm

Oil tanker on fire after hitting naval mines in Hormuz, says Iran's Army



REUTERS

The Iranian Army on Tuesday said an oil vessel hit mines and caught fire while attempting to cross the Strait of Hormuz through a route not authorised by Tehran. Iran claims control over the strait, a vital global energy conduit, and has targeted ships that attempt to cross without its approval since the outbreak of the war in February. AFP

Business Line, Delhi, 28/10/2026
Page No: 1, Size: 25.43cm × 25.51cm

India's crude basket price tops $120/bbl on W. Asia war

FUELLING THE RISE. Exacerbated by high marine insurance, freight rates and a weak Re

Rishi Ranjan Kala
New Delhi

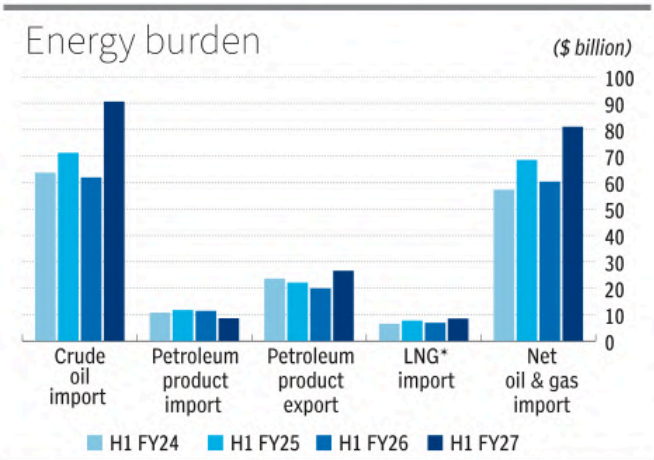
The average crude oil import basket price rose by almost 4 per cent month-on-month (m-o-m) in October to surpass the $120 per barrel mark as the conflict in West Asia exacerbated geopolitical uncertainty and pushed up marine insurance premiums and freight rates.

The average crude oil price for Indian basket stood at $120.46 per barrel till October 26 up from $116.77 in September and $90.19 in August.

The October average price is the highest in 14 years since March 2012 ($123.61 per barrel).

On October 26, the price of Indian crude basket stood at $123.72 a barrel.

Meanwhile, global crude oil prices are also on the higher side, rising by roughly 80 per cent in 2026. On Tuesday evening, Brent was ruling at $114.6 a barrel. The WTI and Murban grades were at $100.9 a barrel and $117.7, respectively.



*LNG: Liquefied natural gas Source: Petroleum Planning & Analysis Cell (PPAC)

UNDER-RECOVERY RISES

Besides, the under-recovery on LPG for the three PSU OMCs are around ₹62,000 crore. The Q2 FY27 results of HPCL and BPCL reflect the pressure on marketing margins, partially offset by high refinery margins. Indian Oil is scheduled to present its results on Friday.

Analysts and refiners pointed out that record high shipping freight rates and marine insurance premiums were adding more volatility to high crude oil prices. A weak rupee is further inflating the bill, besides pushing up the current account deficit (CAD).

India's net oil and gas import bill rose by 35 per cent y-o-y to $81.1 billion during April-September FY27.

Jateen Trivedi, VP and Research Analyst for Commodity and Currency at LKP Securities, said rupee traded with minor gains of around 9 paise at 95.08/dollar (Tuesday), finding support near the 95 level despite crude oil prices hovering around $115 and the the Dollar Index near 101.50.

PRESSURE ON RUPEE

"Elevated crude prices continue to pose a challenge for the domestic currency, while market participants remain cautious ahead of the US Federal Reserve's policy outcome tomorrow night. Going ahead, the rupee is likely to remain sensitive to crude oil movements and global dollar trends, with the 95 level acting as an important support zone," Trivedi anticipated.

As per ICRA, a $10 per barrel uptick in the average crude oil price for the fiscal pushes up the net oil import bill by $12-13 billion during the year, thereby enlarging the CAD by 0.3 per cent of the GDP. India's CAD rose to $11.2 billion during April-July FY27 against $6.6 billion a year ago.

Equirus Securities, in a commentary on HPCL's Q2 results, recently noted that crude oil sourcing remained highly volatile, and almost all cargoes are now bought on a 'delivered basis' versus about half earlier.

Financial Express, Delhi, 28/10/2026
Page No: 1, Size: 26.99cm × 17.59cm

LNG import bill zooms 23% to $8.5 billion in first half

SAURAV ANAND
New Delhi, October 27

INDIA PAID AN additional $1.6 billion or 23% more for importing natural gas in the first half of FY27 despite purchasing just 4.4% more of the hydrocarbon shipped in liquid form as the West Asia conflict pushed up prices and disrupted supplies.

India's LNG import bill rose to $8.5 billion during April-September from $6.9 billion a year earlier, according to Petroleum Planning and Analysis Cell (PPAC) data. The increase comes at a time when domestic gas production is falling and more than half of the country's consumption is being met through imports.

According to energy consultancy Rystad Energy, South Asia's LNG import costs are projected to reach $23.1 billion this year, against $17.3 billion estimated before the conflict. The increase is considerably higher than the projected 18% rise in global LNG spending.

The pressure is already visible in India's import figures. LNG purchases increased to 18,189 million standard cubic metres (MMSCM) during April-September from 17,414 MMSCM a year ago. In September alone, the country spent around $1.2 billion despite import volumes falling 8.5% to 2,957 MMSCM.

Meanwhile, domestic gas production declined 4.4% to 16,804 MMSCM in the first half, pushing import dependence to 52.3% from 50.1%. Overall consumption remained almost unchanged at 34,769 MMSCM.

Rystad estimates that global LNG importers will spend at least $39 billion more in 2026 despite purchasing 60.7 million tonne less gas. The combined import bill could reach $256.3 billion, compared with $217.8 billion before the conflict.

Continued on Page 9

COST PRESSURES

- India's LNG import bill rose to $8.5 billion during Apr-Sept from $6.9 billion a year ago
- LNG purchases in Apr-Sept were at 18,189 mn standard cubic metres (MMSCM) from 17,414 MMSCM a year ago
- Domestic gas production declined 4.4% to 16,804 MMSCM in the first half
- Global LNG importers are estimated to spend at least $39 billion more in 2026 despite purchasing 60.7 MT less gas



LNG import bill...

THE PROJECTIONS ASSUME that LNG supplies from Qatar and the UAE remain unavailable from March through December 2026 because of disruptions through the Strait of Hormuz.

South Asian buyers are responding mainly by reducing imports, with Pakistan cutting purchases more sharply than India, the consultancy said.

Europe faces the largest increase in absolute spending. Its LNG bill is projected to rise $12 billion to $79 billion, despite demand falling by 24 million tonne. The region could lose 20.6 million tonne of the 24.7 million tonne of Qatari LNG originally scheduled for delivery this year. East Asia, however, is relatively better placed, with import costs projected to increase just 9.7% to $104.6 billion from $95.3 billion. The difference lies largely in how gas is purchased. Europe buys around 65% of its LNG on the spot market, where prices fluctuate with supply and demand. In East Asia, spot purchases account for only 14.5% of imports. Moreover, 82% of East Asia's long-term LNG contracts are linked to oil prices. These contracts have become around 28% costlier, compared with a 72% increase for contracts linked to gas trading hubs and spot prices. Europe's average LNG price has risen 47%. Elsewhere, Southeast Asia's import costs are projected to rise to $22.3 billion from $17.9 billion.

Business Line, Delhi, 28/10/2026
Page No: 5, Size: 34.63cm × 34.53cm

Is India to be world's oil refiner?

Rubio's visit to Jamnagar was driven by US energy compulsions. But it also raises a few difficult questions for India

CAPITAL IDEAS.



RICHA MISHRA

The western Indian port city of Jamnagar in Gujarat was recently in the news as US Secretary of State Marco Rubio made an unprecedented visit there.

Rubio's visit has to do less with India and more to do with the Trump administration's domestic compulsions, or more precisely, its domestic oil needs.

After meeting Foreign Minister S Jaishankar and business leaders in Mumbai, Rubio visited Jamnagar, home to the giant oil refinery-cum-petrochemical plant owned by Reliance Industries Ltd (RIL).

Rubio's visit to Jamnagar is being seen as a nod to India's refining prowess. Reliance's 1.4 million barrels a day complex is the world's largest single-site refinery.

Analysts see Rubio's visit as an example of Trump's transactional approach to foreign policy, where deal making takes precedence.

However, the reality could be different.



OIL STRATEGY. India's refining capacity makes it a key player in the global oil market

US PUMP PRICES

Data indicate that the US's diesel inventories are tight, with prices shooting up before the crucial midterm elections. Jamnagar exports millions of tonnes of diesel to the US and Europe. Hence, any disruption would impact US pump prices.

After America's intervention in Venezuela, the US has a lot of heavy Venezuelan crude. Only a few refineries in the world, which includes Jamnagar, can process it. Besides, Reliance has in the past turned Venezuelan crude into refined products.

After threatening India with punitive sanctions for buying Russian oil, Rubio has now said that India has made substantial progress in diversifying its oil supply sources.

What has changed is not India's stance, but America's necessity.

How does the Russian and Venezuelan discounts compare?

Crude discounts are largely commercially negotiated and remain trade-sensitive information, so actual transaction-level discounts are not readily available. Moreover, discounts alone do not determine refining margins, as freight, crude quality, processing complexity and product yields all play an important role.

According to Sumit Ritolia, Senior Manager – Modelling at Kpler, "In general, Venezuelan crude has been among the cheapest feedstocks available to Indian refiners, followed historically by discounted Russian barrels and then other conventional crude grades."

However, the economics have changed considerably in recent months, he said adding Russian crude has now become one of the more expensive options on a delivered basis, primarily due to elevated freight costs, which have significantly eroded its earlier pricing advantage.

This shift is encouraging Indian refiners to increasingly look towards Middle Eastern grades. Venezuelan crude, meanwhile, continues to remain among the cheapest options.

India's refining competitiveness does not depend entirely on discounted crude, but also on its complex refining infrastructure, ability to process different crude grades, high utilisation rates and access to international product markets. So, the concern is not just the cost of replacing Russian crude, but supply security. While refining margins and crude discounts have gone through different cycles, Russian barrels have remained a consistent and significant part of India's crude import basket. More importantly, crude procurement is planned well in advance, with deals typically concluded 8-12 weeks before delivery.

India is the world's fourth-largest refiner, heading to 6.66 million barrels a day by 2032, which can be a crucial leverage

REFINERY POLITICS

So India, after being chastised for buying Russian oil, is now being courted for its refining prowess. India is the world's fourth-largest refiner, heading to 6.66 million barrels a day by 2032, which can be a crucial leverage. Reliance's promise to invest in a new refinery in Texas — the first in the US in 50 years — is proof of Indian capital shaping American energy security.

In IT, India was basically a service provider. So is India's refining prowess elevating it to a 'superpower' status where it can be a price setter?

India's refining capacity expansion is primarily driven by growing domestic demand, although exports will remain an important part of its downstream strategy. India remains one of the fastest-growing major oil-consuming economies, with strong demand growth expected across transportation fuels, aviation and petrochemicals.

The world wants India to be a refiner. The West wants India to burn carbon, handle volatile crude, while it pursues its clean energy agenda. Also, our net-zero costs go up, theirs goes down.

Reliance also has to account for sanctions risks. If Venezuela politics shifts or Russia sanctions tighten, Jamnagar can become a pressure point. And the Texas refinery may become a white elephant. While geopolitical debates persist, a more critical question emerges — if shifts in the US policy disrupt the global oil supply or trigger new tariff threats, can public sector refiners handle the sudden loss of discounted Russian crude? Or is RIL the only player agile enough to pivot?

Concurrently, India's role as a major diesel exporter to the US, Europe, and Africa faces a looming headwind. The European Union's Carbon Border Adjustment Mechanism, set for full implementation in 2026–2027, threatens to turn India's refining superpower status into a costly liability if carbon taxes are levied on every exported barrel.

So the crucial question here is: is the government's target of expanding refining capacity to 450 MMTPA compatible with its long-term net-zero commitments, or is the nation systematically investing in future stranded assets? Before committing further capital, Indian policymakers must address these structural risks to secure the country's long-term energy sovereignty.

Free Press Journal, Mumbai, 28/10/2026
Page No: 8, Size: 8.68cm × 26.27cm

UBS sees Brent near $110/bbl by year-end on supply risks

Oil prices fell for a second consecutive day on Tuesday as investors awaited key corporate earnings and the Federal Reserve's interest-rate decision, though UBS expects Brent crude to remain elevated near $110 a barrel by year-end amid volatile Middle Eastern supplies and persistent geopolitical uncertainty, SeekingAlpha reported. Global inventories have fallen sharply, with pledged strategic oil reserve releases largely completed. Record freight costs and recovering Chinese imports are other factors likely to keep oil prices high. "Uncertainty around our forecasts remains elevated, reflecting both the unpredictable nature of the Middle East conflict, and the pace of recovery in Gulf production and global oil demand," said Giovanni Staunovo, an analyst at UBS.

Economic Times, Delhi, 28/10/2026
Page No: 11, Size: 19.26cm × 20.48cm

BPCL to Invest Another $1.8 b in Mozambique Gas Project

Kalpana Pathak

Mumbai: Bharat Petroleum Corporation Ltd (BPCL) will invest another $1.8 billion in its Mozambique gas project over the next couple of years, taking its total investment, including exploration, to $4.5-4.6 billion, a senior company executive said.

The project was 47% complete as of September 2026, with first gas expected by mid-2028. "We are expecting gas production by mid 2028," BPCL director finance V R K Gupta said. The company has already spent around $2.8 billion on the project, which is a key part of its strategy to strengthen its upstream portfolio and secure long-term natural gas supplies, he said.

The project is being financed through a consortium of eight to nine lenders, with interest rates ranging from 6% to 9%, depending on the lender and financing terms.

The company has signed a sale and purchase agreement to bring 1 million tonnes per annum (mtpa) of gas from Mozambique to India and has started marketing the volumes to prospective customers. BPCL expects to complete marketing tie-ups for the entire 1 mtpa over the next two to three quarters, Gupta said. The first phase of the project involves two liquefaction trains with a combined capacity of 13 mtpa. BPCL holds a 10% stake, translating into an expected entitlement of around 1.3 mtpa from the initial phase.

Depending on the results of the initial development, additional liquefaction trains could be taken up subsequently. With further development, BPCL's share of gas production could rise to 4.2-4.5 mtpa, Gupta added.

BPCL is also pursuing an upstream project in Brazil. Its BM-C-11 project is progressing according to schedule following the award of the floating production, storage and offloading vessel tender in mid-2026. The company's broader capital expenditure programme remains on track, with a target of Rs 25,000 crore for the current financial year. BPCL spent ₹13,749 crore in the first half of FY27, including ₹9,300 crore in the September quarter. Capital expenditure could rise slightly above the annual target depending on project progress, Gupta said.

Hindustan Times, Delhi, 28/10/2026
Page No: 16, Size: 35.85cm × 67.10cm

Hindustan Times

India's supply-demand dilemma in fuel blending

On Monday, the Centre announced amendments to India's motor vehicle rules for the rollout of E100 cars which run entirely on ethanol. To be sure, there is nothing really drastic about the new rules as even the earlier rules allowed for E85 vehicles which use fuel with 85% ethanol blending. The announcement seeks to fill a gap in automobile market amid concerns about the compatibility of cars with blended fuel. The government has denied that such a problem exists. The new "flexi-fuel" vehicle category will give customers an option to consume blended fuel. So far, so good.

What our policy makers seem to be missing is the other side of the picture. It is not enough to tweak automobile norms to ensure that cars generating demand for ethanol-based fuel will now be produced in India. What is also needed is careful thought on whether India has the wherewithal to scale up its supply of ethanol for fuel use. Doing so will require diverting crops such as sugarcane, corn, or rice toward ethanol production for fuel blending. This entails diverting production currently used for food (sugarcane or rice) or feed (corn) within the country. The experience so far suggests that the diversion can potentially trigger a supply squeeze on food and feed use if demand for fuel use starts rising. The choice, whether or not we have thought about it carefully, can be between tolerating food inflation and saving foreign exchange spent on procuring imported crude oil.

To be sure, there is nothing fundamentally wrong with promoting the idea of fuel blending. But doing this well requires acing both the demand (cars) and supply (agricultural production) side issues.

Mint, Delhi, 28/10/2026
Page No: 4, Size: 57.63cm × 68.45cm

mint

India Inc's profit rebound faces fresh test

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MUMBAI

Indian companies posted their fastest profit growth in over two years in the September quarter, but much of the gain came off a weak base, while surging oil, freight and metal prices threaten to squeeze margins from the December quarter.

Mint's analysis of 356 companies' standalone results shows that net profit rose 27% year-on-year in the second quarter (Q2 FY27), compared with a 9% rise in the year-ago quarter. This was the cohort's strongest profit growth in 10 quarters, even as input costs climbed to multi-quarter highs.

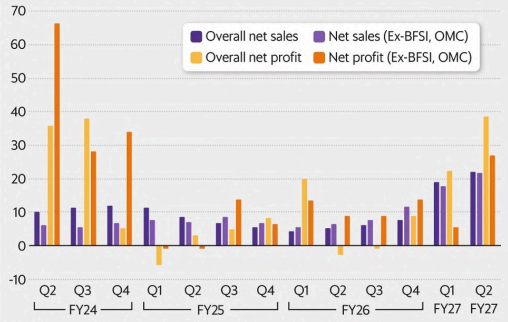
Elevated oil, freight and metal prices threaten to push up costs for companies across sectors in the coming months. While some businesses have raised prices to protect margins, their ability to pass on further increases varies, setting the stage for a more uneven earnings performance in the coming quarters.

Experts attribute part of the Q2 recovery to a sharp turnaround in oil marketing companies (OMCs), which swung from a cumulative loss of nearly ₹13,600 crore in the June quarter to a profit of around ₹12,700 crore in the September quarter. OMCs accounted for 6.7% of the overall Q2 profit pool.

The turnaround was supported by relatively subdued crude prices for much of the quarter, price increases of ₹5-8 per litre for petrol and diesel by state-owned fuel retailers, and government compensation for losses on subsidized liquefied petroleum gas sales.

In the fast lane

Year-on-year change (%) in earnings.



BSFI means banking, financial services and insurance
OMC means oil marketing companies

Source: Ace Equity, Mint analysis

mint

MANU CHOUDHARY/MINT

But this improvement may prove temporary, cautioned Prashant Shah, co-founder and chief executive of Definedge Securities, as refiners' profitability remains highly sensitive to oil price movements.

"Crude has been extremely volatile, and managements have said it is difficult to give a clear outlook in this environment," he said. With Brent crude back near a six-month high of $115 a barrel, the outlook for OMCs and corporate India broadly remains challenging.

Elevated oil, freight and metal prices threaten to push up costs for companies across sectors in the coming months

Elevated oil, freight and metal prices have pushed up business costs, prompting companies to raise prices by 10-30% over the past six months through repeated small increases, said Prasenjit Paul, fund manager at 129 Wealth and head of research at Paul Asset. Higher prices and realizations have lifted a significant share of India Inc's Q2 revenue, he added.

The 356 companies analysed by *Mint* reported a 22% on-year rise in net sales, their strongest topline growth in at least three years. However, companies' ability to pass on higher costs varies across sectors and could emerge as a key differentiator between winners and losers, Paul said.

Experts expect airlines, tire manufacturers, OMCs, cement makers and chemical firms to face mounting pressure on profit margins.

Firms that sell to other businesses under contracts with built-in cost-adjustment clauses are better protected, Shah said. Consumer-facing companies, by contrast, face greater pressure from competition and delays in raising prices, he added.

Against this backdrop, auto ancillary companies and capital goods makers linked to power transmission and distribution stand out. Auto ancillary companies have reported an 83% year-on-year rise in net profit in Q2 so far, while electrical capital goods makers have more than doubled their profits.

Despite their exposure to cyclical automobile demand, auto ancillary companies have diversified into segments such as railways, defence and precision engineering, Paul said. The shift towards higher-value, specialized products is creating pockets of structural growth beyond the traditional automotive cycle, he added.

Electrical capital goods makers are similarly benefiting from a surge in data centre investments, which is driving demand for power transmission and distribution infrastructure, Paul said. These structural tailwinds and robust end-market demand appear to be helping both segments sustain earnings growth despite rising cost pressures. "Both segments could see a further expansion in profitability if commodity prices ease and provide relief on input costs."

Firms excluding BFSI and OMCs have reported a net profit margin of 14.4% so far, down from Q1's 15.3% but above the four-year average of 13.4%.

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

Millennium Post, Delhi, 28/10/2026
Page No: 9, Size: 18.97cm × 10.16cm

Rage over E20 fuel was 'paid campaign': Gadkari

PRESS TRUST OF INDIA
New Delhi, October 27

Union Road Transport Minister Nitin Gadkari on Tuesday said the rage over blending 20 per cent ethanol in petrol fuel was a "paid campaign".

The remark came a day after the government notified changes to the Central Motor Vehicles Rules 1989, allowing flex-fuel vehicles that can run on up to E100 (nearly pure ethanol).

Addressing an event organised by industry body CII, Gadkari further said India can save precious foreign exchange by reducing imports of fossil fuels.

"Three months ago, huge noise (khub haala)) was made against the E20 (20 per cent ethanol-blended petrol) fuel; now rage against E20 fuel is over...It was a paid campaign," he said.

Gadkari noted that for the last three years, more than 20 crore two-wheelers and over 3 crore petrol cars have been operating on these blends (E19-20) fuels without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending.

The rollout of E20 petrol (80 per cent petrol, 20 per cent ethanol) drew criticism from opposition parties and some consumer groups, who raised concerns about its impact on older vehicles not specifically designed for 20 per cent ethanol blends.

In India, the Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001, and E5 was introduced in 2006. Although blending remained around 1.53 per cent till 2013-14, it has since been increased progressively in a calibrated manner after creating the necessary production capacity, infrastructure and regulatory framework.

The minster also said that taking note of complaints on social media about the poor condition of some highway stretches, he reviewed 700-800 projects recently.

"I am not going to compromise on the quality of the highways," he said.

Gadkari assured that in the next two years, highway users won't face any inconvenience. The minister also said that travelling from Delhi to Haridwar would take 90 minutes once the highway project opens in the next two months.

Business Standard, Delhi, 28/10/2026
Page No: 4, Size: 33.10cm × 42.44cm

No intention to hike ethanol blending beyond 20%: Puri

Says no pressure to stop buying Russian oil, India to buy from whoever offers best deal

PRESS TRUST OF INDIA
Panaji, 27 October



Union Minister of Petroleum and Natural Gas Hardeep Singh Puri on Tuesday said the Centre has no immediate plan to increase the ethanol blending in petrol beyond the current 20 per cent.

During an interaction at the inauguration of the 29th Energy Technology and Innovation Meet in South Goa, Puri also claimed that misinformation was being spread about biofuels. Misinformation about E20 (20 per cent ethanol-blended petrol) was a "contrived narrative", he said.

"In so far biofuels are concerned, yes, the 20 per cent (of ethanol blending) was the target, and there is no desire, just now, to increase by more than 20 per cent," he said to a question on discussions around E20 fuel, adding that misinformation was being spread about the issue. The government has been promoting ethanol-blended petrol as part of its strategy to reduce dependence on imported crude oil, one of the biggest contributors to its current account deficit.

Indian refiners would purchase crude from suppliers offering the most competitive prices as the country prioritises energy security amid global market uncertainties, he said. India was not particularly buying Russian oil at present, but the decisions in this regard were guided by commercial considerations rather than pressure from any country, he added.

"I have never any felt pressure," Puri said during an interaction at the 29th Energy Technology and Innovation Meet which began here on Tuesday.

The minister's remarks come amid international scrutiny of India's purchases of Russian crude, and Western efforts to curb Moscow's oil revenues following Russia's invasion of Ukraine.

Indian Express, Delhi, 28/10/2026
Page No: 7, Size: 10.13cm × 29.92cm



Union Minister for Road Transport and Highways Nitin Gadkari addresses the CII conference on Highways of India's Future: Smart, Safe and Sustainable in New Delhi on Tuesday. PTI

Protest over E20 fuel a paid propaganda, says Nitin Gadkari

Dheeraj Mishra
New Delhi, October 27

A DAY after the government notified E100 or nearly pure ethanol as auto fuel, the Minister for Road Transport and Highways Nitin Gadkari Tuesday said that the protest over the blending of 20% ethanol in petrol was a "paid propaganda".

"Since 2022, 4 crore cars and 20 crore two-wheelers have been running on E20 fuel. Three months back, there was a lot of uproar (halla) over ethanol. Now everything has gone quiet. E20 is being used since 2022, has anyone's vehicle broken down yet? This was entirely paid propaganda," said Gadkari at an event by the industry body CII over Highway of India's future.

He further said that due to such initiatives, the domestic production of ethanol, methanol, biodiesel, LNG, CBG (Compressed Bio-Gas), hydrogen, and aviation biofuel will increase and import of it will reduce significantly.

Gadkari also said that he has directed the authorities not to issue a challan for a speed of 120 kmph for vehicles.

"Some people are receiving notices on the road due to speed. I have instructed that no notices should be sent for speeds up to 120 kmph. And even above 120, if someone exceeds it by 20%, let them go. If someone goes beyond this, issue a challan," said the Minister.

He also sought industry support for the implementation of an AI-based Advanced Traffic Management System for enforcement and detection of lane discipline issues.

The Ministry Monday notified the amendment to the Central Motor Vehicle Rules, 1989, allowing flex-fuel vehicles to run on up to E100. This does not mean that every petrol car can use E100 now.

The new regulation expands the range of fuels that can be used in vehicles and paves the way for the manufacturing and supply of more flex-fuel vehicle components, ethanol production infrastructure, and the deployment of such vehicles on the road.

The ministry said that vehicles designed as flex-fuel vehicles will not have material compatibility issues with E100. It also said that E85 or E100 shall be used in vehicles designed by the original equipment manufacturers (OEMs) as flex-fuel vehicles. This means that vehicles that use normal fuel or E20 cannot use E100.

India mandated E20 fuel compatibility for all new petrol-powered vehicles starting in 2023, and that is the most commonly available fuel blend available across petrol pumps in the country.

Free Press Journal, Mumbai, 28/10/2026
Page No: 8, Size: 14.53cm × 22.17cm

Markets end flat amid selling in bank & IT stocks, high oil prices

Benchmark stock indices Sensex and Nifty closed largely unchanged in a highly volatile trade on Tuesday amid profit-taking in IT and blue-chip banking shares, elevated crude oil prices, and caution ahead of the US Federal Reserve's policy decision.

Brent crude, the global oil benchmark, dipped 0.03% to $115.8 per barrel.

"Indian equities ended flat amid a volatile session, as elevated crude prices and caution ahead of the US Fed policy decision overshadowed supportive global cues. Profit booking dragged IT and private banks, while pharma, autos, PSU banks, and realty gained, with resilient broader-market participation pointing to selective domestic risk appetite," said Vinod Nair, Head of Research, Geojit Investments Limited.



"Markets remained volatile on the monthly expiry day, ending largely unchanged as mixed cues kept participants cautious. Following a marginal decline, the Nifty oscillated within a narrow range for most of the session before settling at 22,749.75. The lack of a clear directional trend reflects continued uncertainty following the recent market correction," said Ajit Mishra, SVP – Research, Religare Broking. **-PTI**

Economic Times, Delhi, 28/10/2026
Page No: 4, Size: 8.18cm × 12.75cm

Need to Build Up Shipping Fleet for Refiners to Cash in on Cheap Crude: IOC Chief

Goa: India needs to build up its shipping fleet to help refiners benefit from discounted crude oil, Indian Oil Corp chairman AS Sahney said at an industry event on Tuesday. "We have been neglecting shipping... we have to build our capabilities in shipping. Today we are getting crude at discount but freight is eating that up. Freight is a killing factor," Sahney said on a panel at the Energy Technology and Innovation Meet in Goa, referring to a lack of tankers to carry crude.

He said India also needs to invest in building crude and liquefied petroleum gas storage for a few more days of cushion.– **Reuters**

Millennium Post, Delhi, 28/10/2026
Page No: 9, Size: 14.39cm × 23.15cm

'India secures 67% of LPG from US, refining to hit 300 MMTPA by 2030'

ANI NEWS
New Delhi, October 27



India secures nearly 67 per cent of its liquefied petroleum gas (LPG) imports from the US and is quickly diversifying its procurement basket and increasing domestic processing to counter supply disruptions, said Union Petroleum and Natural Gas Minister Hardeep Singh Puri.

The minister explained that the country actively averted potential fuel shortages through proactive supply planning and strategic partnerships when regular supply routes faced severe bottlenecks.

"When the Hormuz crisis took place, three of your major sources of supply were the Qataris, the Emiratis and the Saudis. Suddenly it looked as if they would not be able to supply, but in anticipation of that we had signed an arrangement with the United States to import 10% of our LPG from there, which was in January. When that worked, we decided to increase that. Today we are importing 67% of our LPG from the United States. We started buying from Algeria, other sources, anybody who could give us LPG," Puri said.

Puri noted that the country expanded its overall import footprint from 27 nations to 41 nations while simultaneously accelerating local fuel output across refineries:

"I think the most important component of that was the fact that we were able to ramp up domestic production from 34,000 metric tons per day to 55,000 metric tons per day in which everybody collaborates."

He explained that domestic refiners generally prefer petrochemicals over fuels for economic viability, but national requirements dictate product adjustments during critical periods.

"All the refineries do not want to make LPG, they want to make Pet cam because it's more commercially viable, but if push comes to shove, you will make more LPG."

The minister dismissed market rumours regarding domestic fuel shortages, pointing out that daily indents temporarily surged from 51 lakh to 90 lakh cylinders due to speculative hoarding, which administrative checks, state coordination, and revised waiting periods quickly resolved.

Turning to broader infrastructure growth, Puri outlined India's expanding refining footprint against a contracting global landscape.

"Our refining capacity today is 290 million metric tons per annum. The issue is between today and 2030 you are going to 300 million metric tons per annum (MMTPA). This capacity expansion is taking place at a time when global refining capacity is on the decline."

Puri stated that Europe continues to lose refining capacity while Western nations add no new greenfield sites, positioning India as a key international refining centre capable of catering to rising domestic fuel demands, expanding exports, and scaling petrochemical output to achieve long-term self-reliance.

Taking to social media platform X, Puri stated that "India has also been able to overcome these challenges because our energy sector was prepared well in advance for such situations. Over the past decade, we diversified crude sourcing from 27 to 41 countries, built 5.33 MT of strategic reserves, raised refining capacity from 215 to 267 MMTPA, and expanded fuel outlets from about 52,000 to over 100,000, LPG import terminals from 11 to 22 and strengthened LPG security by increasing domestic production from around 34,000 tonnes a day to 55,000 a day."

The Minister also noted that Samudra Manthan is a major push to unlock India's offshore hydrocarbon potential, including opening nearly 1 million sq. km of previously designated "No-Go" areas for exploration.

Business Line, Delhi, 28/10/2026
Page No: 1, Size: 31.91cm × 20.80cm

Grease hunters of Bengaluru want cooking oil to fuel jets

Leftover oil is attracting the attention of state-owned oil majors as an alternative feedstock

Bloomberg

In a grubby restaurant basement in Bengaluru, two men crouch over a sticky plastic tub of something a kitchen no longer wants and the oil industry increasingly does.

The men are grease hunters: Collectors who spend their days traversing the city's clogged roads and narrow back alleys on motorised rickshaws, going from kitchen to kitchen to gather gallons of used cooking oil.

Already powering some buses and trucks, India's push to fuel more vehicles and aircraft with home-grown ingredients is bringing bigger buyers into an inefficient and fragmented supply chain. Together, Indian Oil Corp, HPCL and BPCL want tens of thousands of tonnes of used food oil. Delivering it means assembling industrial quantities from thousands of scattered eateries, one tub at a time.

"The market is way, way bigger than all of us can provide for," said Mannan Khan, CEO of M11 Energy Transition, one of about a dozen licensed aggregators of the waste material in India.



GREEN DRIVE. An M11 employee uses an app to collect details of used cooking oil at a restaurant in Bengaluru BLOOMBERG

In 2022, his company had one person collecting used food oil in jerry cans. This year, he has 300 collectors in 24 cities, gathering 1,000 tonnes a month.

WAR IMPACT

Behind those purchases is a vulnerability that India has found increasingly hard to ignore. The country imports about 90 per cent of its crude and has spent a record $125 billion on imports so far this year, raising concerns about its foreign exchange reserves. Then came the war between the US and Iran, which disrupted shipments through the Strait of Hormuz and sent oil prices surging, sharpening the case for finding more fuel at home.

"Hormuz triggered the alarm," said Sanjay Sah, Deloitte South Asia's Lead for Energy and Resources, adding that the government has had to move fast to reduce imports.

Used cooking oil offers the cheapest route to a fuel that meets global emissions standards, but making sure it really is used can be a challenge. Waste oil can sometimes be worth more than fresh oil, creating room for fraud. Another difficulty is getting hold of it. India is the world's biggest consumer of edible oils and produces about 3 million tonnes of used oil a year but with no centralised collection system, it sits in restaurant basements, hotel kitchens and food factories, waiting for someone to come and take it away.

Only about 5 per cent of used cooking oil (UCO) is collected, according to SAF Association. An estimated 60 per cent finds its way back into the food chain to be used again, a practice that is both illegal and bad for people eating it.

EXPORT POTENTIAL

M11's Khan, who sells biodiesel mostly to customers in Europe and the US, expects India to become an increasingly important buyer. He plans to double his depots to 50 by this year-end and add households, food manufacturers and industrial kitchens to his collection routes.

He's not the only one gearing up for more demand. Münzer Bioindustrie GmbH, an Austrian biodiesel producer, began exporting used cooking oil from India a decade ago and found a haphazard market fraught with challenges. It now sees the market maturing, and has received proposals from refiners to co-produce biofuels.

State majors HPCL and BPCL sought a combined 83,000 tonnes of used cooking oil in tenders that close this month, adding to a smaller UCO tender from Indian Oil earlier in the year, according to documents posted by the government.

Statesman, Delhi, 28/10/2026
Page No: 11, Size: 33.13cm × 15.58cm

No plan to increase ethanol blending beyond 20 per cent for now, says Hardeep Singh Puri

STATESMAN NEWS SERVICE
New Delhi, 27 October

Union Petroleum and Natural Gas Minister Hardeep Singh Puri on Tuesday said the government has no immediate plans to raise ethanol blending in petrol beyond the existing 20 per cent level, even as India expands its biofuel ecosystem to reduce dependence on imported crude oil.

Speaking on the sidelines of the 29th Energy Technology and Innovation Meet in South Goa, Puri dismissed concerns surrounding E20 petrol, describing the criticism of



the fuel as a "contrived narrative". He alleged that misleading information was being circulated about the impact of ethanol-blended petrol on vehicles.

The government had set a target of achieving 20 per cent ethanol blending in petrol, and there is currently no proposal to increase the proportion further, Puri said in response to a question on the issue.

Addressing reports of vehicle breakdowns allegedly linked to E20 fuel, the minister referred to social media posts claiming that vehicles had stopped functioning. He said vehicles designed to comply with E20 fuel requirements were intended to operate on the blend, while some older models manufactured before 2003 had encountered problems.

Puri also highlighted the economic benefits of the ethanol blending programme, claiming that the introduction of E20 petrol had helped the Centre save Rs 1.6 lakh crore, of which Rs 1.4 lakh crore had gone to farmers.

He said the initiative had expanded the role of farmers in the energy sector, describing the transition from Annadata (provider of food) to Urjadata (provider of energy).

On complaints about the quality of blended fuel, the minister suggested that transportation practices could have contributed to some of the reported issues, noting that tankers used to carry ethanol-blended fuel had also been employed to transport other substances.

Responding to allegations that E20 petrol causes engine damage, Puri said an automobile manufacturer had filed a case against an individual who had made such a claim. He argued that widespread engine damage would have been evident given the large number of vehicles visiting fuel stations daily.

The minister's remarks come a day after the Ministry of Road Transport and Highways notified amendments to the Central Motor Vehicles Rules, 1989, permitting flex-fuel vehicles capable of running on blends containing up to 100 per cent ethanol.

Unlike conventional petrol vehicles designed for specified ethanol concentrations, flex-fuel vehicles can operate on higher blends, including E85, which contains 85 per cent ethanol, and E100, which is nearly pure ethanol. Automakers such as Toyota Motor Corporation, Tata Motors and Hyundai Motor Company are developing flex-fuel vehicle technologies for the Indian market as the country seeks to lower its fossil fuel import bill. The three-day Energy Technology and Innovation Meet, inaugurated at Betul village in South Goa, is being organised by the Ministry of Petroleum and Natural Gas. This year's theme is "Accelerating Energy Innovation From Research to Commercialisation".

Free Press Journal, Mumbai, 28/10/2026
Page No: 8, Size: 21.14cm × 13.92cm

NO PRESSURE FROM US TO CUT RUSSIAN OIL IMPORTS: PURI

PTI
NEW DELHI

Union Petroleum Minister Hardeep Singh Puri on Tuesday denied that India was under any pressure to stop buying Russian oil.

Indian refiners would purchase crude from suppliers offering the most competitive prices as the country prioritises energy security amid global market uncertainties, he stated.

India was not particularly buying Russian oil at present, but decisions in this regard



were guided by commercial considerations rather than pressure from any country, he added.

"I have never felt any pressure," Puri stated during an interaction at the 29th Energy Technology and Innovation Meet, which began here on Tuesday.

"At the point of negotiation, whoever is supplying a particular grade, we will buy from them. Prices come down sometimes," he stated.

The minister's remarks come amid international scrutiny of India's purchases of Russian crude, and Western efforts to curb Moscow's oil revenues following Russia's invasion of Ukraine.

Referring to restrictions imposed on two Russian entities, Rosneft and Lukoil, Puri stated that buyers could source oil from other suppliers, including those in the United Arab Emirates.

Free Press Journal, Mumbai, 28/10/2026
Page No: 11, Size: 18.18cm × 22.15cm

Centre goes full throttle on bio-ethanol, pushes for E100 adoption



Despite criticism, the government is pressing ahead with its ambitious ethanol blending programme.

The Ministry of Road Transport and Highways has amended the Central Motor Vehicles Rules to formally recognise E100 for specially certified flex-fuel vehicles. Along with E85, E100 will now come under prescribed emission, specification and testing standards, providing a regulatory framework for automakers to introduce vehicles running entirely on bio-ethanol. The policy aims to reduce crude oil imports and carbon emissions. However, significant challenges remain, as E100 is incompatible with existing petrol engines and vehicles designed only for E20. Despite concerns over engine modifications, feedstock availability and distribution infrastructure, the government remains committed to promoting the adoption of pure ethanol.

Millennium Post, Delhi, 28/10/2026
Page No: 9, Size: 24.05cm × 23.55cm

'MISINFORMATION WAS BEING SPREAD ABOUT BIOFUELS'

No intention to hike ethanol blending in fuel beyond 20%, says Hardeep Puri

Misinformation about E20 was a 'contrived narrative,' Puri said

OUR CORRESPONDENT
Panaji, October 27

Union Petroleum and Natural Gas Minister Hardeep Singh Puri on Tuesday said the Centre has no immediate plan to increase the ethanol blending in petrol beyond the current 20 per cent.

During an interaction at the inauguration of the 29th Energy Technology and Innovation Meet in South Goa, Puri also claimed that misinformation was being spread about biofuels.

Misinformation about E20 (20 per cent ethanol-blended petrol) was a "contrived narrative," he said.

"In so far biofuels are concerned, yes, the 20 per cent (of ethanol blending) was the target, and there is no desire, just now, to increase by more than 20 per cent," he said to a question on discussions around E20 fuel, adding that misinformation was being spread about the issue.

The government has been promoting ethanol-blended petrol as part of its strategy to reduce dependence on imported crude oil, one of the biggest contributors to its current account deficit. The country has already rolled out E20 fuel, containing 20 per cent ethanol and 80 per cent petrol.



'IN SO FAR BIOFUELS ARE CONCERNED, YES, THE 20% (OF ETHANOL BLENDING) WAS THE TARGET & THERE IS NO DESIRE, JUST NOW, TO INCREASE BY OVER 20%,' UNION PETROLEUM & NATURAL GAS MINISTER HARDEEP SINGH PURI SAID

The three-day meet themed on 'Accelerating Energy Innovation From Research to Commercialisation' was inaugurated in South Goa's Betul village. The event is organised by the Union Ministry of Petroleum and Natural Gas.

Puri said he saw a social media post which claimed that vehicles had stopped and were facing breakdowns, implying that the government stopped selling the blended fuel.

He said (compliant) vehicles are meant for E20 blended fuel. "There was some problem with the older vehicles which were manufactured before 2003," he pointed out.

The Union minister said the introduction of E20 petrol helped the Union government save Rs 1,60,000 crore, of which Rs 1,40,000 crore was given back to farmers. "The farmers have become Urjadata (giver of energy) from Annadata (giver of food)," he commented.

Asked about problems reported by the E20 fuel users, Puri said, "I think there was a problem with the transportation of the blended fuel. The tankers which were used for transportation were also used for other things."

"As far as the engine damage story is concerned, someone had made the claim and the particular automobile manufacturer has filed a case against him," he said.

The minister said the misinformation about the E20 (fuel) was a "contrived narrative".

"Six crore vehicles go to the dispensing stations every day. If engine damage was caused, you could have seen the vehicles all over the place," he added.

Notably, the Road Transport Ministry on Monday notified changes to the Central Motor Vehicles Rules 1989, allowing flex-fuel vehicles that can run on up to E100 (nearly pure ethanol). E100 fuel allows vehicles to run on nearly pure ethanol.

Flex-fuel vehicles are designed to run on higher ethanol blends such as E85 (85 per cent ethanol, 15 per cent petrol) and E100 (near 100 per cent ethanol), unlike conventional petrol vehicles currently approved for lower ethanol concentrations.

Major automakers, including Toyota Motor Corporation, Tata Motors, and Hyundai Motor Company, are also developing flex-fuel vehicles for the Indian market as policymakers push to reduce the country's fossil fuel import bill.

KEY POINTS

- The government has been promoting ethanol-blended petrol as part of its strategy to reduce dependence on imported crude oil, one of the biggest contributors to its current account deficit
- Puri said he saw a social media post which claimed that vehicles had stopped and were facing breakdowns, implying that the government stopped selling the blended fuel
- He said (compliant) vehicles are meant for E20 blended fuel. 'There was some problem with the older vehicles which were manufactured before 2003,' he pointed out

Business Line, Delhi, 28/10/2026
Page No: 3, Size: 31.91cm × 18.63cm

No pressure from US to reduce Russian crude imports: Puri

ALTERNATIVE SOURCES. Imports from the US and Algeria helping to offset W Asia LPG supply shocks, he says

Our Bureau
New Delhi

Oil Minister Hardeep Singh Puri said on Tuesday that there is no pressure from the US on India to reduce its crude oil imports from Russia.

"I never felt anything," Puri said responding to a media query at an industry event in Goa. Asked again later on US pressure, he emphasised, "Do you know your Prime Minister? Do you think his mind is wired to feel pressure? This is a government committed to the welfare of its people and energy supplies."

Puri also clarified that there is no immediate plan to increase ethanol blending on petrol from the current level of 20 per cent.

"Insofar as biofuels are concerned, yes, the 20 per cent (ethanol blending) was the target and there is no desire, just now, to increase by more than 20 per cent," he stressed.

ENGINE DAMAGE

Puri said that misinformation was being spread about the ethanol blended petrol (EBP) programme.

On questions regarding engine damage due to the E20 fuel, Puri said, "Six crore vehicles go to the dispensing stations every day. If engine damage was caused, you could have seen the vehicles all over the place."

> The 20 per cent (ethanol blending) was the target and there is no desire, just now, to increase by more than 20 per cent
>
> **HARDEEP SINGH PURI**
> Oil Minister



On lessons from the West Asia conflict, he said India's experience during the crisis demonstrated that while geopolitical disruptions cannot always be anticipated, their impact can be minimised through advance preparedness and coordinated action.

"A crisis is not something that you can anticipate. But without anticipating the nature of a crisis, or the specifics of the manner in which it unfolds, you can always start preparing yourself," he added.

LPG INCREASE

"Today, we are importing 67 per cent of our liquefied petroleum gas (LPG) from the US," he said.

Puri added that India is also sourcing the key cooking fuel from African countries, such as Algeria.

He noted that domestic LPG production rose from 34,000 tonnes per day (tpd) to 55,000 tpd with imports from the US and Algeria helping offset West Asia supply shocks.

Free Press Journal, Mumbai, 28/10/2026
Page No: 10, Size: 15.40cm × 27.78cm

Crude oil prices, Q2 earnings recovery key to mkt rebound

ANI
NEW DELHI

A sustained decline in crude oil prices, stronger corporate earnings, and a renewed focus on stock valuations could help Indian equities recover from recent weakness, although geopolitical uncertainty and domestic macroeconomic pressures are likely to weigh on market sentiment in the coming months, according to a research report by Kotak Institutional Equities.

Kotak Equities identified three potential triggers for a market recovery: a durable end to the conflict and normalisation of crude oil prices, stronger-than-expected corporate earnings, and a shift in investor attention towards valuations rather than short-term price movements and fund flows.

"We do not see any immediate relief for India's challenged macro," the report stated, citing the stalemate in peace talks, risks of further escalation, and deficient monsoon conditions. It also warned that the impact of elevated crude oil prices on India's major macroeconomic parameters could become disproportionate beyond a certain level.

Against this backdrop, the ongoing September-quarter earnings season could provide greater clarity on the outlook for corporate profitability. Net profits of Nifty 50 companies reporting so far in the second quarter of FY27 rose 19% year-on-year, exceeding estimates by 1.7%, while earnings before interest, taxes, depreciation, and amortisation increased 13%, according to the report.

The brokerage expects Nifty 50 net profit to grow 18% in FY27 and 13% in FY28. It noted that limited earnings downgrades in recent months and stronger first- and second-quarter results offered some comfort despite persistent macroeconomic headwinds.

The report also pointed to opportunities emerging from the recent market correction, arguing that lower valuations have improved the risk-reward balance across a wider range of stocks.

"We believe that a greater focus on the favourable price-value gap in more stocks after the sharp correction in recent weeks will help dispel the 'gloomy' mood in the market," it stated.

However, the outlook remains sensitive to the trajectory of crude oil prices. Under its base-case scenario, the report assumes average crude prices of $90 per barrel in FY27, with real GDP growth at 7.2% and average consumer price inflation at 5.2% to 5.5%.

Mint, Delhi, 28/10/2026
Page No: 12, Size: 63.50cm × 48.90cm

India seeks bigger share of diesel exports

India's diesel exports are set to surge from 2027, giving the South Asian nation a bigger role in global markets, as state-run companies boost refining capacity, industry officials said on Tuesday.

That will bolster India's position as a swing supplier of refined products in an already tight global market buffeted by the US-Iran and Ukraine-Russia wars that have disrupted trade flows and boosted freight rates worldwide.

"We will be in a happy situation of not only refining for ourselves but for the world," said oil minister Hardeep Singh Puri.

India is becoming a global refining hub as it prepares to boost refining capacity to 300 million tonnes per year by 2030, and increasing further to 400 million tonnes per year later.

In 2027, Indian state refiners will together increase their diesel production capacity by 16.5 million tonnes as they boost capacity of existing refineries, officials said.

REUTERS

Business Standard
VOLUME XXXIII NUMBER 166
NEW DELHI | WEDNESDAY, 28 OCTOBER 2026

Ethanol in the fast lane

A slower transition can address unanticipated impacts

The Ministry of Road Transport and Highways' decision to allow E100 and E85 fuels, along with the registration of flex-fuel vehicles, is understandable in the light of the geopolitical outlook on oil prices in the foreseeable future and growing urban pollution, much of which is transport-related. But the wisdom of such policy speed may need to be balanced with the anticipated negative externalities associated with the ethanol journey. Already, the mandated shift to E20 from E10 five years ahead of the original schedule, prompted no doubt by prolonged supply constraints and the need to meet "Net Zero" targets, has annoyed car owners, who have reported a 7-12 per cent drop in fuel efficiency, which somewhat negates the argument of lowering fuel demand. According to the government data, however, the country has saved ₹1.9 trillion in imports of crude oil and substituted 31 million tonnes between April, when the E20 mandate came into force, and mid-October, though some analysts have questioned the arithmetic behind these calculations.

On the face of it, the drive towards an ethanol-powered automotive future has been a win-win. It has reportedly helped stabilise farm incomes, especially in Bihar, Madhya Pradesh, Uttar Pradesh and Karnataka, by offering a predictable market for agri-surpluses and also absorbing damaged foodgrain from the system. The fact that ethanol distilleries tend to be located close to agri-hubs also plays a role in creating employment opportunities and promotes some measure of rural development. But the long-term impacts on food security and ecology remain open questions. The impact was evident in the sugar market earlier this year, when low opening stocks and production resulted in a sharp rise in sugar prices. Meanwhile, the government has rebutted the accusation of larger diversions of the rice stocks, underlining that Food Corporation of India, the government procurement agency, only diverted damaged or broken grain for ethanol production and did not endanger the food-security programme.

But over time and given the uncertainties of agri-markets, the rapid expansion of the ethanol programme could well incentivise farmers to divert larger tracts of land towards sugar or maize cultivation, which raises a fresh set of problems. This is exemplified by Brazil, which is regarded as a global success story in the ethanol transition. The 25-year transition, which started in 1975, has undoubtedly helped bring about a sharp reduction in greenhouse-gas emission but has had a deleterious effect on local ecology. As farmers there started converting more and more arable land for maize and sugarcane, they displaced livestock and cattle ranchers, who then simply cleared large tracts of the Amazon rainforest to expand. The country also faced occasional price and supply asymmetries; when global prices of sugar rose, supplies available for the ethanol programme inevitably fell. Equally, the sugar crop was diverted to ethanol producers when ethanol prices rose.

In India, there is also the question of whether promoting water-intensive crops like sugarcane on a large scale for the ethanol programme is warranted when agri-inputs — fertiliser, water, and electricity — are either heavily subsidised or free. On balance, given the complexities of India's agricultural policies, it may be better to move more gradually on the ethanol transition rather than steer abruptly into the fast lane.

Free Press Journal, Mumbai, 28/10/2026
Page No: 8, Size: 17.38cm × 16.35cm

Gilts surge on hopes of W Asia war ending, fall in crude prices

Government bond prices rose sharply toward the close of trade amid short covering after reports said Iran was discussing an end to the war in West Asia, dealers stated. A fall in crude oil prices after the report and a decline in supply at the state bond auction also improved sentiment, they stated.

The 10-year benchmark 6.94% 2036 gilt rose for the first time in six sessions to close at ₹96.65 on Tuesday, up sharply from ₹96.34 on Monday. The benchmark yield ended at 7.4360% on Tuesday, down from 7.4826% on Monday. The bond traded in a wide ₹96.24–₹96.68 band. The 10-year benchmark gilt rose to 7.4983% intraday, its highest level since Oct 21, 2022.

Various media reported that Iranian Supreme Leader Mojtaba Khamenei called for Tehran's conditions to be met by foreign powers in order to end the war. Initially, the statement circulated as Iran seeking a meeting to discuss ending the conflict. **-Informist**

Economic Times, Delhi, 28/10/2026
Page No: 4, Size: 17.20cm × 12.75cm

Russian Oil Refineries Boost Output as Drone Attacks Stop



Russian oil refineries increased crude processing by 25% in the second half of October compared to the beginning of the month after persistent drone attacks on the plants ceased, three industry sources said. Since mid-March, Russian refineries had faced weekly attacks by Ukrainian drones that caused domestic fuel shortages and prompted authorities to ban exports and begin importing. The attacks stopped following Washington's efforts to revive peace talks between Moscow and Kyiv, while also securing a diesel supply deal with Russia. Days after clinching the diesel deal, US President Donald Trump announced an "energy ceasefire" between Russia and Ukraine on October 11. While strikes on both sides continued after that, Russian authorities said some of the last attacks this month were strikes at refineries in Ryazan and Surgut in mid-October, with no further strikes after October 16. – Reuters

Economic Times, Delhi, 28/10/2026
Page No: 11, Size: 9.05cm × 12.44cm

...Says India Faces no Pressure to Stop Buying Russian Oil

Panaji: Hardeep Singh Puri on Tuesday denied that India was under any pressure to stop buying Russian oil. Indian refiners would purchase crude from suppliers offering the most competitive prices as the country prioritises energy security amid global market uncertainties, he said. India was not particularly buying Russian oil at present, but the decisions in this regard were guided by commercial considerations rather than pressure from any country, he added.

—PTI

Economic Times, Delhi, 28/10/2026
Page No: 11, Size: 9.13cm × 11.77cm

No Plan to Increase Ethanol Blending Beyond 20%: Puri

Panaji: Union Minister of Petroleum and Natural Gas Hardeep Singh Puri on Tuesday said the Centre has no immediate plan to increase the ethanol blending in petrol beyond the current 20%. During an interaction at the inauguration of the 29th Energy Technology and Innovation Meet in South Goa, Puri also claimed that misinformation was being spread about biofuels.

Dainik Bhaskar, Delhi, 28/10/2026
Page No: 3, Size: 12.44cm × 14.16cm

भास्कर एक्सक्लूसिव कूड़े से तैयार खाद जरूरतमंद किसानों को मिलेगी

हरियाणा का प्रत्येक गांव होगा कूड़ा मुक्त, 142 ब्लॉक में लगेंगी सेग्रीगेशन मशीनें

भूपेंद्र धुरान | गोहाना

प्रदेश के शहरों की तर्ज पर अब हर गांव भी कूड़ा मुक्त होंगे। इसके लिए सरकार प्रदेश के सभी 142 ब्लॉकों में सेग्रीगेशन मशीन लगाएगी। इन मशीनों से जहां गांवों से निकलने वाले कूड़े का बेहतर निस्तारण कराया जाएगा। वहीं, इससे तैयार खाद को आसपास के जरूरतमंद किसानों को उपलब्ध कराया जाएगा। सरकार ने स्वच्छ भारत मिशन हरियाणा ग्रामीण के तहत गांवों को कूड़ा मुक्त करने का निर्णय लिया है।

सरकार द्वारा अब तक शहरी स्थानीय निकाय विभाग के माध्यम से शहरों की सफाई व्यवस्था पर जोर दिया जा रहा है। इसके लिए हर साल हर नगर पालिका से लेकर नगर निगम क्षेत्र तक कूड़े को एकत्रित करने से लेकर उसका निस्तारण कराने के लिए बड़े स्तर पर टेंडर दिए जाते हैं। शहरों की सफाई के आधार पर उनकी स्वच्छता रैंकिंग भी तय होती है। इसी तर्ज पर अब सरकार ने गांवों को कूड़ा मुक्त बनाने पर जोर दिया है। हालांकि, गांवों में सफाई कर्मचारियों की नियुक्ति की गई है लेकिन अब तक कूड़े का बेहतर निस्तारण नहीं हो पा रहा है। अब सरकार ने प्रदेश के सात हजार से अधिक गांवों में स्वच्छ भारत मिशन हरियाणा ग्रामीण के तहत बेहतर तरीके से कूड़े का प्रबंधन कराने का निर्णय लिया है। गांवों से निकलने वाला कूड़ा आवश्यक संसाधनों के माध्यम से एकत्रित कराया जाएगा। इसके बाद उसे संबंधित ब्लॉक हेडक्वार्टर पर ले जाया जाएगा। यहां कूड़े का निस्तारण करने के लिए हर ब्लॉक पर सेग्रीगेशन मशीन लगाई जाएगी। यह मशीन ठोस कूड़े को अलग करने के अलावा खाद भी तैयार करेगी। इसके बाद आसपास के जरूरतमंद किसान वहां से खाद भी ले सकेंगे।

हर यूनिवर्सिटी में बायोगैस प्लांट लगाने की भी योजना



रविंद्र जागलान ने नरवाना के उझाना ब्लॉक में सेग्रीगेशन प्लांट का निरीक्षण किया।

प्रदेश में 60 से अधिक यूनिवर्सिटी हैं। इन यूनिवर्सिटी के छात्रावासों में हजारों छात्र-छात्राएं अपनी पढ़ाई करते हैं। इसके चलते छात्रावासों से हर रोज हजारों टन में कूड़ा भी निकलता है। हाल ही में रोहतक स्थित महर्षि दयानंद यूनिवर्सिटी (एमडीयू) में बायोगैस प्लांट चालू किया गया है। इस प्लांट का उद्देश्य जैविक कचरे से बायोगैस तैयार करके रसोई घरों में गैस की आपूर्ति करना है। इसी तर्ज पर सरकार ने प्रदेश की हर यूनिवर्सिटी में ऐसे बायोगैस प्लांट लगाने की योजना भी बनाई है। इसके लिए संबंधित टीम यूनिवर्सिटी में जाकर बायोगैस प्लांट का निरीक्षण भी कर चुकी है। टीम ने उझाना ब्लॉक में भी सेग्रीगेशन प्लांट का निरीक्षण किया।

Navbharat Times, Delhi, 28/10/2026
Page No: 11, Size: 18.84cm × 21.06cm



CNG और PNG नेटवर्क को रफ्तार, प्रदूषण की NOC मिलेगी अब 15 दिन में

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■ NBT रिपोर्ट, नई दिल्ली : पाइपलाइन से रसोई गैस (PNG) और गाड़ियों के लिए सीएनजी (CNG) का नेटवर्क बढ़ाने की प्रक्रिया अब तेज होगी। CPCB ने सिटी गैस डिस्ट्रीब्यूशन (CGD) से जुड़ी परियोजनाओं के लिए प्रदूषण विभाग की मंजूरी देने की समयसीमा 30 दिन से घटाकर 15 दिन कर दी है। इससे गैस पाइपलाइन बिछाने और गैस सप्लाई का ढांचा तैयार करने वाली कंपनियों को राहत मिलेगी। इसका मकसद स्वच्छ ईंधन का इस्तेमाल बढ़ाना और एलपीजी की आपूर्ति से जुड़ी चिंताओं को कम करना है।

CPCB ने मंजूरी की समयसीमा 30 से घटाकर 15 दिन की

सीपीसीबी के मेंबर सेक्रेटरी प्रसून गर्गव की ओर से जारी निर्देश के मुताबिक, राज्य प्रदूषण नियंत्रण बोर्डों और केंद्र शासित प्रदेशों की प्रदूषण नियंत्रण समितियों को सिटी गैस डिस्ट्रीब्यूशन परियोजनाओं से जुड़े आवेदनों का प्राथमिकता के आधार पर निपटारा करना होगा। इसमें स्थापना के लिए सहमति (CTE) और संचालन के लिए सहमति (CTO) से जुड़े आवेदन शामिल हैं।

यह निर्देश प्रदूषण नियंत्रण कानून की धारा 18(1)(b) के तहत जारी किया गया है।

LPG पर निर्भरता घटाने की कोशिश

घरेलू रसोई में पीएनजी का इस्तेमाल बढ़ने से एलपीजी सिलिंडरों पर निर्भरता कम करने में मदद मिल सकती है। वहीं, होटल, रेस्टोरेंट, अस्पताल और दूसरे व्यावसायिक संस्थानों में प्राकृतिक गैस का इस्तेमाल बढ़ने से स्वच्छ ईंधन को बढ़ावा मिलेगा। सीपीसीबी ने फरवरी 2025 में तेल और गैस की परिवहन पाइपलाइनों को ग्रीन श्रेणी में रखा था। इससे इन परियोजनाओं के लिए मंजूरी की प्रक्रिया आसान बनाने की दिशा में कदम उठाया गया था।

Virat Vaibhav, Delhi, 28/10/2026
Page No: 9, Size: 17.97cm × 22.38cm

केंद्र की पेट्रोल में एथेनॉल मिश्रण को 20 प्र. से अधिक बढ़ाने की कोई योजना नहीं : पुरी

एजेंसी ■ बेतुल



पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने मंगलवार को कहा कि केंद्र सरकार की फिलहाल पेट्रोल में एथेनॉल मिश्रण की मौजूदा 20 प्रतिशत की सीमा को बढ़ाने की कोई योजना नहीं है। दक्षिण गोवा में 29वें ऊर्जा प्रौद्योगिकी एवं नवाचार सम्मेलन के उद्घाटन के दौरान बातचीत में पुरी ने यह भी दावा किया कि जैव ईंधन को लेकर भ्रामक जानकारी फैलाई जा रही है। एक सवाल के जवाब में उन्होंने कहा, जहां तक जैव ईंधन की बात है, हां, पेट्रोल में 20 प्रतिशत एथेनॉल मिश्रण का लक्ष्य था और फिलहाल इसे 20 प्रतिशत से अधिक बढ़ाने की कोई योजना नहीं है। उन्होंने कहा कि ई20 (20 प्रतिशत एथेनॉल मिश्रित पेट्रोल) को लेकर जानबूझकर भ्रामक जानकारी फैलाई जा रही है। सरकार आयातित कच्चे तेल पर निर्भरता कम करने की रणनीति के तहत एथेनॉल मिश्रित पेट्रोल को बढ़ावा दे रही है। आयातित कच्चा तेल देश के चालू खाता घाटे के प्रमुख कारणों में से एक है। देश में ई20 ईंधन की शुरुआत पहले ही हो चुकी है, जिसमें 20 प्रतिशत एथेनॉल और 80 प्रतिशत पेट्रोल होता है। उन्होंने आगे कहा कि ई20 ईंधन वाहनों के अनुकूल है। मंत्री ने बताया, 2003 से पहले निर्मित पुराने वाहनों में कुछ समस्याएं थीं। उन्होंने कहा कि ई20 पेट्रोल की शुरुआत से देश को 1.60 लाख करोड़ रुपए की बचत हुई, जिसमें से 1.40 लाख करोड़ रुपए किसानों को वापस मिले। किसान अब अन्नदाता से ऊर्जादाता बन गए हैं। ई20 ईंधन इस्तेमाल करने वालों की ओर से बताई गई समस्याओं के बारे में पूछे जाने पर पुरी ने कहा, ÷मुझे लगता है कि मिश्रित ईंधन के परिवहन में समस्या थी। परिवहन के लिए इस्तेमाल होने वाले टैंकरों का उपयोग अन्य चीजों के लिए भी किया जाता था। जहां तक इंजन खराब होने की बात है, किसी व्यक्ति ने यह दावा किया था और संबंधित वाहन निर्माता कंपनी ने उसके खिलाफ मामला दर्ज कराया है। मंत्री ने ई20 ईंधन को लेकर फैलाई जा रही भ्रामक जानकारी को एक गढ़ी हुई कहानी बताया। उन्होंने कहा, हर दिन छह करोड़ वाहन ईंधन भरवाने के लिए पेट्रोल पंपों पर पहुंचते हैं। अगर इंजन खराब हो रहे होते, तो आपको हर जगह वाहन खराब पड़े दिखाई देते। सड़क परिवहन मंत्रालय ने सोमवार को केंद्रीय मोटर वाहन नियम, 1989 में संशोधन की अधिसूचना जारी की। इसके तहत ई100 तक ईंधन पर चलने वाले फ्लेक्स-फ्यूल वाहनों को अनुमति दी गई है।

Hindustan, Delhi, 28/10/2026
Page No: 15, Size: 12.28cm × 6.72cm

सऊदी की तेल रिफाइनरी पर हमला

सना, एजेंसी। यमन के हूती विद्रोहियों ने मंगलवार को सऊदी अरब की सबसे बड़ी तेल रिफाइनरी रास तनूरा और रक्षा मंत्रालय पर मिसाइल से हमला करने का दावा किया। राजधानी रियाद में भी कई जोरदार धमाके हुए। प्रशासन ने लोगों को सुरक्षित स्थानों पर शरण लेने की चेतावनी जारी की।

हूती विद्रोहियों के सैन्य प्रवक्ता याह्या सारी ने एक्स पर कहा कि यमन के सशस्त्र बलों ने सऊदी अरब के पूर्वी प्रांत में स्थित रास तनूरा रिफाइनरी को बैलिस्टिक मिसाइल से निशाना

■ रियाद में भी धमाके, सुरक्षित स्थानों पर जाने की चेतावनी जारी

बनाया। हमले के कारण वहां भीषण आग लग गई। रिफाइनरी के पास स्थित अल-खोबर शहर के एक निवासी ने बताया कि मंगलवार तड़के उसे मोबाइल पर खतरे की चेतावनी मिली थी। इसके कुछ देर बाद जोरदार धमाके की आवाज सुनाई दी। सारी ने बताया कि उनके संगठन ने दो सैन्य परिवहन विमानों को निशाना बनाकर बैलिस्टिक मिसाइलें दागीं। इनमें से एक विमान नजरान हवाई अड्डे पर और दूसरा खमीस मुशैत स्थित किंग खालिद वायुसेना अड्डे पर था।

सऊदी अरब के तेल प्रतिष्ठानों और सैन्य ठिकानों पर हमलों में ईरान समर्थित सशस्त्र गुटों को रूस के जासूसी उपग्रहों से मदद मिलने का दावा किया गया है। उधर, सऊदी अरब, पाकिस्तान और तुर्किये ने मक्का में नाटो की तर्ज पर एक रक्षा समझौता किया है। इसके तहत सदस्य देश पर हमला तीनों पर हमला माना जाएगा।

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भारत ने एलपीजी आयात के स्रोत 41 देशों तक बढ़ाए

पणजी, एजेंसी। पेट्रोलियम मंत्री हरदीप सिंह पुरी ने मंगलवार को कहा



कि भारत ने पश्चिम एशिया संकट के दौरान एलपीजी का घरेलू उत्पादन बढ़ाने के साथ आयात के स्रोतों की संख्या 27 से बढ़ाकर 41 की। उन्होंने यह भी कहा कि देश की तेल शोधन क्षमता 2030 तक बढ़कर 30 करोड़ टन सालाना होने की उम्मीद है।

पुरी ने यहां आयोजित '29वें ऊर्जा प्रौद्योगिकी एवं नवाचार सम्मेलन' के दौरान संवाददाताओं से बातचीत कर रहे थे। उन्होंने बताया कि घरेलू एलपीजी उत्पादन 34,000 टन से बढ़कर 55,000 टन प्रतिदिन हो गया है। इसके साथ ही अमेरिका और अल्जीरिया जैसे देशों से आयात बढ़ाकर खाड़ी क्षेत्र से आपूर्ति में आए गतिरोध की भी भरपाई की गई। उन्होंने कहा कि संकट की प्रकृति का पहले से अनुमान लगाना हमेशा संभव नहीं होता, लेकिन उससे निपटने की तैयारी पहले से की जा सकती है।

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पेट्रोल में 20% से अधिक एथनाल मिलाने की योजना नहीं : पुरी

- केंद्रीय पेट्रोलियम मंत्री हरदीप बोले- जैव ईंधन को लेकर भ्रामक सूचनाएं फैलाई जा रहीं
- कच्चे तेल के आयात पर निर्भरता घटाने के लिए एथनाल मिश्रित ईंधन को बढ़ावा दिया जा रहा

पणजी, प्रेट्र: केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने कहा कि केंद्र की पेट्रोल में एथनाल का मिश्रण मौजूदा 20 प्रतिशत से अधिक बढ़ाने की कोई योजना नहीं है।


हरदीप सिंह

दक्षिण गोवा में 29वें ऊर्जा प्रौद्योगिकी एवं नवाचार सम्मेलन के उद्घाटन पर पुरी ने यह भी दावा किया कि जैव ईंधन को लेकर भ्रामक सूचनाएं फैलाई जा रही हैं। उन्होंने कहा कि ई20 (20 प्रतिशत एथनाल मिश्रित पेट्रोल) को लेकर भ्रामक सूचना गढ़ा नैरेटिव है। कच्चे तेल के आयात पर निर्भरता घटाने की रणनीति के तहत सरकार एथनाल मिश्रित पेट्रोल को बढ़ावा दे रही है। कच्चे तेल का आयात चालू खाते के घाटे के सबसे बड़े कारणों में से एक है। देश में ई20 ईंधन पहले ही शुरू किया जा चुका है, जिसमें 20 प्रतिशत एथनाल और 80 प्रतिशत पेट्रोल होता है।

पुरी ने कहा कि उन्होंने इंटरनेट मीडिया पर एक पोस्ट देखा था, जिसमें दावा किया गया था कि वाहन बंद हो गए हैं। पोस्ट से यह संकेत मिलता था कि सरकार ने मिश्रित ईंधन की बिक्री रोक दी है। कहा कि ई20 पेट्रोल से सरकार को 1,60,000 करोड़ की बचत हुई है।