Business Line, Delhi, 30/10/2026
Page No: 10, Size: 25.43cm × 24.98cm

# LPG demand likely to fall by 1,00,000 b/d in 2026

**WAR IMPACT.** Forecast to increase by only around 60,000 b/d in 2027, per Kpler analyst

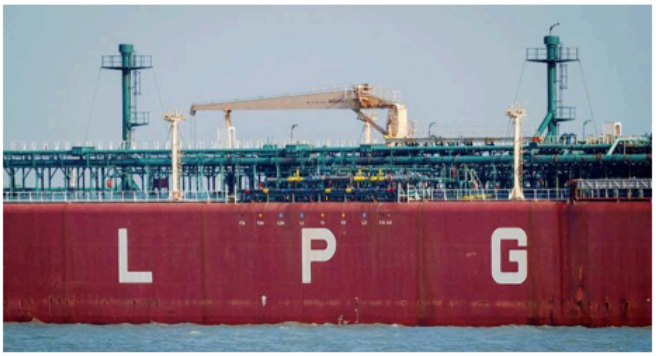
**Rishi Ranjan Kala**
New Delhi

India's demand for liquefied petroleum gas (LPG) is likely to decline by around 1,00,000 barrels per day (b/d) in 2026, as the closure of the Strait of Hormuz (SoH) impacted roughly 90 per cent of its imports of the cooking fuel.

The disruption left the country particularly exposed to reduced flows through the SoH. The supply shock directly affected end-use consumption, as the government introduced measures, including the rationing of LPG deliveries, Kpler said.

Priti Mehta, Kpler's Senior Oil Demand Modelling Analyst, anticipated that LPG demand would recover from its Q2 2026 and Q3 2026 lows during Q4, supported by the festival season and higher imports, but the recovery is expected to remain incomplete.

Indian LPG demand is forecast to increase by only around 60,000 b/d in 2027, recovering slightly more than half of the 2026 decline. Part of the remaining loss is likely to be structural, as the government promotes piped natural gas (PNG) connections, particularly among urban households connected to city gas distribution networks, she added.




**FUEL CRISIS.** The closure of the Strait of Hormuz impacted roughly 90 per cent of India's LPG imports REUTERS

"Indian LPG demand will remain constrained by the expansion of PNG," she said.

Globally, LPG demand is expected to increase by 4,20,000 b/d next calendar year, with Asia accounting for around 2,50,000 b/d of the growth, while West Asia, Africa and Europe are each expected to add around 40,000 b/d, Mehta said.

## DIESEL DEMAND

Another notable development is that Kpler expects global diesel demand to decline by 5,00,000 b/d in 2026, making it the hardest-hit refined product.

The contraction is concentrated in Q2 2026 and Q3 2026, when demand is expected to fall by 9,70,000 b/d and 8,10,000 b/d y-o-y, respectively. However, India remains a major exception, with diesel demand forecast to increase by around 90,000 b/d in 2026, Mehta said.

"Growth is supported by economic activity, weaker monsoon conditions and incomplete retail price pass-through, which has shielded consumers from much of the increase in international fuel costs," she added.

Global gasoline demand is also forecast to decline by 3,30,000 b/d in 2026, a downward revision of 450,000 b/d from the pre-conflict outlook.

Unlike LPG and naphtha, where reduced supply has directly constrained feedstock consumption, gasoline demand has been affected mainly by higher pump prices and government-led conservation measures. Asia and North America account for most of the decline, Mehta pointed out.

However, India is the clearest exception, with gasoline demand expected to increase by 60,000 b/d in 2026, as incomplete price pass-through shields consumers from much of the international cost shock, she noted.

Free Press Journal, Mumbai, 30/10/2026
Page No: 9, Size: 26.27cm × 18.97cm

# Gulf Oil sees input cost pressure persist

## Targets 12–14% margins amid strong volume growth

**Shipra Rana**
MUMBAI

Gulf Oil Lubricants India expects input cost pressures to continue as rising crude and Brent oil prices push up raw material expenses. Despite these challenges, the company remains focused on maintaining operating margins of 12–14%, supported by strong volume growth and selective price increases.

Responding to a FPJ question on the impact of rising crude and Brent prices on the company's margins, Ravi



Chawla, Managing Director and CEO of Gulf Oil Lubricants India, acknowledged the challenges faced by the lubricant industry.

Chawla said higher base oil and additive prices had increased operating costs over the past six months, making business conditions challenging.

The company has passed on part of these increases to customers while balancing pricing decisions with demand and volume growth.

Despite continued pressure on raw material costs, Gulf Oil is targeting margins of 12–14%.

The company remains focused on managing costs, strengthening operational efficiency and sustaining growth amid volatility in global crude oil markets.

Gulf Oil is also expanding its electric vehicle (EV) business as part of its diversification strategy. Chawla said the company is introducing two new EV-fluid products associated with Tata and Bajaj. These products are being manufactured as Gulf Oil strengthens its presence in emerging mobility technologies.

Free Press Journal, Mumbai, 30/10/2026
Page No: 10, Size: 21.27cm × 20.27cm

# Oil futures slump as US-Iran diplomacy gains momentum

Oil futures extended their retreat on Thursday as diplomatic engagement between Washington and Tehran prompted traders to pare geopolitical risk premiums.

Nevertheless, supply vulnerabilities across West Asia and the possibility of renewed military confrontation restrained the selloff. On the MCX, November delivery contracts declined ₹167, or 1.70%, to ₹9,631 per barrel. December futures slipped ₹70, nearly 1%, to ₹9,619, reflecting softer near-term sentiment across the domestic energy complex.

Pinky Yadav, Commodity Fundamental Analyst at Choice Broking, said expectations of easing US-Iran tensions had pressured domestic contracts as benchmark Brent retreated towards $114 a barrel from four-year highs. According to reports, US Vice President JD Vance contacted Iranian



Security Council chief Mohsen Rezaei at President Donald Trump's direction to explore restarting bilateral negotiations. The communication reportedly outlined a framework for talks rather than a detailed peace settlement.

The diplomatic initiative coincided with speculation that Trump could resume military strikes against Iran following next week's US midterm elections, keeping headline-driven volatility elevated. Yadav cautioned that Saudi-Houthi clashes, regional instability and threats to shipping through the Strait of Hormuz continued to underpin energy prices despite recovering regional flows.

Internationally, December Brent futures declined nearly 1% to $114.36 per barrel on the Intercontinental Exchange, while corresponding West Texas Intermediate contracts fell 1.3% to $101.44 on the New York Mercantile Exchange. Anindya Banerjee, Head of Commodity and Currency Research at Kotak NEO, said markets were pricing meaningful post-election escalation risks, leaving valuations sensitive to diplomatic and military signals. Failure of the anticipated escalation to materialise could trigger further unwinding of the geopolitical premium, although tight physical supplies might cushion losses.

—PTI

Economic Times, Delhi, 30/10/2026
Page No: 4, Size: 5.85cm × 35.93cm

# SC Seeks Clarity on Fuel Supply to E100 Vehicles

**New Delhi:** The Supreme Court on Thursday asked the Centre how it would ensure adequate supply of ethanol if vehicles running on 100% ethanol were permitted, following recent amendments to motor vehicle rules.

"Academically, we want to know if the permission is given to have 100% ethanol-run vehicles, how will you make the supply," a bench of Justices M M Sundresh and Prasanna B Varale asked. Attorney General R Venkataramani said this would require "large-scale manufacturing rearrangements".

The Road Transport Ministry on October 26 amended the Central Motor Vehicles Rules, 1989, to allow flex-fuel vehicles running on blends of up to E100. However, Petroleum Minister Hardeep Singh Puri said on October 27 that the Centre had no immediate plans to raise ethanol blending in petrol beyond the current 20%.

The bench also stressed the need to examine the issue from the perspectives of public interest, the environment and farmers' welfare, highlighting the importance of empowering rural communities.

The court was hearing pleas concerning ethanol allocation for the Ethanol Supply Year (ESY) 2025-26 and posted the matter for hearing next month. On June 30, the apex court had ordered status quo on a Karnataka High Court direction concerning enhanced ethanol allocation for ESY 2025-26. —**PTI**

Indian Express, Delhi, 30/10/2026
Page No: 15, Size: 24.02cm × 19.55cm

# Govt raises FY27 growth forecast to 7.3%, flags risks from crude oil prices

**Aanchal Magazine**
*New Delhi, October 29*

THE MINISTRY of Finance on Thursday upgraded the growth forecast for the ongoing financial year 2026-27 to 7.3% from 6.8-7.2% estimated earlier in the Economic Survey in February this year.

In its Monthly Economic Review for October, the Ministry also marginally revised up the growth projection for July-September to 7.35% from 7.3% in its September report. The economy had grown by 7.8% in April-June, the first quarter of this financial year.

Underlining "considerable uncertainties", the Ministry said that robust domestic demand, sustained investment activity, a resilient financial sector, and supply-side management have underpinned the country's growth resilience so far and are expected to support growth through the remainder of the year. "Sustaining economic activity while safeguarding price stability" will be the focus of policymakers in the second half of the financial year amidst elevated crude oil prices, higher food inflation and an uncertain outlook for the kharif crop, it said. The Ministry said the growth estimate is based on the nowcasting model of the Department of Economic Affairs, the same model used in the Survey.

Recently, the International Monetary Fund (IMF) increased the growth forecast to 7% for 2026-27, up from 6.4% in July. The Reserve Bank of India (RBI) has also raised its GDP growth projection to 7.1%.

"High-frequency indicators spanning industrial output, energy consumption, port traffic, GST collections, and automobile sales recorded stronger growth in Q2 FY27 than in the previous quarter. Building on growth of 7.8% in Q1, the Department's nowcasting model estimates real GDP growth at 7.35% in Q2 FY27," it said.

Citing industrial output data and manufacturing growth, the Ministry said that recent policy, investment, and firm-level developments point to continued efforts to scale up manufacturing, localisation, and technological capabilities.

"Going forward, increasing scale, domestic value addition, supply chain depth, and export competitiveness will remain important to broadening the manufacturing base," it said.

Recent GST process reforms will ease compliance and working capital constraints for businesses. Healthy credit growth and recent trade agreements are expected to provide additional support to consumption, investment and exports, it said.

Listing out the challenges, the Ministry said the uncertainty around energy prices, supply-chain pressures and geopolitical developments remain relevant for manufacturing costs and investment decisions. Therefore, sustaining industrial momentum while translating policy support into greater production at scale, higher domestic value addition and stronger export competitiveness will remain important, it said. Near-term inflation dynamics will be shaped by a combination of domestic food supply management, global energy volatility, and systemic liquidity conditions, it said.

Externally, elevated crude oil prices and maritime freight disruptions across the West Asian transit routes pose ongoing upside risks to input costs, though recent RBI measures to supply direct dollar liquidity to public-sector OMCs and curb currency speculation may help buffer extreme exchange rate volatility and mitigate imported inflation.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

## GROWTH OUTLOOK

- Global agencies, including the International Monetary Fund, have raised their growth forecasts for India by 50-60 bps to around 7% for 2026-27.
- Earlier this month, the Reserve Bank of India also raised its GDP growth projection to 7.1%.

Hindustan Times, Delhi, 30/10/2026
Page No: 18, Size: 29.55cm × 66.86cm

Hindustan Times

{ AMITABH KANT } FORMER BUREAUCRAT

# Energy security must not compromise food security

India's ethanol programme is one of its clearest energy security successes, reaching 20% blending (E20) five years ahead of the 2030 target and cutting the crude import bill. The government has now notified rules allowing flex-fuel vehicles to be certified to run on E85 and E100. The notification enables these fuels rather than mandating them.

Any meaningful uptake would raise demand substantially, as an E100 vehicle runs almost entirely on ethanol and, because ethanol carries less energy, needs more fuel per kilometre than an E20 vehicle. Meeting this demand would depend heavily on sugarcane, rice and maize, which will compete for the land, water, and grain India needs for food and animal feed.

The question is how much the country can afford to divert. Events over the past month suggest the margin is already thin.

Earlier this month, the government directed oil marketing companies to bring sugar diversion for ethanol down to zero for the 2026-27 supply year, amid concerns over sugar output after weak rains.

The same tender, seeking around 11 billion litres, cut the price for maize-based ethanol by ₹3 a litre. Maize was already the largest feedstock in 2024-25, supplying nearly half of India's ethanol, and with cane juice and B-heavy molasses excluded this year, distilleries will need considerably more of it. The pressure on maize is already reshaping what farmers grow.

The Economic Survey 2025-26 warns that ethanol's price signals are pulling farmland towards maize and away from pulses and oilseeds, which risks entrenching India's dependence on edible oil imports. The Survey calls this an emerging tension between Aatmanirbharta in energy and Aatmanirbharta in food.

Rice tells a similar story where between June 2025 and June 2026, the Food Corporation of India (FCI) supplied 6.35 million tonnes of rice to distilleries at nearly 40% below its acquisition cost, effectively extending economic support to ethanol through the food system.

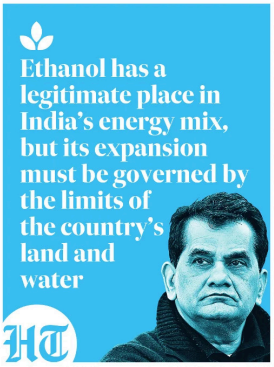
A further 7.2 million tonnes has been allocated for 2026-27. With central stocks in July at nearly three times the buffer norm, this is surplus grain for now. But surplus depends on good monsoons and open-ended procurement.

Water is an equally serious constraint, one that ethanol procurement ignores. Distilleries themselves use little water, but the real footprint lies in cultivation. The industry argues, with some merit, that estimates overstate the problem by counting rainfall. Yet much of India's cane and distillery capacity sits in states where groundwater is already under severe stress.

Brazil is often cited as the model for running transport on ethanol. Its standard petrol carries 30% ethanol but most Brazilian sugarcane is rainfed, and much of its corn ethanol comes from a second crop sown after the soybean harvest.

India's cane, by contrast, has historically been more than 90% irrigated, and the country's grain-based ethanol draws on crops that would otherwise feed people and livestock.

India must stop expanding ethanol from first-generation feedstocks (sugarcane, maize and rice) beyond what E20 requires. Rice-based ethanol should be phased out first, while maize and cane allocations should follow feed availability and genuine sugar surpluses. Demand beyond E20 should be met through second-generation (2G) ethanol from non-food biomass such as crop residues and bamboo.




And, 2G ethanol must be run as a national technology mission. Seven years after PM JI-VAN Yojana was launched, only a handful of plants have been commissioned, costs remain well above first-generation ethanol, and even the flagship Panipat plant is not running at design capacity.

Savings from phasing out subsidised rice should fund indigenous conversion technology and a paid biomass collection network. Research institutes should also develop high-yielding, low-water energy crops for degraded land; guaranteed offtake at a premium price would give investors the certainty to build at scale.

Water must be priced into procurement. New cane and grain distilleries should not come up in over-exploited groundwater blocks, procurement prices should reward lower-water feedstocks, and drip irrigation should become a condition for cane supplied to distilleries.

The food-fuel trade-off also must be made transparent. Any support to ethanol routed through the food system should be budgeted and reported annually.

Lastly, ethanol must go where it adds the most value. For cars and two-wheelers, electrification is the more efficient long-term pathway; a parallel E100 retail network risks slowing that shift. Ethanol's stronger case lies in hybrids and, in time, as a feedstock for sustainable aviation fuel.

Ethanol has a legitimate place in India's energy mix, but its expansion must be governed by the limits of the country's land and water.

*Amitabh Kant is chancellor, NIIT University, chairman, Fairfax, Centre for Free Enterprise and ex-G20 Sherpa & ex-CEO, NITI Aayog. The views expressed are personal*

Free Press Journal, Mumbai, 30/10/2026
Page No: 17, Size: 9.00cm × 23.68cm

## GANDHINAGAR

# GPCB simplifies approvals for eligible CBG, Bio-CNG plants

The Gujarat Pollution Control Board (GPCB) has simplified regulatory procedures for eligible compressed biogas (CBG) and Bio-CNG plants in the state by issuing a common notification clarifying their exemption from consent requirements. The move follows the Central Pollution Control Board's (CPCB) revised classification of eligible units under the White Category.Under the revised CPCB classification, eligible CBG and Bio-CNG plants that use specified feedstock and comply with prescribed conditions have been placed in the White Category. These units are exempt from obtaining Consent to Establish (CTE) and Consent to Operate (CTO) from the State Pollution Control Board.

Millennium Post, Delhi, 30/10/2026
Page No: 9, Size: 28.60cm × 28.20cm

VENEZUELAN BARRELS OFFER LIMITED UPSIDE FOR RELIANCE

# 'Sudden halt to Russian oil will test supply security of Indian refiners'

OUR CORRESPONDENT
*New Delhi, October 29*

A sudden halt to Russian crude imports would pose a supply-chain challenge for Indian refiners, potentially intensifying competition for alternative barrels and putting pressure on freight and procurement costs, while limited scope for further growth in Venezuelan oil output could constrain refiners' ability to exploit cheaper heavy crude, analysts said.

Russian crude, which became a significant component of India's oil import basket after the Russia-Ukraine war, has lost some of its earlier pricing appeal as elevated freight costs eroded its advantage on a delivered basis.

This has encouraged Indian refiners to look increasingly towards Middle Eastern grades, where shorter shipping routes and competitive delivered economics offer an alternative, according to Sumit Ritolia, senior manager for modelling at commodities intelligence firm Kpler.

"Replacing Russian crude at scale is fundamentally a supply-chain challenge rather than simply a question of paying more per barrel," he said. India, the world's third-largest oil consumer and a major crude importer, has reshaped its sourcing strategy since Russia's invasion of Ukraine in 2022, with discounted Russian barrels becoming an important part of its import mix. At the same time, refiners have sought to optimise feedstock costs amid volatile crude prices, freight rates and shifting trade flows.



**RUSSIAN CRUDE OIL, WHICH BECAME A SIGNIFICANT COMPONENT OF INDIA'S OIL IMPORT BASKET, HAS LOST ITS EARLIER PRICING APPEAL**

Venezuelan heavy crude offers another potential source of discounted supply, particularly for complex refineries capable of processing it efficiently, but production constraints and competition from other buyers could limit additional volumes. These dynamics come as India expands refining capacity to meet rising domestic fuel and petrochemical demand while maintaining its position as a major exporter of refined products.

## KEY POINTS

- 'Replacing Russian crude at scale is fundamentally a supply-chain challenge rather than simply a question of paying more per barrel'
- Venezuelan heavy crude offers another potential source of discounted supply, particularly for complex refineries capable of processing it efficiently, but production constraints and competition from other buyers could limit additional volumes

An immediate end to Russian imports would be difficult to manage, given that crude procurement is planned well in advance, with deals typically concluded eight to 12 weeks before delivery. Refiners would also need to reorganise shipping arrangements and commercial supply chains developed around Russian barrels, he said.

The impact would extend across the Indian refining industry rather than fall disproportionately on private-sector or state-run refiners, he said.

A scramble for replacement supplies from the Middle East, Africa and other producing regions could increase competition for available grades and raise transport and procurement costs. India's exposure to Russian crude is therefore not simply a question of discounts. Refining margins also depend on freight, crude quality, refinery complexity, product yields and the prices refiners can secure for products such as diesel and gasoline.

Venezuelan crude remains among the cheaper feedstock options available to Indian refiners, but its heavy, high-sulphur characteristics make it most attractive to facilities equipped to process such grades efficiently.

Ritolia said Venezuela had increased production and exports since January by restarting existing operations & improving export infrastructure, but growth appeared to have plateaued over the preceding two to three months. He estimated that output and exports could rise by only a further 100,000 to 200,000 barrels per day (kbd) without more substantial investment in production and export infrastructure.

That could limit the scope for India to increase purchases, even if diplomatic engagement by Washington encourages greater trade in Venezuelan crude.

"I think the bigger question is Venezuela's ability to increase crude production and exports, rather than India's willingness to buy more barrels," Ritolia said.

The US is already a major buyer of Venezuelan heavy crude, which is suited to complex refineries along the US Gulf Coast. Additional volumes available to Indian buyers would depend on production growth and how much supply remained after existing demand and commitments were met, he said.

For India, the attraction is particularly strong among complex refiners such as Reliance Industries, whose Jamnagar complex has extensive residue-upgrading, coking and hydroprocessing capabilities. These allow it to convert lower-value heavy fractions into higher-value products, including diesel and gasoline.

But the benefits would not be uniform across the industry. Less complex refineries could find that additional residue, hydrogen requirements and processing costs offset the discount on heavy crude.

Indian Express, Delhi, 30/10/2026
Page No: 15, Size: 17.78cm × 28.63cm

# Diesel exports hit 13-mth high in Oct

**Sukalp Sharma**
*New Delhi, October 29*

AMID THE global diesel supply crunch and high price levels due to West Asia and Russia-Ukraine conflicts, refiners capitalised on the opportunity by boosting its exports in October to a 13-month high, as per preliminary vessel tracking data.

Given the prevailing diesel market dynamics, industry experts and analysts expect diesel exports by India — a net exporter of petroleum fuels — to remain strong in coming months.

The West Asia conflict has led to a disruption in global crude oil, fuels, and natural gas flows. The additional pressure on diesel supplies came as Russia — the world's second-largest diesel exporter — curtailed fuel exports due to its refineries being hit by Ukrainian drones. This made India the second-largest global exporter of diesel. Diesel is not just a transportation fuel, but also powers long-haul trucks, agricultural machinery, construction equipment, and other industrial equipment.

India's diesel exports in the October 1-29 period averaged 0.71 million barrels per day (bpd), up 19.6% over September and 8.1% over October of last year, as per data from commodity market analytics firm Kpler.

As expected, private sector refining giant Reliance Industries Ltd (RIL) accounted for a bulk of exports by shipping 0.55 million bpd, or about 78%, of the total diesel exports so far in October. RIL's diesel exports are up 12% sequentially and 32.5% year-on-year. Public sector refiners also stepped up diesel exports in October amid super-normal cracks, or margins, on diesel in the international market. Diesel exports by Mangalore Refinery and Petrochemicals Ltd surged to about 38,000 bpd this month from around 1,000 bpd in September. Indian Oil Corporation Ltd's diesel exports surged 464% sequentially to around 53,000 bpd, while those by Hindustan Petroleum Corporation Ltd were higher by 16.3% at around 26,000 bpd. But diesel exports by private sector refiner Nayara Energy fell 42.4% month-on-month to around 40,000 bpd.

The country produces more fuel than it consumes, and is among the only major economies still increasing their refining capacity with the twin objective of meeting growing domestic demand while expanding exports. Increasing fuel exports helps cushion the impact of the ballooning oil import bill.

It is the world's third-largest consumer of crude and depends on imports to meet over 88% of its requirement, and is also the fourth-largest refiner globally.

Just last week, US Secretary of State Marco Rubio described India as a "refining superpower".

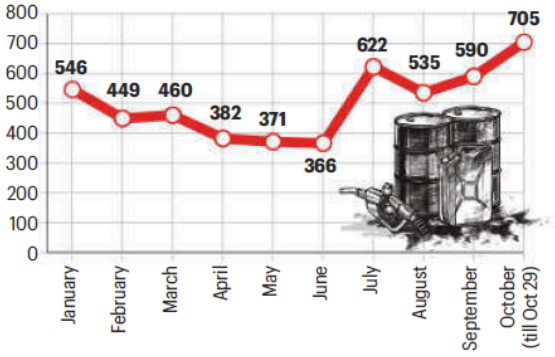
Rubio was on a two-day visit to India, which included a visit to RIL's Jamnagar refining complex, the world's largest single-location refining unit. The complex is a crucial fuel production centre with a refining capacity of 68.2 million tonnes per annum (mtpa), of which 35.2 mtpa is dedicated for exports. RIL is India's largest exporter of petroleum fuels and is seen as a major swing supplier in global market, particularly when disruptions affect supplies from other regions.

"India is well positioned to benefit from the ongoing global diesel supply crunch, given its large, complex refining capacity, diversified crude sourcing and strong export infrastructure. Indian refineries have been operating at over 100% utilisation... This has allowed Indian refiners to maximise throughput, capitalise on elevated diesel cracks and supply markets across Asia, Africa, Europe and even the US. Continued access to competitively priced crude, including Russian barrels, has further supported refining economics," said Sumit Ritolia, Modelling and Refining Manager at Kpler.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

**INDIA'S DIESEL EXPORTS IN 2026**

Volumes (thousand barrels per day)




SOURCE: KPLER

Morning Standard, Delhi, 30/10/2026
Page No: 10, Size: 14.18cm × 18.02cm

# Diesel crisis boosts RIL as exports hit 18-mnth high

## Exports surge comes as global diesel supplies fall after W Asia crisis

RAKESH KUMAR @ New Delhi

RELIANCE Industries emerged as the biggest beneficiary of a global diesel supply crunch, exporting an estimated 541 kbd (thousand barrels per day) in October 2026, the highest level in the 18-month period, according to data from maritime intelligence firm Kpler.

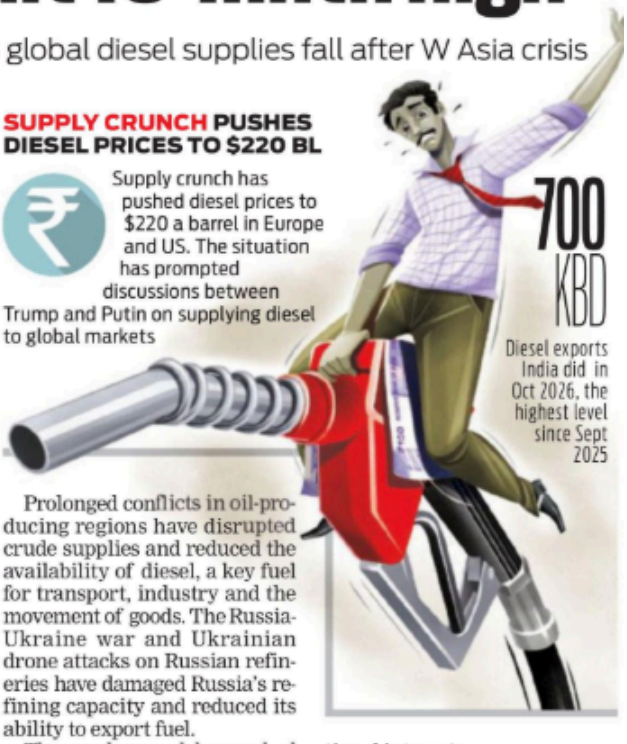
Private refiner Nayara Energy was the second-largest exporter, shipping about 39 kbd in October. The supply shortage boosted India's diesel exports, which rose to 700,000 barrels per day (bd) in October 2026, highest level since September 2025. "India's diesel exports hit 700 kbd in Oct'26, the highest since September 2025.

Record refinery runs, max distillate yield and strong cracks are driving exports. With runs about 5.6-5.7 mbd, exports should stay strong, though robust demand will limit upside," said Sumit Ritolia, lead research analyst, refining & modeling at Kpler, in a post on X.

The export surge comes as global diesel supplies have contracted sharply following the West Asia conflict. As per the International Energy Agency's (IEA) Oil Market Report 2026, global gasoil output averaged 26.4 mbd in Q2, down 1.5 mbd YoY. Output in Q3 was estimated at 27.2 mbd, a decline of 1.7 mbd.

**SUPPLY CRUNCH PUSHES DIESEL PRICES TO $220 BL**

Supply crunch has pushed diesel prices to $220 a barrel in Europe and US. The situation has prompted discussions between Trump and Putin on supplying diesel to global markets




Prolonged conflicts in oil-producing regions have disrupted crude supplies and reduced the availability of diesel, a key fuel for transport, industry and the movement of goods. The Russia-Ukraine war and Ukrainian drone attacks on Russian refineries have damaged Russia's refining capacity and reduced its ability to export fuel.

The supply crunch has pushed diesel prices to about $220 a barrel in Europe and the US. The situation has prompted discussions between US President Donald Trump and Russian President Vladimir Putin on supplying diesel to global markets to help lower fuel prices. Trump has also waived certain sanctions, restrictions and duties under the Sanctioning Russia and Iran Act, citing US national interests.

Reliance, which operates the Jamnagar refining complex in Gujarat, is India's largest exporter of petroleum products. Its diesel and gasoil exports increased from nearly 483 kbd in September and 463 kbd in July, following a sharp recovery from an estimated 322 kbd in June 2026. Shipments had previously peaked at around 495 kbd in September 2025.

Economic Times, Delhi, 30/10/2026
Page No: 16, Size: 60.09cm × 6.69cm

# Slurry Sales Emerge as Key Hurdle for India's CBG Push

**Prashant Mukherjee**

**New Delhi:** India's compressed biogas (CBG) push faces an escalating bottleneck. Plants can produce clean gas but struggle to sell the organic manure left behind, threatening project economics even as the government has committed ₹23,731 crore to expand the sector.

The problem is that producing gas is only half the business; every plant also produces large quantities of slurry that must be processed, stored and sold as organic fertiliser. Without buyers, operators face increasing costs, mounting inventory and the risk of shutting down plants. "The government secured the gas market, but forgot the slurry," said Sunil KM, director of KIS Group.

Of 1,908 registered CBG plants, 217 have been commissioned and 339 are under construction, according to the Indian Biogas Association. The expanding project pipeline makes finding a reliable market for manure critical to the sector's growth. "Manure is great for the soil, but you can only store it for a few days before physical capacity runs out. Without an assured manure offtake model, plants are being forced into low-capacity operations or almost virtual shutdowns," Sunil said.

A typical plant processing 100 tonnes of feedstock daily can produce about 4 tonnes of CBG, alongside 35-40 tonnes of solid fermented organic manure and up to 50,000 litres of liquid manure. With the proposed expansion of the sector, the volume of manure could reach millions of tonnes annually. Unlike gas, which benefits from an established offtake framework, organic manure has no comparable guaranteed market.

Farmers have little incentive to switch from chemical fertilisers, which are heavily subsidised.

The problem could also jeopardise government support. "If the plants are virtually stopped, they are unable to operate at optimum capacity, which means they will not receive the government's capital assistance either," Sunil said.

The oil ministry did not respond to **ET**'s queries until press time.

The government had earlier offered market development assistance of ₹1,500 per tonne of manure sold, but the support has since been withdrawn. "We believe the fertiliser component of biogas plants must be equally energised to ensure end-to-end project viability, technically, financially and socially," said Gaurav Kedia, chairman, Indian Biogas Association.

Free Press Journal, Mumbai, 30/10/2026
Page No: 8, Size: 35.43cm × 21.03cm

**RALLY UNDER SCRUTINY** | **Fed pause lifts mkts; oil threatens sustainability**

# BULLS ROAR, GLOBAL RISKS BITE

**Palazhi Ashok Kumar**
MUMBAI

Indian equities roared back on Thursday, but the 905-point Sensex surge presents investors with a question: is Dalal Street witnessing a recovery or a liquidity-driven reprieve? The Sensex closed at 74,151.04, up 1.24%, while the Nifty advanced 1.05% to 22,936.75, reversing recent weakness.




### Global crosscurrents

The Federal Reserve maintained American interest rates at 3.75–4%, supporting risk appetite without declaring victory over inflation. Brent eased to $113.96 a barrel, yet remains a formidable threat to India's import bill. Renewed US–Iran peace overtures offered hope, although regional supply disruptions persist. Christine Lagarde's announced February departure from the European Central Bank introduces leadership uncertainty, not necessarily an immediate policy reversal.

### Broadening advance

Fifteen of sixteen major sectors advanced, with FMCG, financials, technology, realty and power attracting buyers. Midcaps and smallcaps gained approximately 1% each, signalling healthier breadth. Adani Ports benefited from an 18% rise in quarterly profit to ₹3,682.44 cr. Nevertheless, Trent, Maruti Suzuki, Tech Mahindra and HDFC Bank declined.

Vinod Nair of Geojit Investments, credited resilient demand, selective earnings strength and institutional purchases, while warning about margins, yields and currency weakness. FII buying on Wednesday totalled ₹871.83 cr, alongside ₹643.35 cr from domestic institutions; isolated inflows do not erase cumulative foreign selling.

Dr V K Vijayakumar, Geojit's chief investment strategist, highlighted approximately $31 billion in 2026 capital outflows, elevated American yields and competition from Asian artificial-intelligence stocks. He argued that expensive crude could widen external deficits, weaken the rupee and aggravate inflation, while advocating consideration of capital-gains tax relief.

### Jio revaluation

Jio Platforms climbed 5.12% to ₹1,490, roughly 33% above its ₹1,119 issue price, valuing it at ₹13.72 lakh crore.

Ker Liang Chan of S&P Global Ratings analyst, said approximately ₹300 billion raised modestly strengthens Reliance Industries' credit metrics and financing flexibility. He emphasised telecom's shift towards monetisation and monthly data consumption exceeding 30 gigabytes per user. Jio's success buoyed sentiment; it cannot explain every sector's advance.

### Disciplined optimism

Sachin Gupta of Choice Equity Broking sees Sensex support at 73,200–73,500 and resistance at 74,400–74,700. Pabitro Mukherjee, Bajaj Broking, identifies conditional Nifty upside towards 23,100.

Finance ministry nowcasting projects September-quarter growth at 7.35%, following June's 7.8%. Oil, imported inflation and currency pressures threaten corporate margins and household purchasing power. Sustainable gains require wider earnings growth, durable foreign inflows and calmer energy markets. Investors must reject unwarranted speculation: momentum is not proof of value. Global inflation, overseas monetary signals and foreign flows will determine whether Thursday's rally becomes a lasting recovery.

Financial Express, Delhi, 30/10/2026
Page No: 2, Size: 26.46cm × 18.81cm

# Oil security at risk if Russian flows halt: Kpler

PRESS TRUST OF INDIA
New Delhi, October 29

**A SUDDEN HALT** to Russian crude imports would pose a supply-chain challenge for Indian refiners, intensifying competition for alternative supplies and raising freight and procurement costs. Meanwhile, limited scope for further growth in Venezuelan oil production could constrain refiners' ability to benefit from discounted heavy crude, analysts at commodities intelligence firm Kpler said.

Russian crude, which became a significant part of India's oil import basket after the Russia-Ukraine war, has lost some of its pricing appeal as higher freight costs eroded its advantage on a delivered basis. This has encouraged Indian refiners to look increasingly towards Middle Eastern grades, where shorter shipping routes offer competitive delivered economics, said Sumit Ritolia, senior manager for modelling at Kpler. "Replacing Russian crude at scale is fundamentally a supply-chain challenge rather than simply a question of paying more per barrel," he said.

India, the world's third-largest oil consumer and a major crude importer, has relied on discounted Russian barrels since 2022 while seeking to optimise feedstock costs amid volatile crude prices, freight rates and shifting trade flows.

An immediate halt to Russian imports would be difficult to manage because crude procurement is planned well in advance, with deals typically concluded eight to 12 weeks before delivery. Refiners would also need to reorganise shipping arrangements and commercial supply chains developed around Russian barrels, Ritolia said.

The impact would extend across the industry rather than fall disproportionately on private-sector or state-run refiners. Competition for replacement supplies from West Asia, Africa and other producing regions could increase and push up transport and procurement costs.

Venezuelan heavy crude offers another potential source of discounted feedstock, particularly for complex refineries capable of processing it efficiently. However, production constraints and competition from other buyers could limit additional supplies even if diplomatic engagement by Washington encourages greater trade in Venezuelan crude.

Ritolia said Venezuela had increased production and exports since January by restarting existing operations and improving export infrastructure, but growth appeared to have plateaued over the preceding two to three months. He estimated that output and exports could rise by only another 100,000-200,000 barrels per day (bpd) without substantial investment in production and export infrastructure.

"I think the bigger question is Venezuela's ability to increase crude production and exports, rather than India's willingness to buy more barrels," Ritolia said.

For India, Venezuelan crude is particularly attractive to complex refiners such as Reliance Industries (RIL), whose Jamnagar complex has extensive residue-upgrading, coking and hydroprocessing capabilities. These allow it to convert lower-value heavy fractions into higher-value products, including diesel and gasoline.

However, the benefits would vary across the industry. Less complex refineries could find that additional residue, hydrogen requirements and processing costs offset the discount on heavy crude.

Ritolia estimated that Reliance was already importing about 300,000-350,000 bpd of Venezuelan crude, equivalent to roughly 20-25% of its crude intake. With Venezuelan production and exports showing signs of plateauing, scope for a significant increase in purchases could remain limited unless additional supplies become available.

Access to discounted Venezuelan crude could help Reliance strengthen its gross refining margin (GRM), but a sustained recovery in its premium over other Indian refiners would depend on feedstock availability and the broader refining cycle.

## SUPPLY CHALLENGE

- Russian crude exit would strain supply chains for refiners and raise procurement, freight costs
- West Asian crude grades offer alternatives as Russian oil loses price advantage



- Venezuelan crude output growth may be limited to 100,000-200,000 bpd without fresh investment
- Reliance imports 300,000-350,000 bpd of Venezuelan crude, limiting scope for a major increase if supply plateaus

Free Press Journal, Mumbai, 30/10/2026
Page No: 10, Size: 42.76cm × 21.72cm

# CRUDE, EL NIÑO STOKE INFLATION FEARS

**Commodity Desk**
MUMBAI

**Soaring energy costs, shipping disruptions and El Niño threaten to unleash fresh price shocks, testing monetary discipline and economic resilience**



Elevated crude oil prices, disrupted West Asian shipping lanes and a potentially intensifying El Niño threaten to reignite inflation, confronting policymakers with a difficult trade-off between price stability and economic growth.

The Finance Ministry's October 2026 Monthly Economic Review warned that imported cost pressures and agricultural uncertainty could complicate disinflation during the second half of FY27, despite targeted government interventions.

### Food squeeze

The ministry expects supply-side measures to restrain essential commodity prices, including Kharif onion releases through the Kanda Express, stockholding limits on sugar dealers and reduced Basic Customs Duty on crude edible oils. However, El Niño could deplete soil moisture ahead of Rabi sowing, undermining crop prospects just as festive demand strengthens consumption.

Rising freight charges along West Asian transit routes compound the threat by raising import and distribution costs.

Consumer Price Index inflation climbed 71 basis points to 5.54% in September from 4.83% in August.

Food inflation accelerated to 7.74%, driven by onions, sugar, edible oils and rice, while core inflation hardened to 4.33% from 4.16%, signalling broader price persistence. Retail inflation averaged 4.94% in the second quarter of FY27, against 1.7% a year earlier, broadly matching the Reserve Bank of India's 4.9% forecast.

Nevertheless, approximately 64% of CPI basket items registered inflation below the RBI's 4% target.

### Energy transmission

Wholesale Price Index inflation surged to 11.39% in September from 9.92% in August, exposing mounting upstream pricing pressure. Fuel and power inflation accelerated to 25.85% from 22.93%, highlighting the economy's sensitivity to volatile international energy quotations.

Sustained crude strength threatens to cascade through transport tariffs, industrial input bills and consumer prices.

Maritime disruptions risk magnifying that pass-through, squeezing corporate operating margins and household purchasing power even as administrative measures temper selected food prices.

The review identified domestic food availability, global energy volatility and systemic liquidity as decisive variables shaping near-term inflation dynamics.

### Policy tightrope

The ministry cited RBI measures providing direct dollar liquidity to public-sector oil marketing companies and restraining currency speculation as potential safeguards against excessive rupee volatility and imported inflation.

It cautioned that the recent interest-rate increase would contain second-round inflationary effects only if accompanied by active liquidity management.

Monetary authorities must therefore balance inflation containment against the financing needs of businesses and consumers.

Despite these risks, the ministry highlighted resilient industrial activity, domestic demand, credit growth and investment as anchors of economic expansion. Geopolitical tensions, unpredictable energy costs and tightening global financial conditions remain substantial external headwinds.

The ministry nevertheless expects the economy to sustain its expansionary trajectory through the remainder of FY27, while urging continued vigilance to protect macroeconomic stability against renewed supply shocks.

Persistent oil-price turbulence could also complicate inflation expectations, placing greater emphasis on timely intervention, liquidity operations and exchange-rate stability ahead.

***(With inputs from agencies)***

Free Press Journal, Mumbai, 30/10/2026
Page No: 9, Size: 8.76cm × 18.76cm

# Vedanta Oil & Gas Q2 profit at ₹746 crore

Vedanta Oil and Gas Ltd on Thursday reported a net profit of ₹746 crore for the second quarter of FY27 as a spike in oil prices helped offset a fall in production. The profit compares with a loss of ₹152 crore in the preceding three months of April–June. Comparable year-on-year numbers were not available as the company came into existence only in May after a demerger from Vedanta Ltd. Revenue came at ₹2,486 crore in the quarter ended September.

Economic Times, Mumbai, 30/10/2026
Page No: 15, Size: 29.37cm × 39.79cm

₹23,731 CR PLAN FACES VIABILITY RISKS AMID WEAK MANURE DEMAND

# Slurry Sales Emerge as Key Hurdle for India's CBG Push

Prashant Mukherjee

**New Delhi:** India's compressed biogas (CBG) push faces an escalating bottleneck. Plants can produce clean gas but struggle to sell the mountains of organic manure left behind, threatening project economics even as the government has committed ₹23,731 crore to expand the sector.

The problem is that producing gas is only half the business; every plant also produces large quantities of slurry that must be processed, stored and sold as organic fertiliser. Without buyers, operators face increasing costs, mounting inventory and the risk of shutting down plants. "The government secured the gas market, but forgot the slurry," said Sunil KM, director of KIS Group.

Of the 1,908 registered CBG plants, 217 have been commissioned and 339 are under construction, according to the Indian Biogas Association. The expanding project pipeline makes finding a reliable market for manure critical to the sector's growth.

"Manure is great for the soil, but you can only store it for a few days before physical capacity runs out. Without an assured manure offtake model, plants are being forced into low-capacity operations or almost virtual shutdowns," Sunil said.

A typical plant processing 100 tonnes of feedstock daily can produce about four tonnes of CBG, alongside 35-40 tonnes of solid fermented organic manure and up to 50,000 litres of liquid manure. With the proposed expansion of the sector, the volume of manure could reach millions of tonnes annually. Unlike gas, which benefits from an established offtake framework, organic manure has no comparable guaranteed market.

Farmers have little incentive to switch from chemical fertilisers, which are heavily subsidised. Urea, for instance, is sold at about ₹242 for a 50-kg bag. Organic manure, meanwhile, involves additional processing, storage and transport costs, often exceeding ₹8-9 per kg, making it harder to compete on price. For instance, a CBG plant in Surat, designed to process 50 tonnes of cattle dung daily, was operating at just 2.9% of capacity because of weak demand for its manure.



ISTOCK

The problem could also jeopardise government support.

"If the plants are virtually stopped, they are unable to operate at optimum capacity, which means they will not receive the government's capital assistance either," Sunil said.

Under the Galvanizing Organic Bio-Agro Resources Dhan (GOBARdhan) scheme, the final 50% of capital assistance is linked to plant utilisation, with full payment contingent on operations reaching 75% of capacity. Support is withheld if utilisation falls below 50%.

The Ministry of Petroleum and Natural Gas did not respond to ET's queries until Thursday press time.

The government had earlier offered market development assistance of ₹1,500 per tonne of manure sold, but the support has since been withdrawn. "We believe that the fertiliser component of biogas plants must be equally energised to ensure end-to-end project viability, technically, financially and socially," said Gaurav Kedia, chairman, Indian Biogas Association.

As India scales up CBG production, the challenge is no longer just making more gas. It is finding buyers for what remains after the gas is extracted. Without a viable market for slurry, the by-product could become a major liability for the country's clean-energy ambitions.

**VALUE CHAIN**

**Without a viable market for slurry, the by-product could become a major liability for India's clean-energy ambitions**

Business Standard Hindi, Delhi, 30/10/2026
Page No: 3, Size: 52.07cm × 37.70cm

# कूटनीति की उम्मीद बढ़ी, कच्चा तेल फिसला

रॉयटर्स
लंदन, 29 अक्टूबर

**तेल** की कीमतों में गुरुवार को गिरावट आई। इससे एक दिन पहले हुई बढ़त कम हो गई। शांति वार्ता की उम्मीदों ने पश्चिम एशिया में लड़ाई बढ़ने पर आपूर्ति अटकने की नई चिंताओं का असर कुछ कम कर दिया। ब्रेंट क्रूड फ्यूचर्स 1.55 डॉलर यानी 1.34 फीसदी गिरकर 113.77 डॉलर प्रति बैरल पर आ गया। यूएस वेस्ट टेक्सस इंटरमीडिएट क्रूड फ्यूचर्स (डब्ल्यूटीआई) 2 डॉलर यानी 1.95 फीसदी की गिरावट के साथ 100.78 डॉलर पर आ गया। बुधवार को ब्रेंट में 1.3 फीसदी और डब्ल्यूटीआई में 3 फीसदी की तेजी आई थी।

वॉल स्ट्रीट जर्नल ने बुधवार को अमेरिकी अधिकारियों और मामले के जानकार लोगों के हवाले से बताया कि अमेरिकी उपराष्ट्रपति जेडी वेंस ने ईरानी सुरक्षा परिषद के प्रमुख मोहसिन रेजई को पत्र भेजकर शांति वार्ता फिर से शुरू करने को कहा है।

यूबीएस के विश्लेषक जियोवानी स्टौनोवो ने कहा, पश्चिम एशिया में संघर्ष कम करने के लिए फिर से शुरू हुई राजनयिक कोशिशों के बीच आज तेल की कीमतों पर दबाव है। बातचीत की



जानकारी रखने वाले एक अधिकारी ने बताया कि कतर के मध्यस्थों ने ईरान के सामने अमेरिका और इज़राइल के साथ युद्ध खत्म करने के लिए नया प्रस्ताव रखा है। लेकिन ईरान के एक वरिष्ठ अधिकारी ने इसे खारिज करते हुए कहा कि यह कोई ठोस प्रस्ताव नहीं है।

ईरान के विदेश मंत्री ने बुधवार को कहा कि तेहरान कूटनीति की सफलता चाहता है। उन्होंने यह भी कहा कि अगर उनकी सात दिन की योजना को अपना लिया जाता है, तो उसे एक हफ्ते से भी कम समय में पूरा किया जा सकता है। हालांकि, यमन के ईरान-समर्थक हूती विद्रोहियों के हमलों में तेजी आने और इस डर के कारण कि 3 नवंबर को होने वाले मध्यावधि चुनावों के बाद अमेरिका ईरान पर हमला कर सकता है, गिरावट सीमित रही।

हूतियों से लड़ रहे सऊदी अगुआई वाले गठबंधन ने बताया कि गुरुवार तड़के हूतियों ने सऊदी अरब के पूर्वी क्षेत्र की ओर एक बैलिस्टिक मिसाइल दागी जिसे उन्होंने नष्ट कर दिया। दोनों पक्षों के बीच जारी संघर्ष कम होने के कोई संकेत नहीं दिख रहे हैं। यमन के सरकारी बलों के अनुसार, हूतियों ने बुधवार को अदन हवाई अड्डे पर हमला किया। यह हमला उस घटना के एक दिन बाद हुआ, जब हूतियों ने दावा किया था कि उन्होंने सऊदी अरब की सबसे बड़ी तेल रिफाइनरी पर मिसाइल से हमला किया है। इस तरह, अमेरिका के बाद दुनिया के दूसरे सबसे बड़े कच्चे तेल उत्पादक देश के खिलाफ उन्होंने अपने हमलों को और तेज कर दिया है।

इस बीच, ईरान के रिवोल्यूशनरी गार्ड्स ने कहा कि पिछले 24 घंटों में होर्मुज स्ट्रेट के दक्षिण में एक अनधिकृत रास्ते का इस्तेमाल करने की कोशिश के दौरान तीन टैंकर समुद्री बारूदी सुरंगों से टकरा गए, जिनमें विस्फोट हुआ और वे आग की लपटों में घिर गए। रूस से कच्चे तेल और डीजल के उत्पादन में बढ़ोतरी की उम्मीदों ने भी कीमतों को बढ़ने से रोके रखा।

Business Standard Hindi, Delhi, 30/10/2026
Page No: 4, Size: 64.43cm × 27.57cm

# ग्रीन हाइड्रोजन क्षेत्र में भारत दुनिया में सबसे आगे

सुधीर पाल सिंह
नई दिल्ली, 29 अक्टूबर

**भारतीय** कंपनियां अब तक ग्रीन हाइड्रोजन की बिक्री-खरीद के दुनिया के सबसे बड़े करार कर चुकी हैं, जो कुल मिलाकर 5.5 लाख टन प्रति वर्ष से अधिक हैं। इससे भारत इस क्षेत्र में वैश्विक अगुआ के रूप में स्थापित हो गया है। नवीन और नवीकरणीय ऊर्जा मंत्रालय ने आज यह जानकारी दी।

मंत्रालय ने कहा, साल 2023 में नैशनल ग्रीन हाइड्रोजन मिशन (एनजीएचएम) की शुरुआत के बाद से ग्रीन हाइड्रोजन के लगभग 5.5 लाख टन सालाना के बराबर की बिक्री-खरीद के कुल 23 अनुबंध किए गए हैं, जिनमें से 70 प्रतिशत से अधिक निर्यात के लिए तय किए गए हैं।'

मंत्रालय ने यह कहा है कि केवल मौजूदा कैलेंडर वर्ष में ही भारतीय कंपनियों ने 4 लाख टन सालाना से अधिक की मात्रा के बराबर ग्रीन हाइड्रोजन की आपूर्ति के लिए 18 नए बिक्री-खरीद समझौते किए हैं। भारतीय कंपनियों ने प्रमुख वैश्विक बाजारों में रणनीतिक साझेदारियां की हैं और ग्रीन हाइड्रोजन खरीद के पक्के समझौते किए हैं। मंत्रालयन ने बताया कि इन ग्रीन हाइड्रोजन परियोजनाओं में लगभग 90,000 करोड़ रुपये (9.5 अरब डॉलर) का कुल निवेश आने की उम्मीद है। ऐसा इसलिए है क्योंकि भारतीय आपूर्तिकर्ता ग्रीन अमोनिया और ग्रीन मेथनॉल के लिए दुनिया में सबसे किफायती कीमतें दे रहे हैं, जिससे यूरोपीय और जापानी बाजारों में भारत की अग्रणी स्थिति और मजबूत हो रही है।




**अब तक सालाना 5.5 लाख टन की बिक्री-खरीद के करार कर चुकी हैं भारतीय कंपनियां**

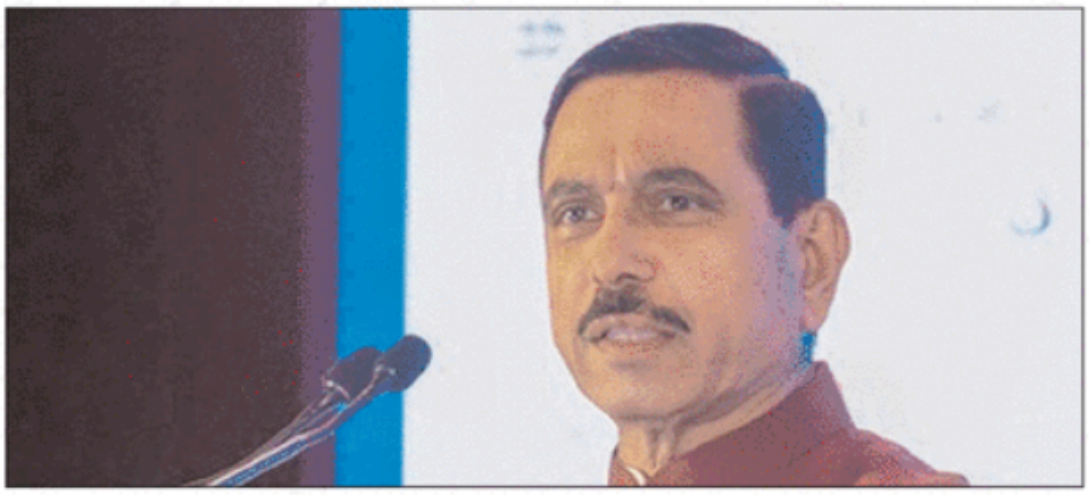
औद्योगिक उत्सर्जन कम करने के लिए उर्वरक उत्पादन और रिफाइनिंग क्षेत्र में ग्रीन हाइड्रोजन उत्पादों का उपयोग तेजी से बढ़ रहा है। वैश्विक जहाजरानी क्षेत्र के लिए ग्रीन अमोनिया स्वच्छ ईंधन के रूप में उभर रहा है। कार्बन उत्सर्जन कम करने के लिए ताप ऊर्जा संयंत्रों में अमोनिया दहन में भी इसका उपयोग किया जा रहा है।

एनजीएचएम को 2023 में केंद्रीय मंत्रिमंडल ने मंजूरी दी थी। इसके लिए साल 2029-30 तक 19,744 करोड़ रुपये का शुरुआती बजट रखा गया है। मिशन का लक्ष्य साल 2030 तक हर साल कम से कम 50 लाख टन ग्रीन हाइड्रोजन का उत्पादन करना है। इसके अपेक्षित परिणामों में 125 गीगावाट की अक्षय ऊर्जा क्षमता जोड़ना, कुल 8 लाख करोड़ रुपये से अधिक का निवेश, 6 लाख से अधिक पूर्णकालिक नौकरियां पैदा करना और हर साल 5 करोड़ टन कार्बन उत्सर्जन रोकना शामिल है।

Virat Vaibhav, Delhi, 30/10/2026
Page No: 9, Size: 27.04cm × 16.88cm

# ग्रीन हाइड्रोजन में भारत बना दुनिया का अग्रणी देश, 9.5 अरब डॉलर के हुए समझौते : प्रह्लाद जोशी

एजेंसी ■ नई दिल्ली



भारतीय कंपनियों द्वारा ग्रीन हाइड्रोजन की आपूर्ति के लिए किए गए कुल ऑफटेक समझौता अक्टूबर 2026 तक बढ़कर 5,55,610 मीट्रिक टन प्रति वर्ष (एमटीपीए) से जयादा हो गए हैं। इसके साथ ही भारत ग्रीन हाइड्रोजन की आपूर्ति संबंधी प्रतिबद्धताओं में दुनिया का अग्रणी देश बन गया है। केंद्रीय मंत्री प्रह्लाद जोशी ने कहा कि ग्रीन हाइड्रोजन में भारत बना दुनिया का अग्रणी देश, 9.5 अरब डॉलर के समझौते हुए हैं। नवीन एवं नवीकरणीय ऊर्जा मंत्रालय ने गुरुवार को जारी बयान में ये जानकारी दी है। मंत्रालय ने कहा कि वर्ष 2026 में भारतीय कंपनियों ने 4 लाख मीट्रिक टन प्रति वर्ष से अधिक ग्रीन हाइड्रोजन के समतुल्य मात्रा की आपूर्ति के लिए 18 नए ऑफटेक समझौतों पर हस्ताक्षर किए गए हैं। मंत्रालय ने बताया कि अक्टूबर 2026 तक भारतीय कंपनियों द्वारा कुल ग्रीन हाइड्रोजन उत्पादन के लिए किए गए ठोस और हस्ताक्षरित समझौते 5,55,610 मीट्रिक टन प्रति वर्ष तक पहुंच गए हैं। यह राष्ट्रीय ग्रीन हाइड्रोजन मिशन के लक्ष्य का लगभग 11 फीसदी है। इससे भारत ग्रीन हाइड्रोजन क्षेत्र में वैश्विक अग्रणी बन गया है। केंद्रीय नवीन एवं नवीकरणीय ऊर्जा मंत्री प्रह्लाद जोशी ने 'एक्स' पर जारी पोस्ट में कहा, ÷भारतीय कंपनियों ने ग्रीन हाइड्रोजन की आपूर्ति के लिए 23 प्रमुख अनुबंध हासिल किए हैं, जिनके तहत 5.5 लाख मीट्रिक टन प्रति वर्ष से अधिक की आपूर्ति प्रतिबद्धताएं शामिल हैं। इनमें 70 फीसदी से अधिक हिस्सा वैश्विक निर्यात के लिए निर्धारित है। उन्होंने कहा कि इस उपलब्धि से स्वच्छ ऊर्जा क्षेत्र में 90,000 करोड़ रुपये का निवेश बढ़ा है।

यह महत्वपूर्ण उपलब्धि भारत को वैश्विक स्तर पर नेट-जीरो उत्सर्जन के लक्ष्य में अग्रणी बनने और हरित रोजगार सृजित करने की दिशा में आगे बढ़ा रही है। मंत्रालय की तरफ से बताया गया कि राष्ट्रीय हरित हाइड्रोजन मिशन को मंत्रिमंडल द्वारा वित्त वर्ष 2029-30 तक 19,744 करोड़ रुपए के प्रारंभिक परिव्यय के साथ मंजूरी दी गई। मिशन का उद्देश्य 2030 तक प्रति वर्ष कम-से-कम 5 मिलियन मीट्रिक टन हरित हाइड्रोजन का उत्पादन करना है। इसके अलावा, मिशन के अपेक्षित परिणामों में नवीकरणीय ऊर्जा (आरएमई) क्षमता में 125 गीगावाट की वृद्धि, 8 लाख करोड़ रुपये से अधिक का कुल निवेश, 6 लाख से अधिक पूर्णकालिक नौकरियों का सृजन और प्रति वर्ष 50 मिलियन मीट्रिक टन कार्बन डाइऑक्साइड उत्सर्जन में कमी शामिल है।

Dainik Bhaskar, Delhi, 30/10/2026
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प्रधानमंत्री नरेंद्र मोदी 30 और 31 अक्टूबर को दो दिवसीय गुजरात दौरे पर आ रहे हैं। बनासकांठा के



भीलड़ी से प्रधानमंत्री नरेंद्र मोदी आज ₹325 करोड़ की लागत से बने भारत बोवाइन ब्रीडिंग एंड रिसर्च सेंटर का उद्घाटन करेंगे। इसके साथ ही गुजरात को आंगनवाड़ी, ट्रेन सेवा और कृषि इंफ्रास्ट्रक्चर की सौगात देंगे। देश के किसानों को पीएम किसान योजना की 24वीं किस्त भी जारी करेंगे। वे डीसा एयरपोर्ट से सुबह 8 बजे भीलड़ी पहुंचेंगे। प्रधानमंत्री नरेंद्र मोदी आज बनासकांठा जिले के भीलड़ी में सुबह 8:30 बजे ₹325 करोड़ की लागत से बने भारत बोवाइन ब्रीडिंग एंड रिसर्च सेंटर का उद्घाटन करेंगे। समारोह में प्रधानमंत्री किसान सम्मान निधि योजना की 24वीं किस्त वितरित की जाएगी। इसके साथ ही ऑटोमेटेड स्टोरेज एंड रिट्रीवल सिस्टम, पालनपुर के आलू प्रोसेसिंग प्लांट की बढ़ाई गई क्षमता और कृषि इंफ्रास्ट्रक्चर फंड के तहत 528 कृषि परियोजनाएं भी देश को समर्पित करेंगे। राधनपुर-थराद में बनास बायो-CNG प्लांट का भूमिपूजन करेंगे।