Economic Times, Delhi, 01/07/2026
Page No: 4, Size: 39.45cm × 30.90cm

JAPANESE PM TO START 3-DAY INDIA VISIT TODAY

India, Japan to Sign LNG Supply Pact at Modi-Takaichi Summit

Critical minerals, semiconductors, cooperation in AI among key outcomes expected

Dipanjan Roy Chaudhury

REPRESENTATIONAL PHOTO

New Delhi: India and Japan are set to sign a pact on securing liquefied natural gas (LNG) supplies amid global supply chain disruptions at Thursday's annual summit between Prime Minister Narendra Modi and Japanese Prime Minister Sanae Takaichi. The two governments are considering setting up a joint task force to cooperate on LNG stockpiling and are expected to conclude the pact during the summit, according to people familiar with the matter.

The move comes as India and Japan step up cooperation on energy security to prepare for future supply disruptions. The task force will promote dialogue and information-sharing between the two governments. Its establishment will be included in the joint statement to be issued after the summit, the people said.

India is heavily dependent on West Asia for LNG supplies, while Japan sources only about 10% of its LNG imports from the region. Takaichi will begin a three-day visit to India on Wednesday, her first since becoming the prime minister. The summit is also expected to produce agreements on supply chains for critical minerals and semiconductors, while advancing cooperation in artificial intelligence and other emerging technologies. Several Japanese companies and organisations will accompany Takaichi during the visit. Suzuki Motor president Toshihiro Suzuki will be among the business leaders in the delegation, along with executives from trading house Itochu and Toyota Motor's trading arm, Toyota Tsusho.

The delegation is expected to attend an economic forum that was originally scheduled to be held in Guwahati but was shifted to New Delhi because of logistical constraints. At the forum, Takaichi is expected to highlight planned Japanese private-sector investments of ¥10 trillion in India over the next 10 years. The 15th India-Japan Annual Summit was held in Tokyo on August 29-30, 2025, where Modi and then Japanese PM Shigeru Ishiba reaffirmed the two countries' Special Strategic and Global Partnership and outlined a roadmap for cooperation over the next decade across the economy, security and technology.

Takaichi is also expected to seek deeper strategic cooperation with India amid China's growing ambitions in the Indo-Pacific and a declining US role in the region.

WEST ASIA DEPENDENCY

India is heavily dependent on West Asia for LNG supplies & Japan sources about 10% of its LNG imports from region

DIVERSIFICATION OF IMPORT SOURCES ALSO PROPOSED TO EASE CAPEX BURDEN

OMCs Eye Expanding LPG Buffer to 30 Days from Nat'l Avg of 18

Kalpana Pathak

Mumbai: State-run oil marketing companies (OMCs) are preparing a nearly 30-day strategic LPG storage plan to bolster energy security after the Iran war exposed India's supply risks through the critical Strait of Hormuz.

Three OMC executives said a major storage expansion proposal is in the works, with Bharat Petroleum set to invest ₹5,000 crore to nearly double LPG capacity to 340,000 metric tonnes (MT) from about 200,000 MT. The LPG expansion plans of IndianOil and Hindustan Petroleum are still on the drawing board. "The Centre is broadly considering a 30-day LPG inventory requirement, but the methodology to calculate the stockpile is yet to be finalised," said an industry executive. "The key question is whether the buffer should be based on total LPG consumption, total imports, or India's residual supply risk after diversification of sourcing."

OMCs have 214 LPG bottling plants in total across the country with a rated bottling capacity of around 23.04 million metric tonne per annum (MMTPA) as of April.

As per data from the Petroleum Planning and Analysis Cell, LPG tankage at bottling plants is critical to ensure continued operations at a bottling plant in full capacity, especially with respect to northeast India. Tankage at LPG bottling plants in all regions of the country varies from four to seven days' cover, with an all-India figure of five days. LPG tankage at all sources combined varies from eight to 30 days' cover, with an all-India average of 18-day cover.

The storage options are likely to combine expanded onshore storage, underground caverns, and floating storage in Indian waters, while simultaneously diversifying import sources through long-term contracts with suppliers in the US and additional purchases from Europe and Russia. As per the executives, greater diversification of imports could help reduce the amount of storage ultimately needed, helping cut the capital expenditure on new facilities.

Hindu, Delhi, 01/07/2026
Page No: 15, Size: 25.43cm × 26.33cm

Surge in ship traffic across Hormuz as Iran, Oman talk

With the Joint Hormuz Committee set up to finalise future framework for ship transits, tracker agencies reported rise in transits across the strait, including west-bound ships for loading cargo

M. Kalyanaraman
CHENNAI

With Iran and Oman setting up a Joint Hormuz Committee to come up with a framework for the management of the Strait of Hormuz, tracker agencies have reported a surge in transits across the strait, including west-bound ships entering the strait for loading cargo.

Early last week, Iran and Oman's ministers met and agreed to set up a joint committee.

But Iran, saying its role in managing the strait was not being recognised, launched a drone attack on a ship transiting through the Omani route.

On Thursday (June 25), the foreign ministers of Iran and Oman spoke on the phone and agreed to move forward on talks.

On Monday (June 29), Kazem Gharibabadi, Deputy Foreign Minister of Iran, met with Abdulaziz Al Hinai, Oman's Minister of State for Foreign Affairs, to mark the first meeting of the Joint Hormuz Committee in Muscat, Oman. Mr. Gharibabadi posted on X that he discussed with his Omani counterpart the future management of the strait and the sovereignty of coastal states.

Smooth sail: Ships not related to Iran accounted for almost the entire increase in traffic. AFP

Despite a surge in attacks by both sides last week, ship transits over the week of June 22-28 increased 70% over the previous week, as per Lloyd's List data. More than 240 ship transits happened last week, compared to some 130 the previous week.

Almost all the increase came across the non-Iranian route, presumably along Oman, and these had no links to Iran. Four Indian ships that had applied for permission from both the nations for transiting continue to be anchored inside the Gulf, as per marinetraffic.com

Ships not related to Iran accounted for almost the entire increase in traffic, indicating that both the northern Iranian and the southern Omani routes are now popular among shippers seeking to evacuate. Significantly, Lloyd's List records 85 ships moving into Persian Gulf last week.

The MoU calls for 60 days of toll-free traffic, following which a mutually agreed framework will need to be put in place.

While Iran has indicated a preference for tolls, Oman, last week, signed on to a Gulf Cooperation Council statement that called for no tolls.

In 1968, the two sides proposed an inbound and outbound channel with a buffer in between, in the middle of the strait, for ship transit; this became the norm and was accepted by the International Maritime Organization, but there was no mention of sovereignty, tolls, or governance then. Iran has said it has mined these channels during the current war.

Mint, Delhi, 01/07/2026
Page No: 5, Size: 57.68cm × 63.50cm

Vedanta earmarks $700 mn to lift oil and gas production

Firm aims to revive ageing fields and expand exploration to produce 150,000 boepd by FY29

Nehal Chaliawala
nehal.chaliawala@livemint.com
MUMBAI

Newly-listed Vedanta Oil & Gas Ltd (VOGL) expects to nearly double its oil and gas production over the next three years, with capital investment of $700 million (about ₹6,600 crore) lined up for the current financial year to boost output from ageing wells and support new exploration.

The firm aims to produce more than 150,000 barrels of oil equivalent per day (boepd) by FY29, up from 87,000 barrels in FY26, according to an analyst who attended the demerged company's first investor meet last week.

VOGL, which currently accounts for about a quarter of India's oil output, aims to raise its share to 50%, the firm said in its first investor presentation since the demerger of Vedanta Ltd—the Anil Agarwal-led resources major with interests spanning aluminium, steel, crude oil and power generation—into five separately-listed firms, each focused on a single line of business.

The capex for FY27 is more than double the ₹3,100 crore investment made by the company in FY26.

However, the production plan hinges on several favourable outcomes aligning. The first is the successful deployment of alkaline-surfactant-polymer (ASP) flooding technology, where old oil fields are flooded with chemicals to improve recovery. The company has projected that ASP will increase oil recovery from 41% to over 60% in its largest oil field in North Rajasthan, based on results of a successful pilot project.

Similarly, the company expects to increase production through other techniques to enhance recovery from ageing assets and by finding new oil and gas through exploration.

VOGL's oil and gas output has dropped from 211,000 boepd in FY15 to about 87,000 boepd in FY26, highlighting its growth challenge. HT

At least one expert said the firm's projections on scaling production from ASP were optimistic, while another analyst flagged execution risk in new exploration and asset development.

A turnaround in production trends is crucial for the newly-formed company. Its production has fallen year over year for over a decade from 211,000 boepd in FY15 to just 87,200 boepd in FY26.

Shares of Vedanta Oil & Gas fell nearly 8% on the BSE since listing on 15 June. On Tuesday, the scrip closed down almost 3% at ₹32.20 on BSE.

VOGL has reorganized its business into six operating units with a sharp focus on growing production, increasing oil and gas reserves, and cutting costs. The business units are Rajasthan North, which accounts for more than half of the company's output, Rajasthan South, Coastal West, Coastal East, North East, and Deep Water, as per the company's first investor presentation.

OIL & GAS PIPELINE

VEDANTA Oil & Gas aims to increase its share of India's oil production from about 25% to 50%

THE firm is banking on ASP flooding technology for better recovery from ageing oil fields

VOGL also targets to cut production costs to $10–13 per barrel from around $16.5 currently

ITS Ebitda is likely to rise to $961 mn by FY29 from $492 mn in FY26, led by higher output, lower costs

At the same time, it aims to reduce the cost of production to $10-13 per barrel from $16.5 currently. This is expected to lift its earnings before interest, tax, depreciation and amortization (Ebitda) to $961 million by FY29 from $492 million in FY26, analysts at PL Capital noted on 25 June.

In Rajasthan North, the company is betting on the ASP technology to boost recovery. It is also working on accessing tight oil—crude trapped in hard rock—to increase output. These measures are expected to halt the field's production decline and increase output to around 80,000 boepd by FY30 from around 55,000 boepd expected in FY27, as per the investor presentation.

However, Ajay Mandal, professor and former head of the petroleum engineering department at Indian Institute of Technology (ISM) Dhanbad, feels the recovery gains from ASP predicted by the company are optimistic. "Based on my observations, however, the laboratory results appear somewhat optimistic, indicating a significantly high recovery potential," Mandal said. "Achieving a substantial incremental recovery beyond 40% (original oil in place) is generally challenging and warrants detailed technical validation."

The field shows considerable potential for improvement in oil recovery through ASP flooding, he said. But results observed under laboratory conditions may not scale in the reservoir because of the heterogeneity, scale-up effects, chemical losses, reservoir uncertainties, and operational constraints, he said.

A Vedanta spokesperson refused to comment on *Mint's* queries.

At its other five operating units, the company aims to boost production through new oil fields, deep gas, new wells and exploration.

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

Millennium Post, Delhi, 01/07/2026

Page No: 1, Size: 20.77cm × 44.37cm

SC orders status quo on HC ruling on enhanced ethanol allocation

MPOST BUREAU

NEW DELHI: The Supreme Court on Tuesday ordered status quo on a Karnataka High Court direction requiring oil marketing companies (OMCs) to reconsider increasing ethanol allocation to a dedicated manufacturer for the Ethanol Supply Year (ESY) 2025-26, after the Centre argued that altering finalised allocations could disrupt the country's nationwide ethanol blending programme. The government told the court that reopening the allocation process at this stage could trigger similar claims from other suppliers, affect the Continued on P8

SC orders

supply chain and delay implementation of the national policy. Later in the day, the Office of the Attorney General issued a clarification, saying certain media reports had incorrectly interpreted submissions made during the hearing regarding the 20 per cent ethanol blending programme.

A bench of Justices M M Sundresh and Sheel Nagu issued notice on a petition filed by Bharat Petroleum Corporation Limited (BPCL), challenging the Karnataka High Court's June 23 order.

The High Court had directed BPCL, Hindustan Petroleum Corporation Limited and Indian Oil Corporation Limited to consider a representation by VINP Distilleries and Sugars seeking enhanced ethanol allocation for ESY 2025-26 before the tender process was finalised. The High Court observed that dedicated ethanol plants established under the government's policy and bound by Long-Term Off-take Agreements (LTOAs) to supply ethanol exclusively to OMCs should not be denied the benefit of preferential allocation under those agreements.

Appearing for the Centre, Attorney General R Venkataramani told the Supreme Court that the ethanol allocation process had already reached finality in October 2025 and supply contracts had been concluded. He argued that changing the allocation for one supplier could have wider consequences for the national programme.

"The ethanol supply contracts had already been finalised in October 2025. Such petitions are pending before several high courts. This will impact the national policy," he told the court.

According to the Centre, ethanol allocations were finalised on October 17, 2025, and communicated to 378 suppliers for a total supply of about 1,050 crore litres. Of this, nearly 680 crore litres had already been supplied by June 18.

Venkataramani argued that increasing one supplier's allocation would encourage similarly placed suppliers to seek the same relief, leading to multiple court cases and disrupting the allocation framework.

He also informed the court that BPCL, which coordinates the ethanol-blended petrol programme, had received cumulative supply offers of around 1,759 crore litres during the tender process.

Seeking an early resolution, the Attorney General said the Centre would file transfer petitions so that similar disputes pending before different high courts could be heard together by the Supreme Court before ethanol supply contracts come up for renewal in October.

Later, the Office of the Attorney General issued a press release stating that certain media reports had incorrectly suggested that the government's 20 per cent ethanol-blended petrol (E20) Programme was "still an ongoing experiment" and that its impact would become clearer next year.

The clarification said the Attorney General's submissions before the court were limited to informing the bench that similar petitions involving ethanol allocation to dedicated ethanol plants were pending before different high courts and that transfer petitions were being filed to avoid parallel proceedings and conflicting decisions.

It added that consolidating the cases before the Supreme Court would help ensure quicker resolution of the disputes so that ethanol supplies required to maintain 20 per cent blending with petrol throughout the year are not affected.

Separately, Venkataramani told India Today TV after the hearing that the 20 per cent ethanol blending target is a policy decision that is "not likely to change", though the quantity of ethanol supplied to companies may vary depending on demand and other factors.

India achieved its target of 20 per cent ethanol blending in petrol in 2025, five years ahead of schedule, and OMCs began the nationwide supply of E20 petrol from April 1. The government has now set a target of increasing ethanol blending to 30 per cent by 2030.

The hearing comes days after the Union Oil Ministry rejected concerns over E20 fuel, saying the programme is safe, consumer friendly and economically beneficial. The ministry said claims that E20 fuel could invalidate vehicle insurance had been examined with stakeholders and found to be incorrect.

According to the ministry, ethanol blending has helped India save more than Rs 1.4 lakh crore in foreign exchange by reducing crude oil imports while also contributing to energy security, lower carbon emissions and cleaner mobility. The ministry said the programme would continue to be implemented in a safe, transparent and consumer-centric manner based on scientific evidence and stakeholder consultations. WITH AGENCY INPUTS

Millennium Post, Delhi, 01/07/2026
Page No: 13, Size: 23.02cm × 11.35cm

Duty waiver on 40 petchem goods extended till July 15

NEW DELHI: The government on Tuesday extended nil customs duty on the import of 40 critical petrochemical products by 15 days till July 15 to ensure continuity of supply stability amid the West Asia crisis.

The full customs duty waiver on such products provided on April 2 was a "temporary and targeted relief", and was set to lapse on June 30.

In a statement, the finance ministry said the exemption on April 2 was provided to ensure sufficient availability of petrochemicals in the domestic market as Indian petroleum companies had been asked to concentrate on the production of LPG during this period.

"As the situation is gradually normalising, to ensure a smooth and non-disruptive transition for the affected sectors, it has been decided to extend the said exemption by a further period of 15 days, that is, till July 15, 2026", it added.

The goods on which the customs duty has been exempted include Methanol, Anhydrous ammonia, Toluene, Styrene, Dichloromethane (methylene chloride), Vinyl chloride monomer, Poly butadiene, Styrene butadiene and Unsaturated polyester resins. "The government remains committed to supporting India's manufacturing sector," the ministry said.

As before, the exemption is expected to benefit a wide range of sectors dependent on petrochemical feedstock and intermediates, including plastics, packaging, textiles, pharmaceuticals, chemicals, automotive components and other manufacturing segments. This will also provide relief to consumers of final products, it added.

On April 2, the Finance Ministry had said that in light of the ongoing conflict in West Asia and the consequent disruptions in global supply chains, the government has decided to provide full customs duty exemption on critical petrochemical products till June 30. This measure was aimed at ensuring the continued availability of critical petrochemical inputs for the domestic industry, reducing cost pressures on downstream sectors, and safeguarding supply stability in the country.

Disruption in shipping routes amid the West Asia war has raised concerns over imports of fertiliser, crude oil and natural gas. India is a major importer of fertiliser and petroleum.

For FY27, the government has set a customs revenue target of Rs 2.71 lakh crore, compared to Rs 2.64 lakh crore in the last fiscal. PTI

Hindu, Delhi, 01/07/2026
Page No: 12, Size: 5.98cm × 26.33cm

SC stays HC direction on ethanol allocation

Aaratrika Bhaumik
NEW DELHI

The Supreme Court on Tuesday ordered *status quo* on a Karnataka High Court direction requiring the reopening of the ethanol allocation process for the 2025-26 supply year.

A Bench comprising Justices M. M. Sundresh and Sheel Nagu was hearing a plea filed by state-owned Bharat Petroleum Corporation Ltd. (BPCL), which contended that reopening the allocation process would disrupt the implementation of the Centre's policy of achieving 20% ethanol blending in petrol, popularly known as E20 fuel.

In its order dated June 16, the High Court had directed the oil marketing companies (OMCs) – BPCL, Hindustan Petroleum Corporation Ltd. (HPCL) and Indian Oil Corporation Ltd. (IOCL) – to consider a request by VINP Distilleries and Sugars for an enhanced ethanol allocation before the tender process was finalised.

Tribune, Delhi, 01/07/2026
Page No: 14, Size: 16.67cm × 21.85cm

E20 fuel policy still an experiment, results by next year: Centre to SC

SATYA PRAKASH
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 30

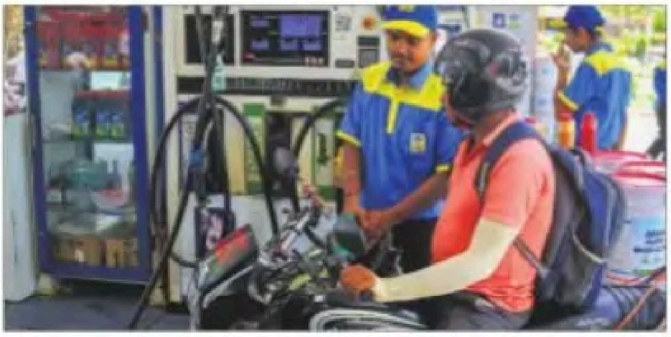
The government on Tuesday told the Supreme Court that the E20 fuel programme of blending 20 per cent ethanol with petrol is still an ongoing experiment and that the impact of the policy is expected to become clearer by next year.

The submission came during a hearing on a plea filed by Bharat Petroleum Corporation Limited (BPCL), which challenged the June 16 Karnataka High Court order relating to ethanol allocation for the 2025-26 ethanol supply year.

Appearing for BPCL, Attorney General R Venkataramani argued that any judicial intervention in the allocation process at this stage could unsettle the government's national ethanol blending policy.

The SC, meanwhile, directed the parties to maintain status quo on the Karnataka HC order while issuing notice on BPCL's appeal. "Issue notice... List on reopening (after summer vacation)... Till the next date of hearing, there shall be status quo," a Bench of Justice MM Sundresh and Justice Sheel Nagu said.

Court orders status quo on K'taka HC direction to reopen ethanol allocation process



It meant that the existing allocation process would remain undisturbed for the time being.

Venkataramani contended that the high court's direction to reconsider the representation of VINP Distilleries and Sugars Pvt Ltd seeking enhancement of its ethanol allocation could destabilise the Centre's ethanol blending policy and disrupt the ongoing procurement process. He argued that ethanol supply contracts for ESY 2025-26 were finalised in October last year and supplies under the contracts were already underway.

He maintained that the E20 fuel programme, aimed at strengthening India's energy security, boosting farmers' incomes and reducing carbon emissions, was still evolving. He added that it was a policy matter to be decided by the government.

No company could claim a legal entitlement to a higher ethanol quota and that judicial directions effectively altering the allocation methodology would amount to interference with the government's policy on ethanol blending, he said.

In its June 16 order, the Karnataka High Court directed BPCL, the Indian Oil Corporation and the Hindustan Petroleum Corporation to consider VINP Distilleries' representation seeking enhancement of its ethanol allocation for ESY 2025-26 under the long-term off-take agreement executed with oil marketing companies.

Pioneer, Delhi, 01/07/2026
Page No: 8, Size: 7.96cm × 22.94cm

How India cushioned the consumer during oil crisis

The Indian govt chose preparation over panic. It deserves credit for ensuring that a global energy shock did not become an Indian consumer crisis

The world had seen this crisis coming. As tensions deepened between Washington and Tehran, markets had already begun to price in danger, and energy analysts had warned that the Strait of Hormuz could become the fault line of a wider shock. But what few expected was the scale and ferocity of the confrontation once it broke open. This escalation in West Asia carried the old, unsettling echo of the 1980s, when the tanker war turned the Gulf into a theatre of disruption and reminded the world how quickly oil can become a weapon, and how brutally the costs can spread.

That historical memory matters because oil shocks are never just about crude. They are about confidence, inflation, logistics, and political nerve. They expose which governments have prepared and which merely hope the storm passes elsewhere. In this case, the Indian government chose preparation over panic, and execution over rhetoric.

The Ministry of Petroleum and Natural Gas deserves credit for ensuring that a global energy shock did not become an Indian consumer crisis. Brent crude did what Brent always does in a geopolitical firestorm: it spiked hard, carrying global anxiety with it. In the United States, fuel prices rose, and households felt it quickly. In Europe, where energy is already a more painful line item than in India, the pressure was even sharper. India, however, did not hand that pain directly to its citizens. Retail petrol and diesel prices were held steady. LPG was kept affordable. That outcome was not accidental, and it was not cheap. It reflected a conscious state choice to absorb the blow through excise adjustments, under-recoveries, and administrative discipline rather than passing it straight to households. That matters politically, economically, and morally. It matters because a fuel shock is regressive by definition. It hits the poor first, the middle class next, and the broader economy soon after. It raises transport costs, feeds inflation, and punishes every household that depends on stable mobility and cooking fuel. By refusing to let that happen, the government protected economic calm.

In India, the state absorbed the pressure at the top of the system so that the shock did not cascade downward. The deeper truth is that India entered this crisis better prepared than many commentators appreciated. It had reserves, diversified suppliers, and a supply architecture built over years rather than assembled in panic. It had a crude buffer of roughly two months and LPG cover of about 45 days. It had widened its sourcing base and strengthened import infrastructure. Those are not glamorous achievements, but they are precisely what prevents global turmoil from becoming domestic disruption. That is why the Ministry's handling deserves proper credit. The real achievement here is not that India escaped unscathed. No major oil shock leaves a country untouched. The achievement is that the damage was absorbed where it belonged: in the state's finances, in corporate balance sheets, in operational planning, and in the long arc of policy choices. It was not transferred to the kitchen, the petrol pump, or the commuter.

Pioneer, Delhi, 01/07/2026
Page No: 13, Size: 17.78cm × 9.18cm

Govt extends customs duty waiver on import of key petrochemical products till July 15

PRESS TRUST OF INDIA
New Delhi

The government on Tuesday extended nil customs duty on import of critical petrochemical products by 15 days till July 15 to ensure continuity of supply stability amid the West Asia crisis.

The full customs duty waiver on about 40 critical petrochemical products provided on April 2 was a "temporary and targeted relief", and was set to lapse on June 30. In a notification on Tuesday, the Finance Ministry extended the

customs duty exemption to July 15. The import duty exemption was intended to benefit sectors dependent on petrochemical feedstock and intermediates, such as plastics, packaging, textiles, pharmaceuticals, chemicals, automotive components and other manufacturing segments.

On April 2, the Finance Ministry had said that in light of the ongoing conflict in West Asia and the consequent disruptions in global supply chains, the government has decided to provide full customs duty exemption on critical petrochemical products till June 30.

This measure was aimed to ensure the continued availability of critical petrochemical inputs for the domestic industry, reduce cost pressures on downstream sectors, and safeguard supply stability in the country, the ministry had said.

This will also provide relief to consumers of final products, it added. The goods on which the customs duty has been exempted include Methanol, Anhydrous ammonia, Toluene, Styrene, Dichloromethane (methylene chloride), Vinyl chloride monomer, Poly butadiene, Styrene butadiene and Unsaturated polyester resins.

Disruption in shipping routes amid the West Asia war has raised concerns over imports of fertiliser, crude oil and natural gas. India is a major importer of fertiliser and petroleum.

Hindustan Times

Hormuz crisis underlined India's energy resilience

India demonstrated that a decade of investments in infrastructure, diversification and prudent policy can substantially reduce the impact of external shocks. The next phase must be even more ambitious

Amitabh Kant

When the Strait of Hormuz effectively closed following military strikes on Iran earlier this year, the implications for India were immediate and profound. Nearly one-fifth of the world's seaborne oil passes through this narrow maritime corridor, making it the single most important chokepoint in the global energy trade. For India, which imports close to 90% of its crude oil and around 60% of its LPG, a prolonged disruption threatened not merely higher fuel prices but a wider economic shock that could have rippled through household budgets, industrial production and the country's external finances. As the Indian crude basket climbed from the low $70s to over $120 a barrel within weeks and LPG import costs surged by almost 46%, predictions of shortages and runaway inflation became commonplace. Yet, by the time the Strait began reopening in late June, those fears had largely failed to materialise. Petrol stations remained supplied, cooking gas continued reaching households, and the economy absorbed one of the most severe external energy shocks in recent years.

That outcome did not happen because India was less exposed than other major importers. On the contrary, the crisis underlined just how dependent the country remains on imported fossil-fuels. What it also demonstrated, however, was that energy security is no longer simply about maintaining strategic petroleum reserves. It is about building resilience across an entire system where infrastructure, diplomacy, commercial relationships and institutions work together well before a crisis begins.

Much of that resilience had been quietly built over the past decade. LPG import terminals doubled from 11 to 22; import capacity increased from 12 MMT per annum to over 32 million; the LPG pipeline network expanded from just over 2,300 kilometres to more than 6,200 kilometres; LNG terminals doubled from four to eight, and city gas distribution networks grew from just 55 to over 300. None of these investments generated much public attention when they were announced. Taken together, however, they fundamentally altered India's ability to withstand precisely the kind of disruption that unfolded in the Gulf.

The response during the crisis reflected that preparedness. Within eight days, refineries were instructed to maximise LPG production by diverting propane, butane and associated refinery streams, raising domestic output from around 35,000 tonnes a day to nearly 54,000 tonnes, comfortably exceeding the country's residual import requirement. Facilities that had never previously produced cooking gas were reconfigured, commercial LPG consumption was temporarily regulated, industries shifted towards piped natural gas wherever possible, and daily national demand was reduced significantly. Simultaneously, India activated alternative supplies from North America, Russia, Algeria and other producers, while diplomatic engagement ensured that Indian-bound cargoes continued moving through one of the world's most volatile maritime theatres.

The same philosophy guided fuel pricing. Rather than allowing global prices to pass directly through to consumers, the government reduced central excise duties on petrol and diesel by ₹10 per litre, foregoing revenues of around ₹1.7 lakh crore. Even as the import-linked cost of a domestic LPG cylinder crossed ₹1,600, households continued paying ₹942, while beneficiaries under the Pradhan Mantri Ujjwala Yojana paid just upwards of ₹600 after subsidy. When retail fuel prices eventually had to be revised, the increase was limited to ₹3 per litre after more than two months of stability. India consequently recorded one of the smallest increases in retail petrol and diesel prices among major oil-importing economies, despite facing one of the sharpest external supply shocks in recent memory.

If India builds a clean, reliable and increasingly domestic energy system, future geopolitical crises will no longer threaten its growth. SHUTTERSTOCK

The crisis, however, should not breed complacency. It should instead reinforce the urgency of achieving genuine energy independence. Every future disruption, whether caused by conflict, sanctions or another geopolitical crisis, will continue to expose India so long as imported oil and gas remain the backbone of the economy. The logical response is not merely to prepare for the next crisis but to reduce the country's exposure altogether. That requires thinking beyond the current target of 500 GW of non-fossil capacity by 2030 towards a far more ambitious trajectory of 1,500 GW of clean energy.

It also requires building transmission corridors, battery storage and pumped hydro at unprecedented scale; modernising the grid through digital technologies and AI; accelerating electric mobility to reduce oil imports; deploying low-carbon hydrogen where it can displace fossil fuels in heavy industry, shipping and fertilisers; creating a globally competitive manufacturing ecosystem for batteries and clean technologies; commercialising Small Modular Reactors; and securing critical mineral supply chains through domestic processing and recycling. Energy security in the coming decades will be determined not only by how much oil India can import during a crisis, but by how much energy it can produce, store and manufacture at home.

The Strait of Hormuz will reopen, oil markets will stabilise and this particular crisis will eventually recede from memory. Its larger lesson, however, should endure. India demonstrated that a decade of investments in infrastructure, diversification and prudent policy can substantially reduce the impact of external shocks. The next phase must be even more ambitious.

If India succeeds in building a clean, reliable and increasingly domestic energy system, future geopolitical crises will no longer threaten the country's growth trajectory in quite the same way. That is ultimately what energy independence should mean, and the Hormuz crisis has shown why it can no longer remain a distant aspiration.

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

E25 Petrol Blend's Test Drive Begins

Study report expected by end of next yr

Sharmistha Mukherjee & Twesh Mishra

New Delhi: The government has begun testing E25 petrol on vehicles to gauge the performance of the blend containing 25% ethanol, as part of efforts to increase the use of the locally produced biofuel and reduce dependence on imported crude oil.

Senior government officials **ET** spoke with said the Automotive Research Association of India (ARAI) has been tasked with the study and that it has started testing the efficacy of E25 petrol on E10- and E20-compliant vehicles.

The government is exploring increasing the ethanol content in petrol even as its E20 petrol mandate that took effect in April continues to face consumer criticism with many having complained about reduced fuel efficiency.

Risk of Backlash ▸▸ 6

Risk of Backlash

▸▸ From Page 1

In some cases, consumers have flagged damage to vehicles not compliant with the fuel, but the government and industry have dismissed claims that E20 has harmed vehicles.

ARAI will test the impact of the blend on performance and fuel efficiency over 150,000 km. Its report, expected to be finalised by the end of next year, will then be sent to the International Centre for Automotive Technology (ICAT) for vetting, they said.

"Once the study is vetted by the ICAT, it will be sent to the Ministry of Petroleum & Natural Gas, which will decide on if and when higher blends of ethanol are to be mandated for use and sale in the country," a senior ministry official aware of the plans said.

Production of vehicles which are E20 material compliant started from April 2023. All vehicles sold in the country from April 1, 2025 are material and fuel compliant with E20. From April 1 this year, petrol sold nationwide must meet E20 standards.

Increasing the ethanol content has become a risky decision, given the backlash the government has faced over E20, a senior industry executive said.

Financial Express, Delhi, 01/07/2026
Page No: 10, Size: 12.99cm × 31.86cm

Resilience beyond crisis

The govt's measures have helped limit damage from the energy shock; focus now must shift to structural reforms

THE ECONOMY ENTERED this year with expectations of growth exceeding 7%. Then came the energy shock triggered by the conflict in West Asia. A spike in crude oil prices threatened to derail the outlook, given India's heavy dependence on imported energy. With tensions now easing, those fears have receded considerably. More importantly, the economy has displayed remarkable resilience through the crisis. Manufacturing output has remained robust, passenger vehicle sales continue to surprise on the upside, and consumer durable companies are ramping up production in anticipation of a healthy festive season. Bank credit growth has stayed strong, pointing to sustained economic activity. Perhaps the biggest positive has been exports. Despite widespread fears that higher US tariffs would dent shipments, non-oil exports recorded double-digit growth in April and May, underscoring the competitiveness and adaptability of Indian industry. The evidence suggests that domestic demand, corporate balance sheets, and export competitiveness have together provided a sturdy cushion against external shocks.

The impact of the energy shock appears to have been confined to a few sectors rather than spreading across the economy. That is no small achievement for a country that imports more than three-fourths of its crude oil and about half its natural gas requirements. Sound crisis management certainly helped. The government ensured uninterrupted crude supplies despite disruptions around the Strait of Hormuz by diversifying sourcing and stepping up purchases from Russia and other suppliers. Domestic refiners, meanwhile, increased liquefied petroleum gas (LPG) production to offset lower imports. But the outcome also reflects years of investment in infrastructure, stronger logistics, diversified energy procurement, and a more resilient corporate sector. Together, these factors enabled the economy to absorb an external shock that, in earlier years, could have proved far more disruptive.

The government also absorbed a substantial part of the oil shock instead of passing it on immediately to consumers and businesses. Excise duties on petrol and diesel were cut, entailing a sizeable revenue sacrifice, while retail fuel prices were adjusted only after a considerable lag. LPG prices too were kept well below import-linked costs, cushioning household budgets. Targeted support was extended to the sectors most affected, including aviation and micro, small, and medium enterprises, echoing the calibrated policy response adopted during the pandemic. Several initiatives accelerated during the crisis — including greater use of piped natural gas, expansion of strategic crude reserves, ethanol blending, and coal gasification — will strengthen India's long-term energy security and reduce its vulnerability to future external shocks. The episode has also underlined the value of building policy buffers before crises erupt rather than scrambling to create them afterwards.

The immediate crisis may have passed, but the respite is unlikely to be permanent. Geopolitical risks remain elevated, and India cannot assume that energy markets will remain benign. Recent measures to attract foreign portfolio inflows and mobilise foreign currency non-resident (bank) deposits have eased concerns over the balance of payments and helped stabilise the rupee. But portfolio and debt inflows cannot substitute for durable foreign direct investment. As a large emerging economy aspiring for developed-country status by 2047, India must attract more long-term equity capital by reinforcing investor confidence in its growth story, policy stability, and institutional strength. That calls for pressing ahead with structural reforms. The economy has demonstrated that it can withstand a major external shock. The task now is to convert that resilience into sustained growth of close to 8%, while steadily reducing dependence on imported energy and insulating the economy from future geopolitical disruptions.

Economic Times, Delhi, 01/07/2026
Page No: 1, Size: 27.25cm × 26.43cm

E20 Mixing in Trial Phase: Centre to SC

Court orders status quo on ethanol quota

Indu Bhan

New Delhi: The Supreme Court asked the state-run oil marketing companies to keep ethanol supply allocations for Ethanol Supply Year (ESY) 2025-26 unchanged. This was in response to the Karnataka High Court's recent order directing enhancement of ethanol allocation for the ESY.

Attorney general R Venkataramani said the E20 blending programme is an "ongoing experiment" and that its full impact will become clearer by next year. He told the apex court on Tuesday that the high court order would destabilise the national policy of 20% ethanol blending with petrol.

Changes may Fuel Litigation ▸▸ 6

Changes may Fuel Litigation

▸▸ From Page 1

Such petitions are pending before several high courts, he said, while seeking liberty to file a transfer petition seeking consolidation of all the suits.

The status quo order by a bench of justices MM Sundresh and Sheel Nagu was issued on a Bharat Petroleum (BPCL) plea challenging the Karnataka High Court's June 16 order. That order had asked the three OMCs, BPCL, Hindustan Petroleum and IndianOil, to consider a representation filed by Vinp Distilleries and Sugars for enhanced ethanol allocation for the 2025-26 supply year. Vinp, a dedicated ethanol manufacturer, had in 202 inked a longterm offtake pact with the OMCs.

Venkataramani, representing BPCL, said the ethanol allocation exercise attained finality on October 17, 2025, and allocations were communicated to 378 suppliers for a total supply of 10.5 billion litres of ethanol, of which 6.8 billion litres had already been supplied by June 18. If one supplier's quota was enhanced, others similarly placed would claim parity, which would open the floodgates for litigation and throw the supply chain into disarray, he said.

Business Line, Delhi, 01/07/2026
Page No: 8, Size: 12.46cm × 20.74cm

Indian refiners book oil supply for next 45 days

Rishi Ranjan Kala
New Delhi

Indian refiners have stocked up on crude oil for the next 45 days with Russia continuing as New Delhi's top supplier and replacement barrels coming from the US, Venezuela, Africa and Oman.

There are ample indications that the market is favouring buyers, driven by the de-escalation in West Asia and more Gulf cargos entering the market.

Sources said there is ample crude oil in the market currently as Ukraine's drone attacks on Russian refineries are freeing up more barrels for export. Besides, the US-Iran MoU and the 60-day sanctions reprieve resulted in crude oil supply coming back to the market from Middle East Gulf (MEG) producers, including Iran.

"Refiners have already fixed up crude till mid-August. There are ample stocks available, and more is coming in as Saudi Arabia, the UAE and Iraq push more barrels into the market. It's a buyer's market. For remaining August and September, refiners can buy Iranian crude, but it will depend on market dynamics and payment clarity," said a top official with a leading refiner.

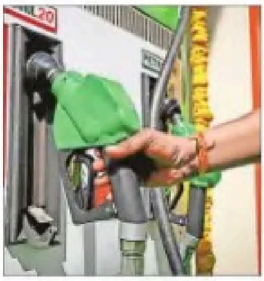
The sanctions reprieve for Iran to sell crude oil and refined products ends on August 21. Crude oil export by MEG producers is also recovering after the opening of the Strait of Hormuz. However, many analysts do not expect West Asian supply to form a major part of India's import basket for the remainder of August and September.

Another factor is that India's crude oil imports are on the lower end during June and September rainy season as fuel consumption declines and refiners also go into maintenance, which means imports will be lower than those during March and June 2026, said one of the sources.

Financial Express, Delhi, 01/07/2026
Page No: 4, Size: 16.70cm × 9.34cm

India secures crude, LPG through August

SAURAV ANAND
New Delhi, June 30



INDIA HAS SECURED adequate crude oil and liquefied petroleum gas supplies through at least August, easing concerns over domestic availability as the rapid return of Gulf barrels shifts the global oil market increasingly in favour of buyers.

"We have secured adequate LPG supplies through at least August, while crude availability remains comfortable. With more barrels returning to the market, procurement conditions have shifted in favour of buyers," a senior oil marketing company official said.

The official said the immediate supply risk had eased considerably as refiners had already tied up cargoes well in advance and sourcing options had widened. "There is no concern on crude availability at present. Refiners have diversified supplies and the market now has more sellers than buyers," the official added.

The change in market conditions follows a sharp recovery in Gulf exports after the reopening of the Strait of Hormuz.

"India's crude supply remains resilient despite recent geopolitical disruptions," said Sumit Ritolia, senior manager for modelling at Kpler. "Over the past 100 days, India has arguably been one of the best-positioned major importers, successfully maintaining crude inflows through proactive diversification and procurement strategies."

India's crude imports have broadly returned to pre-conflict levels after refiners replaced disrupted West Asian supplies with barrels from Russia, the US, Oman, West Africa and South America. Russian crude remained central to the strategy, averaging around 2.2-2.3 million bpd in May and June, higher than year-ago levels.

"Russia continues to be India's single most important crude supplier and remains at the core of the country's import strategy," Ritolia said. He added that refiners typically procure crude one to two months in advance, leaving requirements through August largely covered.

The supply environment beyond August also remains supportive. Higher exports from Africa, Russia and Venezuela, increased OPEC+ production and continued crude flows through Hormuz are expected to give Indian refiners multiple sourcing options.

Economic Times, Delhi, 01/07/2026
Page No: 8, Size: 18.02cm × 30.93cm

No Single Road To Clean Mobility

The energy crisis triggered by the US war on Iran has underscored the urgency of reducing oil and gas use in mobility. Fuel choice and transport tech will be critical if India is to reduce import dependence, decarbonise vehicles and strengthen domestic manufacturing.

On paper, ethanol blends — from E20 to E100 — appear to offer the ideal hedge by preserving viability of ICE fleet, minimising disruption for automakers, while enabling gradual fleet electrification. But this won't be easy. ICE vehicles can operate on lower ethanol blends like E20 or E30 without much engine modifications or major changes in consumer behaviour. Higher blends, like E85 or E100, require both. They also raise concerns over reliable ethanol supply, food security and disruptions to feedstock availability.

Electrification, meanwhile, poses its own challenges, including securing critical minerals, reuse and disposal of batteries, grid readiness, and charging infra. It could also create new import dependencies, while cheaper Chinese EV imports raise concerns about competitiveness of India's auto industry.

By 2050, India's passenger vehicle fleet could approach 500 mn. Decarbonising mobility, reducing import dependence and ensuring the sector's competitiveness will require a fuel- and tech-agnostic strategy. This means keeping options such as hydrogen fuel cells and dimethyl ether open, and promoting innovations across emerging fuels and technologies. GoI should build on NITI Aayog's decarbonisation scenarios, develop a roadmap with milestones, and use corporate average fuel efficiency (CAFE) standards and zero-emission vehicle (ZEV) mandates to progressively reduce emissions and oil dependence, while providing right signals to industry, investors and innovators.

Gulf supply rebound widens crude discounts, offers relief

SAURAV ANAND
New Delhi, June 30

THE RELEASE OF around 160 million barrels of crude oil stranded inside the Persian Gulf is widening discounts and easing conditions in the physical oil market, creating a more favourable procurement environment for Indian refiners after months of acute supply tightness triggered by disruptions in the Strait of Hormuz.

Several West African crude grades from Angola and Congo are now trading at discounts of $4-11 a barrel to Dated Brent, while key Middle Eastern benchmarks — including Oman, Dubai and Murban — have also slipped into deep discounts. The shift marks a sharp reversal from the exceptionally tight market conditions witnessed in March and early April.

According to HSBC, Gulf crude and petroleum product exports have climbed from less than 2 million barrels per day (bpd) in May to more than 9 million bpd in recent days as laden vessels delayed by the disruption began clearing the region. The nearly 7 million bpd increase is reaching the market faster than refiners can absorb through higher demand, increased refinery runs or inventory replenishment.

AT LOWER PRICE

■ Several West African crude grades from Angola and Congo are now trading at discounts of

$4-11 a barrel

to Dated Brent

■ Middle Eastern benchmarks — Oman, Dubai and Murban — have also slipped into deep discounts

■ Gulf crude & petroleum exports have climbed from less than **2 mn bpd** in May to over **9 mn bpd** in recent days

The stranded stock, estimated at 160 mn barrels as of June 17

■ It comprises around **90 mn barrels** of non-Iranian oil and **70 mn barrels** of Iranian crude

■ Japan and South Korea, which remain more reliant on Gulf crude than India

The stranded stock, estimated at 160 million barrels as of June 17, comprises around 90 million barrels of non-Iranian oil and 70 million barrels of Iranian crude. At a release rate of 8-9 million bpd, the backlog represents nearly 20 days of supply and could be exhausted in roughly two weeks.

HSBC said the surge had created a short-term "mini-glut", even though the underlying market is expected to remain in deficit during the third quarter. "The rate of change in supply is outpacing the rate of change in demand," it said. The IEA estimates a third-quarter shortfall of around 1 million bpd, while the EIA projects a deficit of as much as 7 million bpd, based on a more cautious Hormuz recovery scenario.

The softer pricing environment comes after Indian refiners had already secured crude supplies by diversifying away from disrupted West Asian sources. Following a decline in Gulf imports in March, refiners stepped up purchases from Russia, the US, Oman, West Africa and South America.

"Indian crude imports have broadly returned to pre-conflict levels," HSBC said. Russian crude was also trading at a modest discount to Brent, supporting purchases by Indian refiners. The broader sourcing strategy reduced India's dependence on the immediate restoration of Hormuz traffic and helped limit the risk of refinery feedstock shortages.

Japan and South Korea, which remain more reliant on Gulf crude than India, experienced steeper declines in imports during the initial phase of the disruption and drew on strategic petroleum reserves to bridge supply gaps. Indian refiners, by contrast, have shown limited appetite for additional West Asian cargoes, with many Asian buyers having already secured supplies for July and August. They also remain cautious about purchasing Iranian crude unless US sanctions relief is extended beyond August.

The Gulf rebound may not be sustained. ANZ Research said the initial surge in vessel movements had "dried up", with "transits still in single digits, with no sustained recovery evident." Multiple vessels reversed course after a June 25 attack near Omani waters, while mine-clearing and unresolved insurance requirements remain risks to shipping.

US strategic reserve releases remain elevated at around 1.3 million bpd, while oil held on water has declined to below 1.1 billion barrels, ANZ said. It also noted that the Brent prompt spread remained compressed at around $4 a barrel.

The relief in crude, however, has not fully extended to refined products. ANZ said gasoline inventories remain lean, while diesel and jet fuel cracks continue to trade at elevated levels. The market, it said, has shifted from "crude scarcity to refining scarcity", with the constraint increasingly lying in the ability to convert available crude into transport fuels.

Dainik Jagran, Delhi, 01/07/2026
Page No: 1, Size: 50.91cm × 39.40cm

नोएडा-ग्रेनो में बुलेट ट्रेन के होंगे तीन स्टेशन

नोएडा प्राधिकरण के मुख्य प्रशासनिक भवन के सामने से दौड़ेगी बुलेट ट्रेन, सेक्टर-96 में बनेगा स्टेशन

कुंदन तिवारी • जागरण

नोएडा: दिल्ली-वाराणसी हाईस्पीड ट्रेन परियोजना का अलाइनमेंट गौतमबुद्ध नगर में लगभग निश्चित हो गया है। जिले में इस परियोजना के तहत तीन स्टेशन बनाए जाएंगे, जिनमें से दो स्टेशन एलिवेटेड व एक अंडरग्राउंड होगा। नेशनल हाई स्पीड रेल कारपोरेशन लिमिटेड (एनएचएसआरसीएल) ने अलाइनमेंट रूट पर यूटिलिटीज का भौतिक निरीक्षण आरंभ कर दिया है। एक माह में सर्वे का कार्य पूरा कर कार्ययोजना को लागू करने की प्रक्रिया शुरू होगी। प्रोजेक्ट को लेकर एनएचएसआरसीएल की टीम की नोएडा प्राधिकरण अधिकारियों के साथ बैठक हुई।

पिछले सप्ताह यूटिलिटीज का डिजिटल मैप लेकर जीओ ग्राफिकल सर्वे का कार्य प्रारंभ किया गया है। इसमें देखा जा रहा है कि रूट निर्माण के दौरान जल, सीवर, यूपीपीसीएल, आइजीएल और आप्टिकल केबल लाइन कहां-कहां आ रही हैं और इन्हें कैसे शिफ्ट किया जाएगा। इस कार्य पर आने वाला खर्च बुलेट ट्रेन निर्माण कंपनी द्वारा वहन किया जाएगा। दिल्ली के मयूर विहार से बुलेट ट्रेन के स्टेशन की शुरुआत होगी। मयूर विहार स्थित ब्लू लाइन और आरआरटीएस की नमो भारत ट्रेन के स्टेशन के बीच यमुना की ओर पहला स्टेशन तैयार होगा। दिल्ली के बाद फिर जिले में पहला स्टेशन सेक्टर-96 में नोएडा प्राधिकरण के नवनिर्मित भवन के सामने बनेगा, जो मयूर विहार से 12 किमी दूर होगा। यह लाइन बाटेनिकल से सेक्टर-142 एक्वा लिंक लाइन के ठीक बगल से गुजरेगी। गौतमबुद्ध विश्वविद्यालय के पास दूसरा, जबकि तीसरा स्टेशन नोएडा एयरपोर्ट पर बनेगा। विश्वविद्यालय से एयरपोर्ट तक 8800 मीटर कारिडोर अंडरग्राउंड होगा।

बुलेट ट्रेन से समय की बचत

बुलेट ट्रेन की अधिकतम स्पीड	350 किमी प्रति घंटा
आपरेशनल स्पीड	320 किमी प्रति घंटा
दिल्ली से जेवर	21 मिनट
जेवर से लखनऊ	1 घंटा 40 मिनट
दिल्ली से लखनऊ	2 घंटे 10 मिनट
दिल्ली से वाराणसी	3.5 से 4 घंटे

बुलेट ट्रेन के बनने वाले स्टेशन की स्थिति

स्टेशन	दूरी
मयूर विहार दिल्ली स्थित स्टेशन	00 किमी.
सेक्टर-96 स्थित स्टेशन	12 किमी.
गौतमबुद्ध नगर विश्वविद्यालय स्टेशन	32 किमी.
नोएडा एयरपोर्ट	62 किमी.

8800 मीटर का बुलेट ट्रैक अंडरग्राउंड होगा परियोजना में

- दिल्ली-वाराणसी हाईस्पीड ट्रेन परियोजना का अलाइमेंट गौतमबुद्ध नगर में लगभग फाइनल, तीन स्टेशन बनाएं जाएंगे
- दिल्ली मयूर विहार से बुलेट ट्रेन के स्टेशन की शुरुआत होगी, सौ एकड़ जमीन कंपनी द्वारा ली गई

नेशनल हाई स्पीड रेल कारपोरेशन लिमिटेड ने बुलेट ट्रेन का अलाइमेंट नोएडा प्राधिकरण को सौंप दिया है। चिह्नित की गई जमीन का भू उपयोग व जमीन की उपलब्धता पर प्राधिकरण ने उन्हें जानकारी दे दी है। बाटेनिकल गार्डन से सेक्टर-142 तक एक्वा मेट्रो की लिंक लाइन का रूट से भी अवगत कराया है, इसके हिसाब से दोनों के ट्रैक में दूरी रखने का आग्रह किया गया है। **-अशोक कुमार अरोड़ा,** महाप्रबंधक (सिविल) नोएडा प्राधिकरण।

Dainik Jagran, Delhi, 01/07/2026
Page No: 14, Size: 50.91cm × 32.81cm

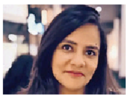
सस्ते औद्योगिक जिंस से बढ़ेगी इकोनमी

एक महीने में कच्चा तेल, तांबा, एल्युमिनियम, जिंक, स्टील जैसे उत्पादों के दामों में आई तेज गिरावट

राजीव कुमार • जागरण

नई दिल्ली: ईरान-अमेरिका युद्धविराम के एलान और होर्मुज के खुलने से वैश्विक स्तर पर कच्चे तेल समेत विभिन्न औद्योगिक जिंसों की कीमतों में पिछले एक माह में 20 प्रतिशत तक की गिरावट दर्ज की जा चुकी है। जानकारों का कहना है कि ऐसे में आयात बिल में कमी के साथ निर्माण लागत भी कम होगी, जिससे घरेलू और निर्यात दोनों मांग को मजबूती मिलेगी। इसका फायदा अर्थव्यवस्था को मिल सकता है।

ब्रेंट कच्चे तेल की कीमत 73 डालर प्रति बैरल के पास आ गई है जो पिछले महीने के मुकाबले 15 प्रतिशत तक कम है। कच्चे तेल की कीमत ढुलाई और यातायात लागत के साथ प्लास्टिक जैसे कई आइटम के दाम को प्रभावित करती है। कच्चे तेल की कीमत कम होने पर आयात बिल भी कम होगा, जिससे रुपये को मजबूती मिलेगी और चालू खाते का घाटा भी कम होगा। दूसरी तरफ, अल नीनो के असर से बारिश में सामान्य के मुकाबले 43 प्रतिशत की कमी आ चुकी है। बारिश में कमी से इस साल 26 जून तक पिछले साल की समान अवधि के मुकाबले खरीफ की बोआई में 22.7 प्रतिशत की गिरावट है। पानी के जलाशय भी पिछले साल के मुकाबले 26.8 प्रतिशत कम है। हालांकि यह स्तर भी सामान्य स्टोरेज स्तर से 5.7 प्रतिशत अधिक है। शुक्रवार को जारी वित्त मंत्रालय की मासिक रिपोर्ट में विभिन्न प्रकार के स्टाक को बढ़ाने के साथ पानी के बफर को भी मजबूत करने की सिफारिश की गई है। केंद्र के पास चावल का पूरा स्टाक है और धान की बोआई भी खास प्रभावित नहीं हुई है। सोयाबीन, दाल, काटन जैसी वस्तुओं की बोआई में कमी आई है, जिससे महंगाई बढ़ सकती है।



पश्चिम एशिया में संघर्ष विराम से कच्चे तेल व अन्य वस्तुओं के दाम में कमी आई है। इस कारण चालू वित्त वर्ष 2026-27 में घरेलू विकास दर में कमी की आशंका कम हो गई है। हालांकि, अल नीनो की वजह से आने वाले महीनों में महंगाई और ग्रामीण मांग प्रभावित हो सकती है। पहले भी अल नीनो के कारण बारिश कम होने पर कृषि उत्पादन और घरेलू मांग प्रभावित हो चुके है।

-साक्षी गुप्ता, मुख्य अर्थशास्त्री, एचडीएफसी

- कच्चे तेल की कीमत कम होने पर आयात बिल में भी आएगी गिरावट
- रुपये को मजबूती मिलेगी और चालू खाते का घाटा भी कम होगा

मुख्य अनाज का हमारे देश में पूरा बफर है और अगले एक-दो महीने में बारिश हो जाती है तो बुवाई का एरिया बढ़ सकता है। कच्चे तेल और औद्योगिक आइटम के दाम कम होने से लागत में कमी आएगी जिससे निर्यात और बढ़ेगा।

-एसपी शर्मा, मुख्य अर्थशास्त्री, उद्योग संगठन एसोचैम

इन फसलों की बोआई प्रभावित (% में)

तिलहन	19.42
काटन	15.7
जूट	15

पिछले एक माह में किस वस्तु के दाम में कितनी कमी आई (% में)

कच्चे तेल	15
सोना	11
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तांबा	6.5
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लौह अयस्क	4.5
स्टील	4.0
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रबर	9.0

Dainik Jagran, Delhi, 01/07/2026
Page No: 14, Size: 10.08cm × 30.67cm

जून में भारत का रूसी तेल आयात रिकार्ड स्तर पर पहुंचा

नई दिल्ली, रायटर: शिपिंग ट्रैकिंग डेटा का विश्लेषण करने वाली केप्लर के मुताबिक जून में भारत का रूसी तेल आयात रिकार्ड स्तर पर पहुंच गया। होर्मुज जलडमरूमध्यम के बंद होने से आपूर्ति के अन्य स्रोतों पर पड़ने वाले असर को कम करने के लिए विभिन्न तेल कंपनियों ने जमकर रूसी तेल की खरीद की।

शुरुआती आंकड़ों का विश्लेषण करने से पता चलता है कि इस महीने भारतीय रिफाइनरियों ने रूस से लगभग 27 लाख बैरल प्रतिदिन कच्चा तेल खरीदा। मई में भारत का रूसी तेल आयात 21 लाख बैरल प्रतिदिन था। 2022-23 से भारत के कच्चे तेल के आयात में रूसी तेल का दबदबा रहा है, क्योंकि तेल कंपनियों ने छूट पर बेचे जा रहे तेल को खरीदने ज्यादा दिलचस्पी दिखाई दी है। भारत दुनिया का तीसरे सबसे बड़ा तेल आयातक और उपभोक्ता है और उसका कुल कच्चा तेल आयात लगभग 49 लाख बैरल प्रतिदिन पर स्थिर है। इसमें रूस सबसे बड़ा आपूर्तिकर्ता था।

Amar Ujala, Delhi, 01/07/2026
Page No: 1, Size: 4.89cm × 8.65cm

पेट्रोल निर्यात पर विंडफॉल टैक्स बढ़ाया...डीजल और एटीएफ को शुल्क में राहत

नई दिल्ली। सरकार ने देश में ईंधन की घरेलू उपलब्धता सुनिश्चित करने के उद्देश्य से पेट्रोल

निर्यात पर विंडफॉल टैक्स (विशेष अतिरिक्त उत्पाद शुल्क) बढ़ाकर 4 रुपये प्रति लीटर कर दिया गया है। पहले यह 1.50 रुपये प्रति लीटर था। वहीं, डीजल पर टैक्स 14 रुपये से घटाकर 8.50 रुपये प्रति लीटर और विमान ईंधन (एटीएफ) पर 12.50 रुपये से घटाकर 7.50 रुपये प्रति लीटर कर दिया गया है। नई दरें अगले 15 दिनों के लिए लागू होंगी। घरेलू बाजार में बिकने वाले पेट्रोल-डीजल पर उत्पाद शुल्क में कोई बदलाव नहीं किया गया है। इसके अलावा, सरकारी तेल कंपनियों के नेपाल, भूटान, बांग्लादेश और श्रीलंका के निर्यात पर दी गई छूट अब मॉरीशस और मालदीव तक बढ़ा दी गई है। ब्यूरो

Business Standard Hindi, Delhi, 01/07/2026
Page No: 3, Size: 52.84cm × 41.57cm

दूसरी छमाही में कच्चा तेल औसतन 72 डॉलर रहने के आसार: बोफा

पुनीत वाधवा
नई दिल्ली, 30 जून

बोफा सिक्योरिटीज के विश्लेषकों का अनुमान है कि अगर पश्चिम एशिया में शांति बनी रहती है, तो 2026 की दूसरी छमाही में कच्चे तेल की कीमतें औसतन 72 डॉलर प्रति बैरल और 2027 में 65 डॉलर प्रति बैरल रहेंगी। उसने 2026 के लिए भारत के जीडीपी वृद्धि अनुमान को अप्रैल में बताए गए 6.2 प्रतिशत से बढ़ाकर 7 प्रतिशत कर दिया है। 2027 के लिए भी अब उसने 7 फीसदी जीडीपी वृद्धि का अनुमान दिया है।

बोफा सिक्योरिटीज के विश्लेषकों ने एक ताजा रिपोर्ट में लिखा है, 'सकारात्मक घटनाक्रम और उम्मीद से बेहतर पहली तिमाही के जीडीपी आंकड़ों को ध्यान में रखते हुए हमें उम्मीद है कि एशिया के उभरते देशों (चीन को छोड़कर) की वृद्धि 2026 में 5.9 प्रतिशत (अप्रैल के 4.9 प्रतिशत के अनुमान के मुकाबले) होगी और 2027 में 5.8 प्रतिशत रहेगी।'

उन्होंने इस साल के लिए वैश्विक वृद्धि का

अनुमान थोड़ा बढ़ाकर 3.2 प्रतिशत और 2027 के लिए 3.5 प्रतिशत कर दिया है।

तेल में नरमी

इस बीच, पश्चिम एशिया में तनाव के कारण साल की शुरुआत में अपने उच्चतम स्तर पर पहुंचने के बाद कच्चे तेल की कीमतें 42 प्रतिशत से ज्यादा गिरकर अब 72 डॉलर प्रति बैरल पर आ गई हैं। एसऐंडपी ग्लोबल मिंट और एसऐंडपी ग्लोबल कमोडिटीज ऐट सी के ताजा आंकड़ों के अनुसार 24 जून को होर्मुज स्ट्रेट से गुजरने वाले जहाजों की संख्या का एक नया दैनिक रिकॉर्ड बना और 78 जहाज इस रास्ते से गुजरे।

एसऐंडपी ग्लोबल ने कहा, 'जहाजों की आवाजाही में कुस 22 तेल और केमिकल टैंकर, 21 बल्क कैरियर, 12 कार्गो जहाज, 7 कंटेनर जहाज, 4 एलपीजी टैंकर और 2 एलएनजी टैंकर शामिल थे। कुल ट्रैफिक में आने वाले जहाजों की हिस्सेदारी 37 प्रतिशत थी और इनमें से 41 प्रतिशत जहाज ईरान से जुड़े थे।'

फेड की दर वृद्धि और वैश्विक अर्थव्यवस्था

बोफा का मानना है कि वैश्विक अर्थव्यवस्था 5 प्रमुख थीमों पर केंद्रित है: ट्रंप की नीतियां, एआई में उछाल, चीन की अतिरिक्त उत्पादन क्षमता, राजकोषीय असंतुलन और वैश्विक तरलता की अधिकता। बोफा ने चेतावनी दी है, 'एआई बूम, राजकोषीय असंतुलन और सहज वित्तीय स्थिति ने अमेरिका और वैश्विक अर्थव्यवस्था के लिए के-आकार के परिदृश्य को मजबूती दी है, लेकिनयही मजबूती तब कमजोरी बन सकती है जब परिसंपत्तियों की कीमतों में बड़ी गिरावट आ जाए।'

DJ Rashtriya Sanskaran, Delhi, 01/07/2026
Page No: 10, Size: 50.91cm × 32.81cm

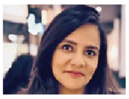
सस्ते औद्योगिक जिंस से बढ़ेगी इकोनमी

एक महीने में कच्चा तेल, तांबा, एल्युमिनियम, जिंक, स्टील जैसे उत्पादों के दामों में आई तेज गिरावट

राजीव कुमार ● जागरण

नई दिल्ली: ईरान-अमेरिका युद्धविराम के एलान और होर्मुज के खुलने से वैश्विक स्तर पर कच्चे तेल समेत विभिन्न औद्योगिक जिंसों की कीमतों में पिछले एक माह में 20 प्रतिशत तक की गिरावट दर्ज की जा चुकी है। जानकारों का कहना है कि ऐसे में आयात बिल में कमी के साथ निर्माण लागत भी कम होगी, जिससे घरेलू और निर्यात दोनों मांग को मजबूती मिलेगी। इसका फायदा अर्थव्यवस्था को मिल सकता है।

ब्रेंट कच्चे तेल की कीमत 73 डालर प्रति बैरल के पास आ गई है जो पिछले महीने के मुकाबले 15 प्रतिशत तक कम है। कच्चे तेल की कीमत ढुलाई और यातायात लागत के साथ प्लास्टिक जैसे कई आइटम के दाम को प्रभावित करती है। कच्चे तेल की कीमत कम होने पर आयात बिल भी कम होगा, जिससे रुपये को मजबूती मिलेगी और चालू खाते का घाटा भी कम होगा। दूसरी तरफ, अल नीनो के असर से बारिश में सामान्य के मुकाबले 43 प्रतिशत की कमी आ चुकी है। बारिश में कमी से इस साल 26 जून तक पिछले साल की समान अवधि के मुकाबले खरीफ की बोआई में 22.7 प्रतिशत की गिरावट है। पानी के जलाशय भी पिछले साल के मुकाबले 26.8 प्रतिशत कम है। हालांकि यह स्तर भी सामान्य स्टोरेज स्तर से 5.7 प्रतिशत अधिक है। शुक्रवार को जारी वित्त मंत्रालय की मासिक रिपोर्ट में विभिन्न प्रकार के स्टाक को बढ़ाने के साथ पानी के बफर को भी मजबूत करने की सिफारिश की गई है। केंद्र के पास चावल का पूरा स्टाक है और धान की बोआई भी खास प्रभावित नहीं हुई है। सोयाबीन, दाल, काटन जैसी वस्तुओं की बोआई में कमी आई है, जिससे महंगाई बढ़ सकती है।



पश्चिम एशिया में संघर्ष विराम से कच्चे तेल व अन्य वस्तुओं के दाम में कमी आई है। इस कारण चालू वित्त वर्ष 2026-27 में घरेलू विकास दर में कमी की आशंका कम हो गई है। हालांकि, अल नीनो की वजह से आने वाले महीनों में महंगाई और ग्रामीण मांग प्रभावित हो सकती है। पहले भी अल नीनो के कारण बारिश कम होने पर कृषि उत्पादन और घरेलू मांग प्रभावित हो चुके है।

-साक्षी गुप्ता, मुख्य अर्थशास्त्री, एचडीएफसी

- कच्चे तेल की कीमत कम होने पर आयात बिल में भी आएगी गिरावट
- रुपये को मजबूती मिलेगी और चालू खाते का घाटा भी कम होगा

मुख्य अनाज का हमारे देश में पूरा बफर है और अगले एक-दो महीने में बारिश हो जाती है तो बुवाई का एरिया बढ़ सकता है। कच्चे तेल और औद्योगिक आइटम के दाम कम होने से लागत में कमी आएगी जिससे निर्यात और बढ़ेगा।

-एसपी शर्मा, मुख्य अर्थशास्त्री, उद्योग संगठन एसोचैम

इन फसलों की बोआई प्रभावित (% में)

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पिछले एक माह में किस वस्तु के दाम में कितनी कमी आई (% में)

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सोयाबीन	5.8
पाम	2.0
रबर	9.0

गैल GAIL

DJ Rashtriya Sanskaran, Delhi, 01/07/2026

Page No: 10, Size: 10.08cm × 30.67cm

जून में भारत का रूसी तेल आयात रिकार्ड स्तर पर पहुंचा

नई दिल्ली, रायटर: शिपिंग ट्रैकिंग डेटा का विश्लेषण करने वाली केप्लर के मुताबिक जून में भारत का रूसी तेल आयात रिकार्ड स्तर पर पहुंच गया। होर्मुज जलडमरूमध्यम के बंद होने से आपूर्ति के अन्य स्रोतों पर पड़ने वाले असर को कम करने के लिए विभिन्न तेल कंपनियों ने जमकर रूसी तेल की खरीद की।

शुरुआती आंकड़ों का विश्लेषण करने से पता चलता है कि इस महीने भारतीय रिफाइनरियों ने रूस से लगभग 27 लाख बैरल प्रतिदिन कच्चा तेल खरीदा। मई में भारत का रूसी तेल आयात 21 लाख बैरल प्रतिदिन था। 2022-23 से भारत के कच्चे तेल के आयात में रूसी तेल का दबदबा रहा है, क्योंकि तेल कंपनियों ने छूट पर बेचे जा रहे तेल को खरीदने ज्यादा दिलचस्पी दिखाई दी है। भारत दुनिया का तीसरे सबसे बड़ा तेल आयातक और उपभोक्ता है और उसका कुल कच्चा तेल आयात लगभग 49 लाख बैरल प्रतिदिन पर स्थिर है। इसमें रूस सबसे बड़ा आपूर्तिकर्ता था।

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Hindustan Times

SC orders status quo on ethanol supply allocation

Utkarsh Anand
letters@hindustantimes.com

NEW DELHI: The Supreme Court on Tuesday ordered status quo on ethanol supply allocations for the Ethanol Supply Year (ESY) 2025-26, stepping into a dispute that the Centre says could have significant implications for India's flagship ethanol-blending programme and its broader energy security strategy.

A bench of justices MM Sundresh and Sheel Nagu passed the interim order while hearing a plea by Bharat Petroleum Corporation Limited (BPCL), the industry coordinator for the ethanol blended petrol programme, challenging a Karnataka High Court direction that the Centre claimed could potentially reopen ethanol allocations already finalised and substantially implemented. The court issued notice on BPCL's plea and restrained any alteration to the existing allocation framework until further orders.

The case assumes significance because it comes at a time when India has already achieved its target of blending 20% ethanol with petrol -- five years ahead of schedule.

During the hearing, Attorney General R Venkataramani, appearing for BPCL and other oil marketing companies (OMCs),

The case comes at a time when India has already achieved its target of blending 20% ethanol with petrol. ANI

argued that the Karnataka High Court's order had ramifications far beyond a dispute involving a single supplier and could potentially unsettle a nationwide allocation exercise involving hundreds of ethanol manufacturers.

The AG submitted that ethanol supply contracts for ESY 2025-26 had already attained finality in October 2025 and allocations had been communicated to 378 suppliers for approximately 10,500 million litres of ethanol. According to BPCL, around 6,800 million litres had already been supplied under the allocation framework by mid-June. He argued that permitting enhancement of allocation to one supplier at this stage would likely trigger similar claims from other manufacturers across the country, potentially opening the floodgates for litigation and disrupting a carefully calibrated supply chain that underpins the national blending programme.

When the bench asked why BPCL had not first approached a division bench of the Karnataka High Court, Venkataramani said similar disputes were pending before multiple high courts and that the issue required authoritative resolution at one forum. He also sought time to file transfer petitions so that all related matters could be heard together.

"This will impact the national policy," he told the court, adding that the issue needed resolution before the next cycle of ethanol procurement contracts comes up for renewal.

The dispute pertains to a petition filed by Karnataka-based VINP Distilleries and Sugars Pvt Ltd, a dedicated ethanol manufacturer, which challenged the quantity allocated to it by the OMCs for ESY 2025-26.

The company contended before the high court that despite possessing an annual production capacity of nearly 99 million litres and submitting bids for supply of 92.6 million litres, it was allocated only 39.2 million litres.

VINP argued that as a dedicated ethanol plant, which is contractually barred from manufacturing other products or supplying ethanol to third parties, it had a legitimate expectation that the existing allocation policy would continue to operate in a manner consistent with previous years.

Accepting the contention, the Karnataka High Court directed the OMCs to consider and decide the company's representation seeking enhancement of allocation. The high court held that dedicated ethanol plants could not be placed at a disadvantage after having structured their business models around long-standing procurement arrangements with oil companies.

"Dedicated Ethanol Plants, which have hitherto supplied ethanol exclusively to the OMCs and which are contractually prohibited from either manufacturing anything else or supplying ethanol to any third party, cannot now be relegated to the short end of the stick," the high court noted.

The Centre, however, contends that the order risks judicial interference in a complex policy framework involving allocation of limited procurement quantities among hundreds of suppliers across multiple states.

While sections of automobile enthusiasts and consumers have raised concerns over possible impacts of higher ethanol blends on vehicle performance, fuel efficiency and engine durability, the government has consistently defended the policy.

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Dainik Bhaskar, Delhi, 01/07/2026
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सुप्रीम सुनवाई • पेट्रोल में 20% एथेनॉल मिलाने के नतीजे अगले साल तक आएंगे

एथेनॉल से पेट्रोल गाड़ियों को किसी नुकसान का कोई सबूत नहीं : केंद्र

भास्कर न्यूज़ | नई दिल्ली

केंद्र सरकार ने सुप्रीम कोर्ट को बताया है कि पेट्रोल में 20% एथेनॉल (E20) मिलाने का काम अभी प्रयोग के तौर पर है। इस व्यवस्था का देश और वाहनों पर क्या असर हो रहा है, इसका मूल्यांकन किया जा रहा है। इसके नतीजे अगले साल तक साफ हो जाएंगे। यह तथ्य ऐसे समय आया है जब पुरानी गाड़ियों के मालिकों को चिंता है कि E20 पेट्रोल से वाहनों का परफॉर्मेंस खराब हो सकता है।

अदालत में सरकार का पक्ष रखते हुए अटॉर्नी जनरल आर वेंकटरमणि ने कहा कि E20 पेट्रोल से इंजन या गाड़ी के पार्ट्स को नुकसान होने का कोई पक्का वैज्ञानिक सबूत नहीं है। इस योजना का मुख्य उद्देश्य कच्चे तेल का आयात घटाना, प्रदूषण कम करना और एथेनॉल बनाने वाले किसानों और कंपनियों को बढ़ावा देना है। अटॉर्नी जनरल की यह दलील कर्नाटक हाई कोर्ट के एक आदेश के खिलाफ दायर याचिकाओं पर सुनवाई के दौरान आई। हाई कोर्ट ने सरकारी तेल कंपनियों को एक निजी एथेनॉल फैक्ट्री का कोटा बढ़ाने पर फिर से विचार करने को कहा था। इस आदेश के खिलाफ कंपनियां सुप्रीम कोर्ट गईं। कंपनियों की दलील थी कि एथेनॉल सप्लाई के सभी कॉन्ट्रैक्ट अक्टूबर 2025 में ही फाइनल हो चुके हैं। बीच में किसी के लिए नियम बदलने से सिस्टम बिगड़ जाएगा। सुप्रीम कोर्ट ने 'यथास्थिति' बनाए रखने का आदेश दिया है यानी हाई कोर्ट के आदेश पर रोक रहेगी।

भास्कर एक्सप्लेनर

E20 पेट्रोल का इस्तेमाल करने से गाड़ी की बीमा पॉलिसी पर असर नहीं पड़ता है

1. क्या मेरी गाड़ी के लिए E20 पेट्रोल सुरक्षित है? कैसे जांचें कि गाड़ी इसके अनुकूल है?
अप्रैल 2023 के बाद बनीं लगभग सभी नई कारें और टू-व्हीलर्स E20 ईंधन के लिए पूरी तरह अनुकूल हैं। आप अपनी गाड़ी के फ्यूल टैंक के ढक्कन या यूजर मैनुअल पर देख सकते हैं, वहां 'E20' का स्टीकर या मार्किंग होगी। 2023 से पहले के वाहनों के इंजन इसके लिए डिजाइन नहीं किए गए थे।

2. क्या E20 पेट्रोल इस्तेमाल करने से गाड़ी का इंश्योरेंस क्लेम खारिज या अमान्य हो सकता है?
नहीं, यह अफवाह है। सरकार और पेट्रोलियम मंत्रालय ने साफ किया है कि देश भर में मिल रहा E20 पेट्रोल वैध है। इसके इस्तेमाल से गाड़ी की इंश्योरेंस पॉलिसी पर कोई असर नहीं पड़ता है। इंश्योरेंस सुरक्षित रहता है।

3. सोशल मीडिया पर दावे हैं कि एथेनॉल पेट्रोल से टंकी के पास चींटियां आ रही हैं, क्या सच है?
यह दावा पूरी तरह वैज्ञानिक रूप से गलत है। ईंधन ग्रेड एथेनॉल को तैयार करने के लिए डिस्टिलेशन और फर्मेंटेशन की एक लंबी वैज्ञानिक प्रक्रिया अपनाई जाती है, जिससे इसमें बची हुई चीनी पूरी तरह खत्म हो जाती है। इसमें ऐसे केमिकल मिलाए जाते हैं जो कीड़े-मकोड़ों को दूर भगाते हैं, इसलिए चींटियां लगने की बात महज अफवाह है।

4. अगर मेरे पास पुरानी गाड़ी है और मैं उसके इंजन को सुरक्षित रखना चाहता हूं, तो क्या उपाय है?
पेट्रोल पंपों पर धीरे-धीरे केवल एथेनॉल ब्लेंडेड पेट्रोल ही मिल रहा है। पुरानी गाड़ियों के रखरखाव के लिए जरूरी है कि आप समय पर सर्विसिंग कराएं और फ्यूल फिल्टर और रबर पाइप्स की जांच कराते रहें।

5. पुरानी गाड़ी में एथेनॉल किट का क्या खर्च है?
दोपहिया वाहनों के लिए बेसिक एथेनॉल रेट्रोफिट किट की कीमत करीब 1,700 से 2,000 के बीच है। कार्बोरेटर वाले पुराने मॉडल्स के लिए यह खर्च 3,000 से 4,000 तक जाता है। वहीं, मारुति सुजुकी जैसी ऑटोमोबाइल कंपनियां कारों के लिए करीब 4,000 से 6,000 की रेंज में आधिकारिक रेट्रोफिट किट लाने की तैयारी कर रही हैं।

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सबकः भारत बढ़ाएगा रणनीतिक ईंधन भंडार

नई दिल्ली| ईरान संकट के बाद भारत कच्चे तेल, एलीपीजी और एलएनजी के रणनीतिक रिजर्व बढ़ाने की योजना बना रहा है। इसके लिए तेल मंत्रालय ने कमेटी बनाई है। कच्चे तेल का मौजूदा रिजर्व सिर्फ 8 दिनों का है। इसे 12 करोड़ बैरल तक बढ़ाने का लक्ष्य रखा गया है। एलपीजी और एलएनजी भंडार बढ़ाने पर भी फोकस है।