Business Line, Delhi, 06/07/2026
Page No: 1, Size: 25.43cm × 26.06cm

India moves to build strategic gas reserves after W. Asia crisis

FUTURE PROOF. New Delhi evaluating storage options, including salt caverns, cryogenic tanks

Rishi Ranjan Kala
New Delhi

The recent West Asia conflict has prompted the government to begin work on creating India's first strategic natural gas storage system, with public sector oil companies evaluating multiple options, including underground salt caverns and above-ground cryogenic LNG tanks.

The move marks a significant expansion of India's strategic energy security planning. While the Indian Strategic Petroleum Reserves Ltd (ISPRL) manages the country's strategic crude oil reserves, it does not have expertise in salt cavern-based natural gas storage. As a result, feasibility studies are underway to assess suitable storage technologies and geological structures.

"PSU oil companies are already working on the feasibility of storing crude oil and gas in salt caverns. As ISPRL does not have expertise in salt caverns, a feasibility study is being done by Engineers India. Besides, storing gas in cryogenic overground tanks is also being worked out," a source said.

FUEL SAFEGUARD. The push follows concerns over India's vulnerability to disruptions in LNG and LPG supplies after the West Asia conflict (file photo)

VULNERABILITY FACTOR

The push follows concerns over India's vulnerability to disruptions in LNG and LPG supplies after the West Asia conflict, with the region accounting for more than half of India's imports of both fuels.

Sources said a committee under the Petroleum Ministry, constituted after the conflict erupted, is evaluating storage options for LNG and LPG.

One of the seven Empowered Groups of Secretaries set up by the government is also examining short-, medium- and long-term measures to address potential disruptions to trade, supply chains and logistics.

"Some storage for gas has become important. The deliberations focus on what should be the storage volume keeping in view visibility over the next 4-5 years. Besides, another key issue to debate over is how much should be strategic and commercial, considering storage buffers can also help monetise arbitrage opportunities like China does with its huge crude storage," another source said.

REBUILDING INFRA

The same source added: "The West Asia conflict has likely pushed ahead the schedule for these new production facilities with focus first on rebuilding damaged infrastructure like in Qatar's Ras Laffan facility. We need to factor all these issues."

Officials are evaluating a range of storage options, including salt caverns, depleted gasfields and cryogenic tanks near LNG regasification terminals.

A recent study by the Council on Energy, Environment and Water noted that India has no dedicated strategic natural gas storage despite importing nearly half of its gas requirement, leaving key sectors exposed to supply disruptions.

Hindu, Delhi, 06/07/2026

Page No: 1, Size: 32.31cm × 24.37cm

Emergency gas curbs eased as LNG shipments normalise

Press Trust of India
NEW DELHI

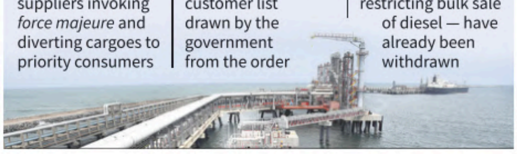
The Union government has withdrawn most provisions of an emergency natural gas supply regulation order following the resumption of liquefied natural gas (LNG) shipments through the Strait of Hormuz.

In a notification issued on Saturday, the Ministry of Petroleum and Natural Gas amended the Natural Gas (Supply Regulation) Order, 2026, omitting key operational provisions which led to all domestically produced natural gas and imported LNG to be sold as per a priority customer list drawn by the government. The original order, issued on March 9 under the Essential Commodities Act, was brought in after the conflict in West Asia disrupted LNG shipments, with suppliers invoking *force majeure* and diverting cargoes to priority consumers.

Restored flow

The gas supply curbs were one of three emergency measures the govt. introduced after energy supplies from the Gulf were threatened by the effective closure of the Strait of Hormuz

- Natural Gas (Supply Regulation) Order, 2026 was brought in on March 9 with suppliers invoking *force majeure* and diverting cargoes to priority consumers
- Latest amendment omits operational provisions for LNG to be sold as per a new priority customer list drawn by the government from the order
- The other two measures — diverting feedstock to maximise LPG production and restricting bulk sale of diesel — have already been withdrawn



The Ministry said the situation has since improved, with a ceasefire in place, further negotiations under way, and traffic through the Strait of Hormuz resuming.

Emergency measures

The gas supply curbs were one of three emergency measures the government introduced after energy supplies from the Gulf were threatened by the closure of the Strait of Hormuz after the crisis broke out with U.S.- Israeli strike on Iran in February.

The other two measures – directing refiners to maximise LPG production by diverting feedstock from petrochemicals and restricting diesel sales to bulk consumers – have already been withdrawn as the supply situation normalised.

CONTINUED ON
» PAGE 10

Gas curbs eased as LNG shipments normalise

India, the world's third-largest oil importer and consumer, imports about 88% of its crude oil requirements and around half of its natural gas needs. About 40-45% of its crude oil imports and nearly 65 % of its LNG supplies come from West Asia, underscoring the country's vulnerability to disruptions in the Strait of Hormuz.

The threat to traffic through the waterway prompted the government to invoke emergency powers in March to safeguard domestic fuel and gas supplies. While India diversified crude oil purchases by sourcing supplies from other producers, natural gas imports remained exposed because most LNG cargoes from Qatar pass through the Strait of Hormuz.

The disruption led some suppliers to invoke force majeure, prompting the government to introduce emergency measures to prioritise gas supplies to essential sectors.

Business Line, Delhi, 06/07/2026
Page No: 3, Size: 25.43cm × 13.31cm

Gas curbs lifted as Hormuz LNG shipments resume

Our Bureau
New Delhi

The government has withdrawn the March 2026 order regulating the supply of natural gas which was issued following the conflict in West Asia, which led to the closure of the Strait of Hormuz (SoH) and impacted almost half of India's LNG consumption.

"The Centre had assessed that the ongoing conflict in the Middle East had resulted in the disruption of liquefied natural gas (LNG) shipments through the SoH and suppliers had invoked *force majeure* clause which entailed diversion of natural gas to the priority sectors," the government said in a gazette notification on Saturday (July 4, 2026).

According to a recent Gastech report, India, the fourth-largest importer of LNG, depends heavily on overseas supplies

DISRUPTION IN LNG

"The ongoing conflict in West Asia that had resulted in the disruption of liquefied natural gas shipments through the SoH has been the subject of a ceasefire and negotiations are ongoing, as part of which, sea traffic through the SoH has been permitted to be resumed," the notification said.

OVERSEAS SUPPLIES

According to a recent Gastech report, India, the fourth-largest importer of LNG, depends heavily on overseas supplies.

Qatar accounts for 41.4 per cent of LNG imports.

The country imported 27 million tonnes of LNG in FY25, of which 11.2 mt were sourced almost entirely from Ras Laffan.

The US EIA has said that 83 per cent of LNG shipped through the SoH in 2024 went to Asian markets, with China, India, Japan, and South Korea accounting for 59 per cent.

The action further bolsters the narrative that energy supplies are gradually picking up as vessels resume transit through the SoH.

Since June 29, the government has removed the cap on the sale of diesel and petrol and reduced the prices of commercial LPG, domestic ATF, and 5 kg LPG cylinders.

Statesman, Delhi, 06/07/2026
Page No: 10, Size: 22.09cm × 13.49cm

OPEC+ set to consider modest oil output hike for August amid easing supply concerns

AGENCIES
New Delhi, 5 July

OPEC+ is expected to consider another modest increase in oil production quotas for August as the alliance continues unwinding earlier supply cuts, with delegates indicating that seven key producers have reached a preliminary agreement ahead of a virtual meeting on Sunday.

According to delegates, the proposed increase would raise the combined production target of seven major producers, led by Saudi Arabia and Russia, by 188,000 barrels per day if approved during the video conference.

The move is in line with the group's strategy to gradually reverse production curbs introduced in 2023 to support oil prices.

If implemented, the latest increase would bring the cumulative quota additions since the policy reversal began to around 940,000 barrels per day, equivalent to nearly 1 per cent of global oil demand.

While previous production increases remained largely on paper due to disruptions caused by the conflict in the region and the closure of the Strait of Hormuz, the recent interim peace agreement between the United States and Iran has enabled major Gulf producers to restore exports and output.

Saudi Arabia and the United Arab Emirates have already brought oil exports close to pre-conflict levels, according to tanker-tracking data, aided by improved shipping access through the Strait of Hormuz following the easing of tensions.

The return of additional supplies has contributed to a surplus in key Asian markets, reversing the sharp rise in oil prices witnessed during the conflict and increasing the possibility of intensified competition among OPEC producers for market share.

The production decision also comes at a time when OPEC+ is facing internal challenges. Iraq, one of the organisation's founding members, recently indicated that it could eventually consider leaving the group if it is not granted a higher production quota. The United Arab Emirates had previously exited the alliance in May following similar concerns over production limits.

If approved, the August increase would represent the penultimate phase of restoring two layers of production cuts implemented in 2023, with one final increase expected in September to complete the process.

Millennium Post, Delhi, 06/07/2026

Page No: 1, Size: 34.61cm × 20.69cm

AS LNG SUPPLIES NORMALISE

Govt withdraws emergency gas curbs imposed during Hormuz disruption

SIMONTINI BHATTACHARJEE

NEW DELHI: The Centre has withdrawn most provisions of the emergency natural gas supply regulations introduced during the recent West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire.

In a notification issued on Saturday, the Ministry of Petroleum and Natural Gas amended the Natural Gas (Supply Regulation) Order, 2026, removing key operational provisions that had allowed the government to control the allocation of domestically produced natural gas and imported LNG according to a revised priority list.

The emergency order, issued on March 9 under the Essential Commodities Act, came after the conflict in West Asia disrupted LNG shipments through the Strait of Hormuz. Some suppliers invoked force majeure clauses and diverted cargoes to Continued on P6

Hormuz disruption

priority consumers, raising concerns over India's energy security.

The ministry said the situation has improved since then. "The ongoing conflict in the Middle East that had resulted in the disruption of liquefied natural gas shipments through the Strait of Hormuz has been subject to a ceasefire, and negotiations are ongoing, as part of which, sea traffic through the Strait of Hormuz has been permitted to be resumed," the notification said.

It added that, in view of these developments, the government was "omitting" parts of the March 9 order that had prioritised the allocation of available gas supplies.

The gas supply restrictions were one of three emergency measures introduced after energy supplies from the Gulf came under threat following US and Israeli strikes on Iran on February 28 and Tehran's retaliatory attacks, which effectively disrupted traffic through the strategic waterway.

The other two emergency measures, directing refiners to maximise LPG production by diverting feedstoc from petrochemical units and restricting diesel sales to bulk consumers, hac already been withdrawn after fuel supplies returned to normal.

India remains heavily dependent on imported energy. The country imports about 88 per cent of its crude oil requirements and nearly half of its natural gas demand. Around 40 to 45 per cent of crude oil imports and abou 65 per cent of LNG supplies originate from West Asia, making the Strai of Hormuz a critical route for India's energy imports.

Although India managed to diversify crude oil purchases by sourcing supplies from other producing nations during the crisis, natural gas imports remained exposed because most LNG cargoes from Qatar pass through the Strait of Hormuz. The March order gave the government powers to direct sector-wise allocation and diversion of domestic gas, LNG and regasified LNG to ensure uninterrupted supplies to essential consumers. It guaranteed full supplies, based on the previous six months' average consumption, to piped natural gas households, compressed natural gas for transport, LPG production and pipeline operations.

Fertiliser plants were assured 70 per cent of their average gas requirement, while industrial consumers connected to the national gas grid and city gas distribution networks were guaranteed 80 per cent of their average consumption, subject to operational availability.

To meet these commitments, gas supplies to petrochemical plants and power stations could be reduced, while oil refiners were directed to cut gas consumption to about 65 per cent of their average use wherever operationally feasible.

The order also required state-run GAIL, working with the Petroleum Planning and Analysis Cell, to pool and redistribute gas supplies, determine pooled prices for diverted gas and oversee revised allocation schedules. Gas producers, LNG importers, marketers, pipeline operators and city gas distributors were required to comply with the revised supply plan, with the emergency provisions taking precedence over existing commercial agreements.

Govt lifts gas curbs as supplies through Hormuz improve

NEW DELHI: The government has withdrawn most provisions of the emergency natural gas supply regulation order imposed during the West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire.

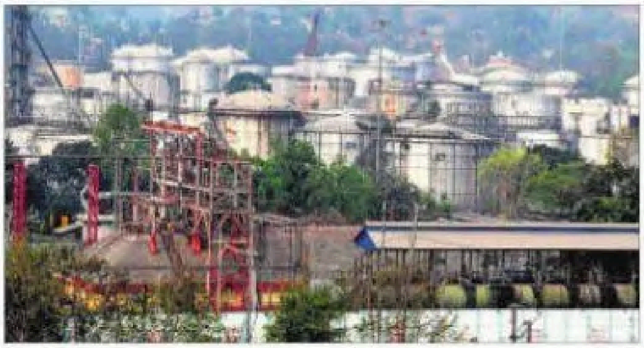
The March 9 order under the Essential Commodities Act led to all domestically produced natural gas and imported LNG to be sold as per a new priority customer list drawn by the government. The Ministry of Petroleum and Natural Gas said the situation had since improved, with a ceasefire in place, negotiations underway and maritime traffic through the Strait of Hormuz resuming. BACK PAGE

The Tribune

Tribune, Delhi, 06/07/2026
Page No: 1, Size: 15.88cm × 21.30cm

Govt lifts gas curbs as LNG supply resumes after US-Iran ceasefire

UJWAL JALALI
TRIBUNE NEWS SERVICE



NEW DELHI, JULY 5
The Centre has withdrawn most emergency restrictions on natural gas supply that were imposed during the recent conflict in West Asia, following the resumption of liquefied natural gas (LNG) shipments through the Strait of Hormuz after a ceasefire between the US and Iran.

The restrictions, introduced in March 2026 under the Natural Gas (Supply Regulation) framework, had enabled the authorities to prioritise allocation of domestic gas and imported LNG to essential sectors amid fears of disruption to energy supplies caused by instability in West Asia.

According to official sources and a notification issued by the Ministry of Petroleum and Natural Gas, the decision to revoke the emergency provisions was taken after maritime traffic through the Strait of Hormuz returned to normal, easing concerns over supply security.

The ministry noted that the regional situation had improved significantly, owing to the ceasefire, ongoing diplomatic engagements and resumption of LNG shipments from key suppliers without major disruption.

The emergency framework had allowed the government to direct gas supplies to priority sectors such as fertiliser production, city gas distribution networks and refinery operations, while curtailing consumption in certain industrial segments to manage shortages during the crisis period.

With the situation stabilising, the government has now restored normal supply mechanisms, signalling a return to pre-crisis allocation systems across sectors dependent on natural gas.

India remains heavily reliant on imported energy. It receives a significant share of its crude oil and nearly half of its natural gas requirement from the overseas markets, with the Strait of Hormuz being a critical transit route for energy shipments from West Asia.

The Tribune
Mon, 06 July 2026
https://epaper.tribuneindia.com/c/80304843

Pioneer, Delhi, 06/07/2026
Page No: 11, Size: 8.65cm × 22.28cm

IBA to skill 50k ex-army personnel for biogas sector

PIONEER NEWS SERVICE
New Delhi

Industry body Indian Biogas Association (IBA) has inked an initial pact with Army Welfare Placement Organisation (AWPO) and Reveille Energy LLP to skill about 50,000 ex-army personnel for the sector.

Partnership aims to create employment, skilling, and sustainable career opportunities for about 50,000 Ex-Servicemen in India's rapidly growing renewable energy sector, an IBA statement said.

The agreement aims to bridge the skill demand-supply gap in the bioenergy ecosystem by facilitating training, reskilling, and upskilling of Ex-Servicemen for roles across India's renewable energy industry.

Through this collaboration, the parties will jointly work towards creating sustainable career pathways for veterans while strengthening India's clean energy mission.

As part of the partnership, the AWPO will mobilize and screen suitable Ex-Servicemen candidates across the country, while IBA will facilitate industry linkages, onsite training opportunities, and placement support through its extensive network of members and industry partners.

Reveille Energy LLP will support policy advocacy, planning, and strategic coordination for the initiative.

Gaurav Kedia, Chairman, IBA, said that India's bioenergy sector is witnessing significant momentum, and skilled manpower will play a defining role in achieving the country's sustainability goals.

"Through this partnership with AWPO and Reveille Energy LLP, we aim to create meaningful employment opportunities for Ex-Servicemen while contributing to the growth of a greener and more self-reliant energy ecosystem. In the first phase, we are planning to target 25,000 to 50,000 retired army personnel," he added.

Retired Maj Gen AS Chauhan, MD, Army Welfare Placement Organisation, said, "Army Veterans possess the leadership, integrity, and execution capabilities that every growing industry seeks. The recent collaboration between AWPO, IBA and Reveille Energy is more than an employment initiative; rather it's a powerful Convergence of national service and sustainable development."

Claims of Bhutan rejecting Indian E20 false, Petroleum Ministry says no proposal for exporting E20 petrol

STATESMAN NEWS SERVICE
New Delhi, 5 July

The Ministry of Petroleum and Natural Gas on Sunday said that India's Oil Marketing Companies (OMCs) never made any offer to export E20 petrol to Bhutan, and said that there is "no such proposal" on exporting E20 petrol to the neighbouring country.

The ministry said that the reports of Bhutan rejecting imports of India's E20 petrol are incorrect.

In a post on Facebook, the ministry said: "Fact Check: Claims that Bhutan declined an offer to import E20 petrol from India are incorrect. No such offer has been made by the Oil Marketing Companies (OMCs), and there is no proposal for export of E20 petrol to Bhutan. Please rely only on official information from MoPNG and the Oil Marketing Companies."

Earlier on Saturday, Congress alleged that Bhutan, Nepal, Bangaldesh and Sri Lanka have refused India's fuel.

These reports come as there have been concerns raised about the performance and reliability of the newly introduced E20 blend fuel.

The Ministry of Information and Broadcasting clarified in this respect that: "E20 fuel was introduced only after extensive laboratory, vehicle, and field testing by India's leading technical institutions. Science led the way, ensuring reliability, performance, and confidence on every journey."

The government has clarified that the automobile industry has been aligning vehicles with prescribed ethanol-blending standards. Use of approved E20 fuel does not automatically void the manufacturer's warranty merely because ethanol-blended petrol is used, as per the Ministry of Information and Broadcasting.

Ethanol blending is a scientifically designed, internationally accepted fuel formulation implemented (In countries such as Brazil) under India's Ethanol Blended Petrol Programme. It is governed by established fuel quality standards and is not fuel adulteration.

Extensive testing previously by ARAI, Indian Oil R&D and IIP has found no significant engine durability or performance issues with E20 in older vehicles. Millions of vehicles are already operating on E20 since 1st April 2025 (Pan rollout of E20) without any evidence of engine failure attributable to the fuel, the Ministry further said.

Asian Age, Delhi, 06/07/2026
Page No: 1, Size: 19.58cm × 19.16cm

Govt drops order to 'prioritise' all available gas

'Restrictions not needed as Hormuz now open'

Centre lifts gas curbs as LNG supplies normalise

AGE CORRESPONDENT
NEW DELHI, JULY 5

The Centre has withdrawn most provisions of the emergency natural gas supply regulation order imposed during the West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire. In a notification issued on Saturday, the ministry of petroleum and natural gas amended the Natural Gas (Supply Regulation) Order 2026, omitting key operational provisions, which led to all domestically produced natural gas and imported liquefied natural gas (LNG) to be sold as per a new priority customer list drawn by the government.

INDIA, THE world's third-largest oil importer and consumer, imports about 88% of its crude oil requirements and around half of its natural gas needs

The ministry notification said that the emergency measures are no longer required, as the maritime traffic through the Strait of Hormuz resumed with the West Asia ceasefire in place. "The government is 'omitting' parts of the March 9 emergency order that prioritised all available gas," the notification said.

The original order, issued on March 9 under the Essential Commodities Act, was brought in after the conflict in West Asia disrupted LNG shipments through the Strait of Hormuz, with suppliers invoking force majeure and diverting cargoes to priority consumers. The ministry said that with a ceasefire in place the situation has improved.

The gas supply curbs were one of three emergency measures the government introduced after energy supplies from the Gulf were threatened by the effective closure of the Strait of Hormuz following the US and Israeli strikes on Iran on

Turn to Page 4

Centre lifts gas curbs as supplies of LNG normalise

Continued from Page 1

February 28 and Tehran's retaliatory attacks.

The other two measures — directing refiners to maximise LPG production by diverting feedstock from petrochemicals and restricting diesel sales to bulk consumers — have already been withdrawn as the supply situation normalised.

India, the world's third-largest oil importer and consumer, imports about 88 per cent of its crude oil requirements and around half of its natural gas needs.

About 40-45 per cent of its crude oil imports and nearly 65 per cent of its LNG supplies come from West Asia, underscoring the country's vulnerability to disruptions in the Strait of Hormuz, through which most Gulf energy exports are shipped.

The threat to traffic through the waterway prompted the government to invoke emergency powers in March to safeguard domestic fuel and gas supplies.

While India diversified crude oil purchases by sourcing supplies from other producers, natural gas imports remained exposed because most LNG cargoes from Qatar pass through the Strait of Hormuz.

The disruption led some suppliers to invoke force majeure, prompting the government to introduce emergency measures to prioritise gas supplies to essential sectors.

India eyes oil exploration expansion after Middle East war shortages

AFP
feedback@livemint.com

Hit by the biggest energy supply shock in decades during the Middle East war, import-dependent India is expanding domestic crude exploration, its oil minister says.

India, the world's third-largest importer of oil and the second-largest buyer of liquefied petroleum gas (LPG), faced major disruptions due to restrictions on the Strait of Hormuz during the conflict between the US and Iran.

With a temporary US-Iran deal in place to pause hostilities, oil and gas shipments are flowing through the Gulf waterway again, and restrictions and price hikes in India are being rolled back.

But minister of petroleum and natural gas Hardeep Singh Puri said the energy crunch provided fresh impetus for India's expansion of domestic supplies.

"We are currently in the process...to bid out about 250,000 sq. km of unexplored area," Puri told *AFP*.

India is a modest producer in global terms.

Domestic crude production in 2025-2026 was 25.98 million tonnes, according to the oil ministry.

Oil minister Hardeep Singh Puri said the energy crunch provided fresh impetus for India's expansion of domestic supplies. AFP

That meets just 10% of India's crude needs, equivalent to roughly 522,000 barrels per day (bpd)—a figure well below its production peak of just more than 900,000 bpd in 2011.

India survived the energy crunch by expanding its crude suppliers from 27 to 41 countries, including Iran, Venezuela, greater purchases from Russia and several African nations. New Delhi has previously been criticized by both the US and Europe for its purchase of Russian oil, with critics arguing that it bankrolled Moscow's war against Kyiv.

But Puri said India had a "pragmatic approach" that put its energy needs above "ideological considerations."

The country's domestic crude production is concentrated in the west—in its Mumbai offshore fields, Rajasthan and Gujarat—as well as in the north-east in Assam.

But Puri has hailed what he calls an "ocean of energy opportunities" off India's Andaman and Nicobar archipelago. The vast Andaman Basin is geologically similar to hydrocarbon-bearing basins in South-East Asia.

Puri posted a video on social media in June of a gas flare at an exploratory well drilled in the Andaman Sea by state-owned Oil India. "Large number of deepwater and ultra-deepwater exploration wells are planned in our offshore basins to fully exploit our hydrocarbon reserves," Puri said when he released the video.

New Delhi is working with "deepwater exploration experts" including Petrobras, TotalEnergies, BP, Shell and ExxonMobil, he said.

In the same Andaman Sea, India is readying a $9 billion Great Nicobar Island Project to build a megaport, airport and city, creating a strategic base on what is, for now, a far-flung island covered in pristine forests and home to one of Earth's most isolated peoples.

The push pre-dates the Middle East war. Prime Minister Narendra Modi launched the 'Samudra Manthan' mission during a speech marking Independence Day in August 2025.

Mint, Delhi, 06/07/2026
Page No: 9, Size: 63.50cm × 41.94cm

Govt withdraws emergency gas curbs

The move comes after LNG shipments through Hormuz resumed following a ceasefire. BLOOMBERG

The government has withdrawn most provisions of the emergency natural gas supply regulation order imposed during the West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire.

In a notification issued on Saturday, the ministry of petroleum and natural gas amended the Natural Gas (Supply Regulation) Order, 2026, omitting key operational provisions, which led to all domestically produced natural gas and imported LNG to be sold as per a new priority customer list drawn by the government.

The original order, issued on 9 March under the Essential Commodities Act, was brought in after the conflict in West Asia disrupted LNG shipments through the Strait of Hormuz, with suppliers invoking force majeure and diverting cargoes to priority consumers. The ministry said the situation has since improved, with a ceasefire in place, talks underway and maritime traffic through the Strait of Hormuz resuming.

The gas curbs were one of three emergency measures the government introduced after energy supplies from the Gulf were threatened by the effective closure of the Hormuz. PTI

Hindu, Delhi, 06/07/2026
Page No: 6, Size: 38.68cm × 29.74cm

Hormuz to home, India's resilience in uncertain times

Vijay Sankar

Senior Vice President, Federation of Indian Chambers of Commerce and Industry (FICCI) and Chairman, The Sanmar Group

The Strait of Hormuz has long been recognised as one of the world's most critical maritime routes. Nearly a fifth of global oil consumption passes through this narrow waterway, making it indispensable to global energy security and international trade. Any disruption here immediately reverberates across shipping, freight, insurance and commodity markets.

As someone closely associated with the shipping industry, I witnessed this uncertainty first-hand. One of our company's vessels was among those caught amid heightened tensions in West Asia. We were confronted with an evolving security situation, uncertainty over navigation, and delays that disrupted commercial operations.

Yet, what stood out during this difficult period was the speed and coordination of the Indian government's response. Through continuous engagement with shipping companies, diplomatic channels, maritime authorities and international partners, Indian authorities ensured the safe movement of Indian-flagged vessels. That timely intervention inspired confidence at a time when uncertainty was at its peak. Equally reassuring was the government's unwavering focus on Indian crew and seafarers, ensuring that they remained protected amid one of the world's most challenging shipping environments.

This experience is just one example of India's growing ability to respond swiftly and decisively to external shocks. Whether during the COVID-19 pandemic, global supply chain disruptions, or recent geopolitical tensions in West Asia, India's institutional response has increasingly been characterised by coordination, agility, and strategic foresight.

Economic stability under pressure

India imports nearly 90% of its crude oil requirements, making it particularly vulnerable to disruptions in energy-producing regions. Rising crude prices, elevated freight costs and shipping delays could easily have translated into widespread inflationary pressures and economic uncertainty. Despite these headwinds, India's macroeconomic fundamentals have remained remarkably resilient. Inflation has broadly remained within the Reserve Bank of India (RBI)'s target band despite global commodity volatility, while India continues to be the fastest-growing major economy, supported by strong domestic demand, public investment and expanding manufacturing.

What deserves particular recognition is the manner in which the government has managed the energy challenge. Unlike in several countries where consumers experienced sharp increases in fuel prices or even supply shortages, India adopted a calibrated approach aimed at protecting households while maintaining macroeconomic stability. The government relied on a combination of supply diversification, diplomatic engagement, inventory management and coordinated action with public sector energy companies to ensure uninterrupted availability of petroleum products. Retail fuel prices have been managed prudently, helping to moderate inflationary pressures.

A calibrated approach and coordination marked India's response to global energy shocks

Energy management strategy

The government's strategy has been built around a whole-of-government approach under the leadership and guidance of the Prime Minister, with Ministries, State governments, municipal authorities, oil marketing companies and industry associations working in close coordination to ensure uninterrupted supplies of oil and gas while minimising disruptions to economic activity. In the case of natural gas, the government encouraged the use of piped natural gas (PNG) wherever existing infrastructure permitted. This flexibility was made possible because of sustained investments over the past decade. India's City Gas Distribution network has expanded from just 55 geographical areas in 2014 to over 300 today.

Similarly, exporters navigating rising freight charges, insurance premiums and shipping delays received targeted support. Measures aimed at strengthening export resilience, including liquidity support, logistics facilitation and simplified customs procedures, helped businesses continue servicing international markets despite disruptions to maritime trade. India's strong merchandise exports growth of 16% during April-May FY27 is a clear reflection of this.

The RBI has also complemented government efforts by maintaining financial stability. Despite elevated global uncertainty, liquidity conditions have remained comfortable, financial markets continued to function smoothly, and the banking system remained well-capitalised. The RBI's steady communication and measures such as forex swap facilities, scheme for raising foreign currency deposits from non-resident Indians as well as rationalisation of taxes on foreign portfolio investors (FPI) have been critical in strengthening India's external sector resilience.

India was among the economies most vulnerable to this crisis, yet its policy response has been among the most effective. Across the world, governments grappled with surging fuel prices, elevated inflation and supply shortages. India's strategic response has ensured preserving macroeconomic stability and maintaining growth momentum.

India's preparedness

No economy today can completely insulate itself from geopolitical uncertainty. Commodity markets react instantly to conflict, shipping disruptions ripple across continents and supply chains remain deeply interconnected. A key learning from the Hormuz episode is that resilience is no longer built through emergency response alone. It is created through years of investment in infrastructure, diversified supply chains, institutional coordination and policy preparedness.

Over the past decade, India has steadily expanded refining capacity, diversified crude sourcing, strengthened strategic petroleum reserves, built gas infrastructure, modernised logistics networks and accelerated the transition toward cleaner energy. These investments become invaluable when external shocks test the economy. As India advances towards its vision of Viksit Bharat by 2047, it is institutional capability that will become an increasingly important competitive advantage.

Indian Express, Delhi, 06/07/2026
Page No: 11, Size: 26.51cm × 22.01cm

KIRIT S PARIKH

West Asia crisis has made India more energy secure

BY THE end of June, oil prices had come down to $74 per barrel, the pre-crisis level of early February. I must confess to being pleasantly surprised by the fall in prices. Iran's bombing of the Middle East's oil infrastructure made me think it would take many months for global supply to recover and crude prices to fall to pre-crisis levels. However, price is an outcome of both supply and demand. With high prices, some reduction in consumption can be expected. But the demand for Gulf oil has also fallen because countries diversified their sources, and took measures to enhance long-term oil security.

India has managed the crisis very well. Supply was ensured. Hardly any retail outlet ran dry. Domestic consumption was reduced with 20 per cent ethanol blending. Electric mobility was pushed. Consumers were protected: Prices were not increased in step with import prices, and oil marketing companies and the government bore a large part of the burden. This was justifiable if the government expected the crisis to last no more than three to four months. Fortunately, it was proved right. The revenue forgone was Rs 1.7 lakh crore. The consumer price of petrol was later increased by Rs 3 per litre, around a 7 per cent increase. The price increase is by far the smallest among major oil-importing countries.

More than half of the LPG consumed by Indian kitchens would arrive through the Gulf, and that suddenly stopped. Government action was decisive. An LPG control order, issued within eight days of the disruption, directed domestic refineries to increase production. Within seven days, production increased from 35,000 to 54,000 tonnes per day. The regulated price of LPG was kept at Rs 942, and for the beneficiaries of the Pradhan Mantri Ujjwala Yojana at Rs 642, with a direct benefit transfer of Rs 300 per month to nearly 10.6 crore households. Commercial LPG supply was restrained for some time, and industrial and commercial users were encouraged to use other fuels.

> Supply was ensured. Domestic consumption was reduced with 20 per cent ethanol blending. Consumers were protected: Prices for them were not increased in step with import prices

The management of supply has been built on infrastructure developed over the last decade or so. Between 2011 and 2022, LPG import terminals doubled, to 22, increasing the country's LPG import capacity from 12 MMTPA to 32.3 MMTPA. At the same time, the city gas distribution network coverage increased from 55 cities to 300-plus cities. From 2011 to 2022, LNG import terminals doubled, and India expanded its crude oil sourcing network from 27 to 41 countries, which facilitated supply diversification and inter-fuel substitution.

India was also able to get a number of its ships through the Strait of Hormuz despite the blockade. This required coordination between more than one institution and ministry. The Ministry of Petroleum and Natural Gas identified and shared the list of priority vessels carrying India-bound cargo with the Ministry of Ports, Shipping and Waterways. The latter compiled additional vessel-specific information and forwarded it to the MEA, which liaised directly with the Iranian embassy in New Delhi to seek clearances, while simultaneously instructing the Indian embassy in Tehran to expedite the processing of such requests by engaging with Iranian authorities. The Navy then coordinated with the vessels to ensure their safe passage through the Strait of Hormuz. This approach ensured that requests were pursued through both capitals at once, reducing the turnaround time for approvals.

India has long been concerned about disruptions in oil and gas supply from the Gulf. Its bilateral engagements with several countries, which predate the crisis, facilitated the diversification of imports. India continues exploration efforts domestically as well as beyond the country's shores and has procured oil and gas assets abroad. Thus, in a sense, the crisis has made India a little more energy secure.

However, the challenge for the government is not over. Consumers have been protected at a high cost to the government and oil marketing companies. The government faces a challenge in keeping inflation in check, the fiscal deficit on target and facilitating investment to ensure growth, while keeping expenditure on education and health on track. One hopes it will attain these targets.

The writer is chairman, Integrated Research and Action for Development (IRADe)

Times of India, Delhi, 06/07/2026
Page No: 1, Size: 33.60cm × 45.38cm

More crude likely in mkt soon as OPEC+ clears hike of 188,000 bpd for Aug

New Delhi: Oil-producing group OPEC+ Sunday approved another modest increase of 188,000 barrels per day (bpd) in production for Aug, the fifth such hike in as many months since the war broke out in West Asia.

Analysts said the move is expected to increase crude availability in the market, put downward pressure on prices

▶15 fertiliser ships stuck at Hormuz set sail, P 12

and ease the burden on countries such as India, which imports nearly 90% of its crude oil requirement.

Global benchmark Brent crude has slipped close to its pre-conflict level of about $72 a barrel, while the Indian basket has eased to $67-68 a barrel. Higher supplies are expected to reduce inflationary pressure and help India build up its strategic reserves. TNN

▶Oil cos may break even, P 12

Oil cos look to step up LPG purchases from US

Oil companies are looking to step up LPG purchases from the US from the current level of 2.2 million tonnes a year, as they seek to maintain a diversified sourcing portfolio and consciously reduce dependence on the Gulf. People familiar with the discussions said the contracted amount may be doubled, while oil marketing companies also scout other markets like Algeria. **P 12**

Oil firms may break even on petrol, diesel within 10 days if prices hold current levels

▶Continued from P 1

Though oil companies continue to report under-recoveries, they may break even on petrol and diesel in the next seven to 10 days if crude prices hold around current levels, although they are losing around Rs 500 on every cylinder of cooking gas sold by them. State-run refiners have lost more than Rs 75,000 crore during the first quarter of the current financial year, and given the stock of higher-cost oil purchased by them, their bottom lines remain under pressure during this quarter as well.

The decision was taken at a virtual meeting of seven major producers led by Saudi Arabia and Russia to review market conditions and the global outlook. According to reports, the group has added 940,000 bpd to production quotas since the West Asia war began on Feb 28 — equivalent to nearly 1% of global oil demand.

iStock

SUPPLY BOOST

The increase, however, has largely remained on paper as the US-Israel attack on Iran disrupted energy supplies through the Strait of Hormuz, the key maritime route for crude shipments from Saudi Arabia, Kuwait and Iraq. More than a fifth of the world's oil supplies passed through the strait before the war. The availability of Iranian crude — for which payments can be made in dollars — has eased the pressure for countries, as has the entry of oil from Venezuela.

"The group of seven kept unwinding their production cuts as widely expected," UBS analyst Giovanni Staunovo told Reuters. "The near-term focus will remain on how many tankers will manage to cross the Strait of Hormuz and how quickly demand and Chinese crude imports recover."

The announcement came days after founding member Iraq said it may quit the group if it was denied a higher production limit. The UAE exited the group in May to align its output with its production capacity.

The latest increase is part of the gradual unwinding of production cuts totalling 2.2 million barrels per day announced by eight OPEC+ countries in Nov 2023. These were in addition to cuts of 1.66 mbd announced in May 2023 to support oil prices and market stability.

GAIL

Business Line, Delhi, 06/07/2026

Page No: 10, Size: 25.43cm × 10.13cm

OPEC+ set to approve another oil output increase, say sources

Reuters
London

OPEC+ is set to agree another increase in output targets from August, sources with knowledge of the matter said, adding to global supply amid falling oil prices due to a gradual reopening of the Strait of Hormuz for oil exports.

The oil-producing group has agreed in principle to increase quotas by 188,000 barrels per day from August, on top of similar increases for June and July, one OPEC+ source said ahead of the group's meeting.

Sources said an increase of this amount was the most likely decision as a result of the online discussion.

OUTPUT QUOTAS

Seven core members of OPEC+, which groups OPEC and allied producers including Russia, have increased their output quotas from April through July by almost 800,000 barrels per day.

Yet the increase has remained largely on paper because of the US-Israel war on Iran, which closed the Strait of Hormuz for passage of tankers from some of the most important OPEC+ members including Saudi Arabia, Kuwait and Iraq.

OPEC+ output fell to 33.13 million bpd in May, according to OPEC data, from 42.77 million bpd in February. It began to recover in June thanks to US efforts to help the UAE and other OPEC+ nations to export more oil, but is still below pre-war levels.

PRE-WAR LEVELS

Despite persisting supply disruptions, oil prices have returned to pre-war levels, pressured by lower Chinese imports, higher exports from non-West Asia producers, and a record global strategic stock release coordinated by the International Energy Agency.

Business Standard, Delhi, 06/07/2026
Page No: 6, Size: 12.81cm × 10.72cm

Centre withdraws emergency gas curbs imposed during Hormuz disruption

The government, in a notification issued on Saturday, withdrew most provisions of the emergency natural gas supply regulation order imposed during the West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire.

The Ministry of Petroleum and Natural Gas amended the Natural Gas (Supply Regulation) Order, 2026, omitting key operational provisions, which led to all domestically produced natural gas and imported LNG to be sold as per a new priority customer list drawn by the Centre. The gas supply curbs were one of three emergency measures the government introduced after energy supplies from the Gulf were threatened by ongoing war. The other two measures — directing refiners to maximise LPG production by diverting feedstock from petrochemicals and restricting diesel sales to bulk consumers — have already been withdrawn. PTI

Economic Times, Mumbai, 06/07/2026

Page No: 8, Size: 42.20cm × 10.93cm

Govt Lifts Gas Curbs as LNG Supplies Normalise

Press Trust of India

New Delhi: The government has withdrawn most provisions of the emergency natural gas supply regulation order imposed during the West Asia conflict after liquefied natural gas (LNG) shipments through the Strait of Hormuz resumed following a ceasefire.

In a notification issued Saturday, the Ministry of Petroleum and Natural Gas amended the Natural Gas (Supply Regulation) Order, 2026, omitting key operational provisions, which led to all domestically produced natural gas and imported LNG to be sold as per a new priority customer list drawn by the government. The original order, issued March 9 under the Essential Commodities Act, was brought in after the West Asia conflict disrupted LNG shipments via the Strait of Hormuz, with suppliers invoking force majeure and diverting cargoes to priority consumers.

The ministry said the situation has since improved, with a ceasefire in place, negotiations underway and maritime traffic through the Strait of Hormuz resuming. The gas supply curbs were one of three emergency measures the government introduced after energy supplies from the Gulf were threatened by the effective closure of the Strait of Hormuz following US and Israeli strikes on Iran on February 28 and Tehran's retaliatory attacks. The other two measures, directing refiners to maximise LPG production by diverting feedstock from petrochemicals and restricting diesel sales to bulk consumers, have already been withdrawn as the supply situation normalised.

Indian Express, Delhi, 06/07/2026
Page No: 14, Size: 21.70cm × 29.32cm

India mulls cash boost for fuel-efficient auto firms

Surplus compliance credits can be sold to other automakers which miss targets

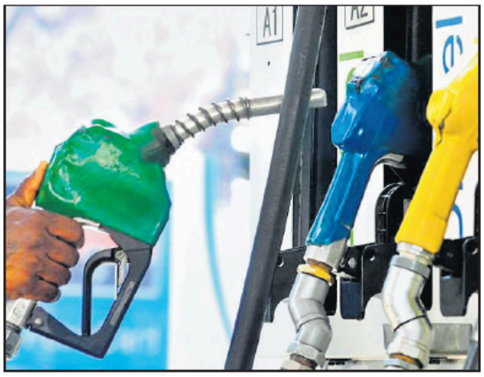
Ayaan Kartik & Manas Pimpalkhare
ayaan.kartik@livemint.com

NEW DELHI: The government is weighing a proposal to reward carmakers that have topped India's fuel-efficiency requirements since financial year 2023 by allowing them to sell surplus compliance credits to peers who missed their targets. This could create a new revenue opportunity for firms such as Tata Motors Passenger Vehicles and Maruti Suzuki, who have met their targets over the past few years.

A 19 May draft notification by the power ministry, reviewed by Mint, proposes a 'credit-debit passbook system', under which manufacturers that exceeded their Corporate Average Fuel Efficiency (CAFE) Phase II targets between FY23 and FY27 can sell surplus compliance credits to their lagging peers.

The plan mirrors the emissions credit markets in Europe, the US and China, where automakers trade compliance credits. Between 2017 and 2025, Tesla reportedly earned over $10 billion by selling these credits to legacy firms that struggled to meet stringent norms.

Simply put,under the plan, an automaker would maintain a compliance passbook for each fiscal under the CAFE 2 regime. A positive credit balance would indicate that a company's average fleet emissions are below the prescribed cap, while a debit would mean emissions exceeded the threshold. Automakers must maintain a net positive balance to avoid penalties. Flouting of the norms can attract a penalty of ₹25,000-50,000 per non-compliant vehicle sold, in addition to a base fine of ₹10 lakh.



The plan mirrors the emissions credit markets in Europe, the US and China, where automakers trade compliance credits. MINT

If implemented, the government will change its rules of how it plans to calculate penalties from FY23 onwards, as the original notification for CAFE 2 did not incorporate the credits. The trade plan and CAFE 3 norms are in the draft stage.

Regulatory disclosures and management commentary suggest Tata Motors PV and Maruti have consistently exceeded their targets, potentially leaving them with a sizeable pool of tradable credits at a pre-determined price.

Per Tata Motors PV's investor presentations, it beat CAFE goals by 10% in FY23, 20% in FY24, 20% in FY25 and 25% in FY26. Maruti, outperformed the targets by 2% in FY23, 5% in FY24 and 8% in FY25, last annual report said. While the management has maintained that it remains compliant with CAFE 2, its data for FY26 is not available yet.

Queries emailed to top automakers, including Tata Motors PV, Maruti, Hyundai India and Mahindra & Mahindra were unanswered.

The proposal also allows laggard automakers to purchase credits directly from the Bureau of Energy Efficiency (BEE) at ₹2,500 per CO_2 g/km, meaning carmakers looking to sell credits have a price cap to see before setting their offerings. That said, they may not necessarily turn to rivals for credits, as credits can be bought directly from BEE.

Besides, compliance with the CAFE 2 norms will be assessed over the entire FY23-FY27 period. Carmakers that outperform their targets in some years can offset shortfalls in others, reducing or even eliminating the need to buy credits. No other country gives the option to buy credits from a regulator.

Automakers, including Mahindra and Hyundai India, have missed their targets in at least one fiscal year, although neither of them has disclosed the annual fuel efficiency show.

Mint had reported in October 2024 that eight firms—including Mahindra, Hyundai, Skoda, Volkswagen, Renault, Honda and Kia—had missed their FY23 emission targets. While their subsequent compliance status is unclear, Mahindra and Hyundai recently said their fleet emissions remain within legal limits.

No penalty has been recovered from automakers so far, with the new plan set to fundamentally change compliance and penalty math.

To comply with CAFE norms, manufacturers must progressively improve their fleet fuel efficiency by increasing sales of cleaner vehicles such as electric, compressed natural gas (CNG) and hybrid models.

India had introduced CAFE norms in 2015, with the first phase coming into effect from FY18, the CAFE 2 span is FY23-FY27, while CAFE 3, from FY28 to FY32, is likely to take off on 1 April 2027, though a final notification is awaited.

Experts said stringent compliance standards will form the bedrock of proposals such as credits trade. "Credit trading provides flexibility and rewards early movers in the efficiency space under regulations like CAFE.

But these incentives deliver meaningful benefits only when they are backed by sufficiently stringent regulatory targets. Strong standards remain the foundation of an effective compliance system," said Amit Bhatt, the India managing director at International Council on Clean Transportation.

Some argue that allowing the regulator itself to sell credits could reduce themarket's appeal.

"If the price of credits sold by BEE remains the same for CAFE 2 period (2022-27), and the same price is used for some part of CAFE 3, that effectively means the value of each credit is being deflated over multiple years," said Shyamasis Das, who leads the electric mobility research vertical at New-Delhi based Centre for Social and Economic Progress.

Indian Express, Delhi, 06/07/2026

Page No: 13, Size: 17.07cm × 38.76cm

‘Ethanol crucial for India; fastest, cheapest way to decarbonise road mobility’

AS INDIA is witnessing transition in mobility both on account of different energy powertrains and ethanol blend of petrol, **Vikram Gulati**, country head and EVP, Toyota Kirloskar Motors told **Sandeep Singh** that all cleaner technologies need to be supported to help reduce carbon emissions, bring down pollution, and reduce dependence on imported energy. Amid growing concerns over impact of ethanol blend on fuel efficiency, he said the studies showed that the shift from E10 to E20 had negligible material impact and the impact on fuel efficiency was in the range of around 3-5%. He, however, said that for E25, new and older vehicles need to be evaluated before making that transition. He also called for greater policy support for hybrids for faster displacement of petrol and diesel cars. Edited excerpts:

EXPRESS interview

VIKRAM GULATI
COUNTRY HEAD AND EVP, TOYOTA KIRLOSKAR MOTORS

Where do you see EVs, hybrids, ethanol-based flex-fuels fitting in the country’s mobility transition?

If you look at India’s priorities from a macro perspective, the objectives are very clear — reduce fossil fuel consumption, reduce carbon emissions, bring down pollution, increase domestic value addition and reduce dependence on imported energy.

I think at this stage, it makes sense to support all cleaner technologies. It is not EV versus hybrid — it is EVs and hybrids. Along with that, we need flex fuels, CNG, compressed biogas, hydrogen and other solutions working together.

The task is so huge that even if all these technologies grow, there will still be a gap and fossil fuels will continue to remain part of the system.

Anyone who wants to buy an EV will buy an EV. A hybrid is not going to distract that customer. But someone who is considering buying a petrol or diesel vehicle may think twice if a hybrid gives them the right total cost of ownership. So every hybrid sold is actually replacing a petrol or diesel vehicle. That helps the country, the city and the environment. Policy should ensure that the customer is not inadvertently taxed more for choosing such a clean technology.

Ethanol, on the other hand, is extremely relevant for India as it is a domestic energy source, it supports the agricultural economy, helps reduce the amount of fossil fuel we consume and is the fastest as well as cheapest way to decarbonize road mobility. India’s energy challenge is huge. There have been forecasts indicating that a significant part of the increase in global fossil fuel demand over the coming years will come from India because of economic growth and the increasing number of vehicles. The only way to address this is by improving efficiency and encouraging energy substitution through both electricity and ethanol.

India is pushing ethanol blending aggressively. Do you think this is the right time to accelerate the ethanol roadmap?

Definitely. If you look at the ethanol industry, there is significant available capacity today. The industry has been highlighting that plants are operating below their potential, and there is enough opportunity to scale up ethanol production. This can help India reduce petrol consumption and fossil fuel dependence. This is the right time to move in that direction.

Brazil’s experience is very important. Initially, after the oil crisis, they pushed ethanol-only vehicles. But customer adoption had limitations because people wanted flexibility. The major change happened when flex-fuel vehicles (FFVs) were introduced. FFVs were promoted by the government through enabling policies that encouraged rapid customer adoption. Once customers had the ability to use different ethanol blends depending on availability and economics, ethanol adoption increased sharply.

That is the real learning — make the FFV technology customer-friendly, affordable to buy and run.

India has a strong opportunity. If policies create economic value for customers — both while buying flex-fuel vehicles and while using ethanol fuel — adoption can grow very quickly. For manufacturers also, scale matters. If volumes increase, engine supply chains can be developed for flex-fuel technology at a larger scale, which will help bring costs down.

The important point is that the transition has to be designed properly and the customer has to accept it. The technology, policy and economics all have to work together and there has to be value for the customer.

There are concerns around higher ethanol blends and their impact on fuel efficiency and engines. How do you see that?

We need to clearly differentiate between different blends. E85 is meant only for flex-fuel vehicles that are specifically designed for flexibly using any higher ethanol content. There was also some discussion on moving existing vehicles beyond E20, for example towards E25. That requires careful evaluation. The issue is not that it cannot be done but requires adequate testing to be completed and evaluated as was done earlier for E20.

When India moved from E10 to E20, a lot of studies were conducted. Older vehicles from different manufacturers were tested. Material compatibility, component deterioration and fuel efficiency impact were evaluated. The conclusion was that there was very negligible material impact. Fuel efficiency impact was minimal and estimated in the range of around 3-5%. Therefore, the concerns being seen in social media recently are not backed by scientific facts and sound technical evaluation. But for E25, similar extensive testing has not yet happened.

New vehicles and older vehicles need to be evaluated before making that transition. Testing will provide the answer. However, we feel that FFV provides agility and is the optimal way ahead.

FULL INTERVIEW ON WWW.INDIANEXPRESS.COM

Business Standard

VOLUME XXXIII NUMBER 68

NEW DELHI | MONDAY, 6 JULY 2026

Economics of energy

India needs transparent pricing and a fiscal strategy

Following the agreement between the United States (US) and Iran, global prices of crude oil have corrected to the levels seen before the conflict began on February 28. The benchmark Brent crude price has fallen to about $72 per barrel from its April high of about $120 per barrel. The sharper than expected decline offers much-needed relief for India, which depends on imports for the bulk of its crude-oil consumption. However, it has been indicated that pump prices may not come down immediately. It is worth noting that the increase in retail prices of petroleum products was limited in India because state-run oil-marketing companies (OMCs) refrained from raising prices. Cumulatively, starting May 15, OMCs only raised the price of petrol by ₹7.38 per litre and diesel by ₹7.52 per litre. The government had earlier reduced special excise duty on petrol and diesel to keep prices stable, which is expected to reduce revenue collection by about ₹1.5 trillion on an annualised basis.

However, the government's decision to forgo revenue or prevent OMCs from fully adjusting prices did not solve the underlying problem. The government has said that OMCs have suffered underrecoveries worth ₹2.19 trillion from selling petrol, diesel, and liquefied petroleum gas (LPG) until June 30. Their loss stood at ₹74,781 crore. The OMCs will benefit from lower prices of crude oil once the high-cost inventory is cleared. However, the question is how these underrecoveries will be recouped. There is no reason why commercial public-sector undertakings with private shareholding should be forced to incur losses. So, what can be done?

One option is to keep the retail prices static and let the OMCs recover their losses or underrecoveries more broadly over time. However, under this option, the very section of the population the government intended to protect from higher prices will bear the cost. The second option is to support OMCs through the Budget, with the Union government paying the difference between the selling price and the cost price. However, this will increase the fiscal deficit and borrowing. Higher government borrowing tends to push up market interest rates, affecting both households and businesses. Besides, borrowing will have to be repaid by taxpayers. Thus, it can be argued that market interference did not achieve much, as has been the case historically. A clearer course of action would have been to allow prices to adjust, as most countries did. Prices would have risen and then come down transparently. In fact, this would have served as a clear signal to economic agents to curb oil consumption or seek alternatives.

There is another important aspect of the oil economy that warrants attention. India's dependence on oil imports and its climate commitments require that petroleum consumption is replaced, to the extent possible, by electricity, preferably renewable. In transport, for instance, electric vehicles (EVs) should progressively replace vehicles running on the internal combustion engine. However, the shift in India's energy mix will also have fiscal implications. Both the Union and state governments depend significantly on revenue from petroleum. In 2025-26, for example, provisional estimates show the petroleum sector, including dividends, contributed over ₹4.75 trillion to the central exchequer. For context, it was about 14 per cent of revenue receipts. Furthermore, taxes on EVs are much lower than on ICE vehicles, which will also affect revenue collection. Thus, it will be important not only to move to a transparent petroleum-pricing regime but also to design a medium-term strategy to facilitate a shift in energy consumption without fiscal strain.

Economic Times, Delhi, 06/07/2026
Page No: 8, Size: 16.11cm × 28.20cm

AS HORMUZ EXPORTS RECOVER

OPEC+ to Lift Oil Output from Aug

To increase quotas by 188k barrels per day; prices fall to pre-war levels over glut fears

London: OPEC+ has agreed a further increase in output targets from August, the group said in a statement on Sunday, adding to global supply at a time when oil prices are falling due to the gradual reopening of the Strait of Hormuz for oil exports.

The oil-producing group agreed during an online meeting to increase quotas by 188,000 barrels per day from August, on top of similar increases for June and July.

The seven core members of OPEC+, which groups OPEC and allied producers including Russia, have hiked their output quotas from April through July by almost 800,000 bpd.

Yet the increase has remained largely on paper because of the U.S.-Israeli war on Iran, which closed the Strait of Hormuz to tanker traffic for some of the most important OPEC+ members, including Saudi Arabia, Kuwait and Iraq.

OPEC+ output fell to 33.13 million bpd in May, according to OPEC data, from 42.77 million bpd in February. It began to recover in June thanks to U.S. efforts to help the UAE and other OPEC+ nations export more oil, but is still below pre-war levels.

Despite persisting supply disruptions, oil prices have returned to pre-war levels, pressured by lower Chinese imports, higher exports from non-Middle East producers, and a record global strategic stock release coordinated by the International Energy Agency.

"The group of seven kept unwinding their production cuts as widely expected," UBS analyst Giovanni Staunovo said. "The near-term focus will remain on how many tankers will manage to cross the Strait of Hormuz and how quickly demand and Chinese crude imports recover."

An MoU between Washington and Tehran to end the war has also helped convince traders that supply will ultimately return to normal levels. **Reuters**

India to double US gas buys, cut Gulf reliance

Also Eyes New Markets Like Algeria For LPG

Atul Mathur & Sidhartha | TNN

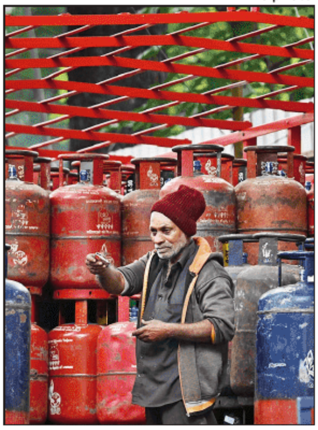
New Delhi: Oil companies are looking to step up LPG purchases from the US from the current level of 2.2 million tonnes a year, as they seek to maintain a diversified sourcing portfolio and consciously reduce dependence on the Gulf.

People familiar with the discussions said the contracted amount may be doubled. Oil marketing companies are also exploring other markets, such as Algeria.

India had signed a one-year structured contract with the US in Nov 2025 to import nearly 10% of its annual requirement of cooking gas during the 2026 contract year. But during the West Asia conflict, the US emerged as one of India's largest LPG suppliers, providing much-needed cushion after cargoes from the Gulf were stranded.

The move will not only reduce dependence on the Gulf for domestic LPG requirements but also help India build strategic reserves for future disruptions. The petroleum ministry had asked OMCs in May to prepare an action plan for creating a 30-day strategic reserve of LPG. Greater diversification and higher purchases from the US could help companies achieve that target.

File photo



The decision will also help India build strategic reserves against any future disruptions

"During the conflict, we were confident about crude availability, but LPG was a major cause of worry. Besides Gulf nations, there are not many countries that produce LPG. We scouted for alternative sources and managed to secure supplies from the US to meet our requirements during the crisis," a senior oil company executive told **TOI**. "The US has substantial additional LPG export capacity and we can tap that to diversify our supplies," the executive added.

The proposed 30-day LPG reserve will be in addition to the 45-day rolling stock maintained by oil retailers to meet demand for both domestic and commercial LPG cylinders.

According to Kpler data, India sourced less than 8% of its imported LPG from the US in 2025. The share rose to nearly 12% in Jan, when the structured contract came into force, increased to 13% in Feb, and jumped to 37% in March as the war broke out and West Asian cargo stopped transiting the Strait of Hormuz. The share of US-origin LPG rose further to 40% in April, 55% in May and 65% in June.

Energy has emerged as a key import from the US, particularly after the West Asia war, helping narrow the trade gap. Apart from the US, India also tapped Argentina, Nigeria and Malaysia for LPG supplies.

Financial Express, Delhi, 06/07/2026
Page No: 11, Size: 15.95cm × 24.05cm

OPEC+ approves further oil output increase

REUTERS
London, July 5

OPEC+ HAS AGREED a further increase in output targets from August, the group said in a statement on Sunday, adding to global supply at a time when oil prices are falling due to the gradual reopening of the Strait of Hormuz for oil exports.

The oil-producing group agreed during an online meeting to increase quotas by 188,000 barrels per day from August, on top of similar increases for June and July.

The seven core members of OPEC+, which groups OPEC and allied producers including Russia, have hiked their output quotas from April through July by almost 800,000 bpd.

Yet the increase has remained largely on paper because of the US-Israeli war on Iran, which closed the Strait of Hormuz to tanker traffic for some of the most important OPEC+ members, including Saudi Arabia, Kuwait and Iraq.

OPEC+ output fell to 33.13 million bpd in May, according to OPEC data, from 42.77 million bpd in February.

It began to recover in June thanks to US efforts to help the UAE and other OPEC+ nations export more oil, but is still below pre-war levels.

Despite persisting supply disruptions, oil prices have returned to pre-war levels, pressured by lower Chinese imports, higher exports from non-Middle East producers, and a record global strategic stock release coordinated by the International Energy Agency.

"The group of seven kept unwinding their production cuts as widely expected," UBS analyst Giovanni Staunovo said. "The near-term focus will remain on how many tankers will manage to cross the Strait of Hormuz and how quickly demand and Chinese crude imports recover."

A memorandum of understanding between Washington and Tehran to end the war has also helped convince traders that supply will ultimately return to normal levels.

Brent crude prices traded near $72 per barrel on Friday, down from recent peaks of more than $120 per barrel and back to levels traded just before the US and Israel attacked Iran on February 28.

Besides agreeing production targets, OPEC+ is also facing other challenges after the United Arab Emirates left the group and Iraq signaled it wants higher quotas.

OPEC+ includes 21 members including Iran, but in recent years only the seven nations — and the UAE ?until its departure — have been involved in monthly production management.

Those seven producers — Saudi Arabia, Russia, Iraq, Kuwait, Algeria, Kazakhstan and Oman — are boosting output as part of the phased rollback of a 1.65 million bpd supply cut agreed in 2023, when the group still included the UAE.The UAE quit the alliance in late April because it wanted to align its capacity more closely with its production, free of production restraints imposed by the group.

From August, taking into account the UAE's exit from May 1, the seven core members will still have about 379,000 bpd of the original cut to return to the market, according to *Reuters* calculations. With the August increase now decided, they will have fully unwound the 2023 cut if they make one more hike of around the same size for September at their next meeting on August 2.

Virat Vaibhav, Delhi, 06/07/2026
Page No: 9, Size: 16.30cm × 12.51cm

सरकार ने प्राकृतिक गैस की आपूर्ति पर लगी आपातकालीन पाबंदियों को हटाया

एजेंसी ■ नई दिल्ली

केंद्र सरकार ने पश्चिम एशिया में संघर्ष के दौरान लागू किए गए आपातकालीन प्राकृतिक गैस आपूर्ति नियमन आदेश के ज्यादातर प्रावधान वापस ले लिए हैं। सरकार ने यह फैसला अमेरिका-ईरान में सीजफायर के बाद होर्मुज स्ट्रेट से लिक्विफाइड नेचुरल गैस (एलएनजी) की आपूर्ति फिर से शुरू होने और आपूर्ति की स्थिति में सुधार को देखते हुए लिया है। पेट्रोलियम और प्राकृतिक गैस मंत्रालय ने एक आधिकारिक नोटिफिकेशन में नेचुरल गैस (सप्लाई रेगुलेशन) ऑर्डर, 2026 में बदलाव किया है। इसके तहत उन मुख्य नियमों को हटा दिया गया है,

जिनके जरिए सरकार प्राथमिकता वाले ग्राहकों की सूची के आधार पर देश में उत्पादित प्राकृतिक गैस और आयातित एलएनजी के बंटवारे को नियंत्रित करती थी। मंत्रालय ने कहा कि पश्चिम एशिया में हालात काफी बेहतर हुए हैं, वहां युद्धविराम लागू है, बातचीत चल रही है और होर्मुज स्ट्रेट से समुद्री आवाजाही फिर से शुरू हो गई है। इस अहम समुद्री रास्ते से शिपिंग बहाल होने से भारत को ईंधन और गैस की सप्लाई को लेकर चिंताएं कम हुई हैं। पश्चिम एशिया में संघर्ष के कारण होर्मुज स्ट्रेट से एलएनजी शिपमेंट में रुकावट आने के बाद, जरूरी चीजों के कानून के तहत इमरजेंसी गैस आपूर्ति नियम लागू किए गए थे। यह रुकावट अमेरिका, इजरायल और ईरान के बीच सैन्य टकराव के कारण आई थी, जिससे कुछ एलएनजी आपूर्तिकर्ताओं को फोर्स मेज्योर का सहारा लेना पड़ा और कार्गो का रास्ता बदलना पड़ा, जिससे भारत में गैस की उपलब्धता को लेकर चिंता बढ़ गई गैस सप्लाई पर ये पाबंदियां सरकार द्वारा घरेलू ऊर्जा सप्लाई को सुरक्षित रखने के लिए उठाए गए तीन इमरजेंसी कदमों का हिस्सा थीं।

DJ Rashtriya Sanskaran, Delhi, 06/07/2026
Page No: 3, Size: 22.49cm × 29.95cm

सरकार ने गैस पर लगाए गए आपात प्रतिबंध हटाए

- होर्मुज से एलएनजी की आपूर्ति सामान्य होने के बाद केंद्र सरकार ने लिया फैसला
- सरकार की ओर से तय प्राथमिकता सूची के अनुसार की जा रही थी गैस की आपूर्ति

नई दिल्ली, प्रेट्र : पश्चिम एशिया में तनाव कम होने और होर्मुज जलडमरूमध्य से एलएनजी (तरल प्राकृतिक गैस) की आपूर्ति सामान्य होने के बाद केंद्र सरकार ने प्राकृतिक गैस आपूर्ति पर लगाए गए अधिकांश आपातकालीन प्रतिबंध वापस ले लिए हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को अधिसूचना जारी कर प्राकृतिक गैस (आपूर्ति विनियमन) आदेश, 2026 में संशोधन करते हुए प्रमुख प्रविधानों को हटा दिया। इन प्रविधानों के तहत घरेलू और आयातित गैस की आपूर्ति सरकार द्वारा तय प्राथमिकता सूची के अनुसार की जा रही थी।

सरकार ने यह आपात व्यवस्था नौ मार्च को आवश्यक वस्तु अधिनियम के तहत लागू की थी। उस समय पश्चिम एशिया संघर्ष के कारण होर्मुज जलडमरूमध्य से एलएनजी की आवाजाही प्रभावित हो गई थी। कई आपूर्तिकर्ताओं ने अप्रत्याशित स्थिति (फोर्स मेज्योर) का हवाला देते हुए मालवाहक जहाजों को प्राथमिकता वाले ग्राहकों की ओर मोड़ दिया था। इससे भारत सहित कई देशों की ऊर्जा आपूर्ति पर असर पड़ने की आशंका पैदा हो गई थी। मंत्रालय ने कहा कि युद्धविराम लागू होने के बाद स्थिति में सुधार हुआ है। बातचीत जारी है और होर्मुज जलडमरूमध्य से समुद्री यातायात फिर से शुरू हो चुका है। उल्लेखनीय है कि भारत दुनिया का तीसरा सबसे बड़ा तेल आयातक और उपभोक्ता है। यह अपने कच्चे तेल की जरूरत का लगभग 88 प्रतिशत और प्राकृतिक गैस की आधी आवश्यकता आयात के जरिये पूरी करता है।

गैल GAIL

Hindustan, Delhi, 06/07/2026

Page No: 13, Size: 14.47cm × 8.55cm

कच्चा तेल गिर सकता है 60 डॉलर तक

अनुमान

नई दिल्ली, एजेंसी। वैश्विक बाजार में कच्चे तेल की कीमतों में नरमी का दौर जारी रह सकता है। अमेरिका के प्रमुख निवेश बैंक सिटीग्रुप ने अनुमान जताया है कि इस साल के अंत तक ब्रेंट कच्चे तेल की कीमत घटकर 60 डॉलर प्रति बैरल तक पहुंच सकती है।

बैंक का मानना है कि पश्चिम एशिया में तनाव कम होने और स्ट्रेट ऑफ होर्मुज से तेल आपूर्ति सामान्य होने से कीमतों पर दबाव बना रहेगा। सिटीग्रुप के विश्लेषकों के अनुसार, हाल के दिनों में होर्मुज जलडमरूमध्य से तेल टैंकरों की आवाजाही में सुधार आया है और आपूर्ति बाधित होने की आशंकाएं काफी हद तक खत्म हो गई हैं। इससे वैश्विक बाजार में तेल की उपलब्धता बढ़ी है, जिसका सीधा असर कीमतों पर दिख रहा है। कच्चे तेल की कीमतों में गिरावट भारत जैसे आयातक देशों के लिए राहत लेकर आ सकती है।

ट्रंप और अन्य निवेश बैंक भी जता चुके हैं ऐसी ही राय

अमेरिकी राष्ट्रपति डोनाल्ड ट्रंप पहले भी कह चुके हैं कि अमेरिका और ईरान के बीच तनाव कम होने के बाद स्ट्रेट ऑफ होर्मुज पूरी तरह खुल जाएगा, जिससे कच्चे तेल की कीमतें फिर सामान्य स्तर पर लौट सकती हैं। फिलहाल तेल के दाम युद्ध से पहले के स्तर के करीब पहुंच चुके हैं। सिर्फ सिटीग्रुप ही नहीं, बल्कि गोल्डमैन सैक्स और मॉर्गन स्टेनली भी मानते हैं कि पश्चिम एशिया में तनाव घटने के बाद तेल आपूर्ति सामान्य होगी और वैश्विक बाजार में कीमतों पर दबाव बनेगा। मॉर्गन स्टेनली तो तनाव कम होने के संकेत मिलने के बाद ब्रेंट क्रूड के अपने मूल्य अनुमान में दो बार कटौती भी कर चुका है। इससे संकेत मिलता है कि अंतरराष्ट्रीय निवेश बैंक आने वाले महीनों में कच्चे तेल की कीमतों में नरमी की संभावना देख रहे हैं।

Hindustan, Delhi, 06/07/2026
Page No: 1, Size: 14.98cm × 9.66cm

गैस आपूर्ति से जुड़ी सभी पाबंदियां हटाईं

नई दिल्ली, एजेंसी। केंद्र सरकार ने प्राकृतिक गैस पर लगाए गए अधिकांश आपात प्रतिबंध हटा दिए हैं। यह फैसला पश्चिम एशिया में तनाव कम होने और होर्मुज जलमार्ग से तरलीकृत प्राकृतिक गैस (एलएनजी) की आपूर्ति फिर से शुरू होने के बाद लिया गया है।

इस फैसले का सबसे बड़ा फायदा आम लोगों और उद्योगों को मिलेगा। अब गैस की आपूर्ति सामान्य तरीके से होगी, जिससे सीएनजी-पीएनजी और एलपीजी की उपलब्धता पर संकट की आशंका कम हो जाएगी। साथ ही इनकी कीमतों में फिलहाल बढ़ोतरी का दबाव कम रहेगा। गैस पर निर्भर उर्वरक, सिरेमिक, कांच, स्टील और अन्य उद्योगों को भी राहत मिलेगी। इससे कई उत्पादों की कीमतें स्थिर रखने में मदद मिल सकती है। मार्च में सरकार ने ऊर्जा सुरक्षा के लिए गैस, एलपीजी और डीजल आपूर्ति पर अस्थायी नियंत्रण लगाया था। घरेलू उपभोक्ताओं को प्राथमिकता देते हुए उद्योगों और गैस आधारित बिजली संयंत्रों की आपूर्ति सीमित कर दी गई थी। अब हालात सामान्य होने से यह व्यवस्था खत्म कर दी गई है। इससे पहले एलपीजी उत्पादन और डीजल बिक्री से जुड़े प्रतिबंध वापस लिए गए थे।

उर्वरक लेकर 15 जहाजों ने पार किया हॉर्मुज : नड्डा

भारत के लिए उर्वरक एवं कच्चा माल लेकर आने वाले कुल 15 जहाज सुरक्षित रूप से हॉर्मुज जलडमरूमध्य पार कर चुके हैं। केंद्रीय रासायनिक एवं उर्वरक मंत्री जेपी नड्डा ने कहा कि इन जहाजों के भारतीय तटों पर पहुंचने के साथ ही भारत के उर्वरक भंडार में उल्लेखनीय वृद्धि होगी। इसके अतिरिक्त, पांच अन्य जहाज भारत के लिए निर्धारित हैं। P13

Business Standard Hindi, Delhi, 06/07/2026
Page No: 4, Size: 6.01cm × 7.91cm

गैस पर लगाए गए आपात प्रतिबंध वापस लिए

पश्चिम एशिया में तनाव कम होने और होर्मुज स्ट्रेट से एलएनजी (तरलीकृत प्राकृतिक गैस) की आपूर्ति सामान्य होने के बाद केंद्र सरकार ने प्राकृतिक गैस आपूर्ति पर लगाए गए अधिकांश आपातकालीन प्रतिबंध वापस ले लिए हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को अधिसूचना जारी कर प्राकृतिक गैस (आपूर्ति विनियमन) आदेश, 2026 में संशोधन करते हुए उन प्रमुख प्रावधानों को हटा दिया, जिनके तहत घरेलू और आयातित गैस की आपूर्ति सरकार द्वारा तय प्राथमिकता सूची के अनुसार की जा रही थी। सरकार ने यह आपात व्यवस्था पश्चिम एशिया में संघर्ष के कारण आवश्यक वस्तु अधिनियम के तहत लागू की थी। *भाषा*

Hamara Mahanagar, Mumbai, 06/07/2026

Page No: 1, Size: 7.86cm × 11.27cm

भारत के लिए बड़ी राहत!

सरकार ने अचानक हटाए गैस सप्लाई पर लगे सभी बड़े प्रतिबंध

नई दिल्ली। भारत सरकार ने देश की एनर्जी सेफ्टी को लेकर एक बड़ा फैसला लिया है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने प्राकृतिक गैस की आपूर्ति पर लगाए गए आपातकालीन प्रतिबंधों को वापस लेने का फैसला किया है। यह कदम ऐसे समय उठाया गया है, जब ईरान और अमेरिका के बीच युद्धविराम के बाद दुनिया के सबसे अहम समुद्री व्यापार मार्ग स्ट्रेट ऑफ होर्मुज से एलएनजी की आवाजाही फिर से सामान्य होने लगी है। इससे भारत समेत कई देशों को बड़ी राहत मिली है। दरअसल, इसी साल पश्चिम एशिया में बढ़ते तनाव के कारण स्ट्रेट ऑफ होर्मुज से गुजरने वाले एलएनजी जहाजों की आवाजाही प्रभावित हो गई थी। इस संकट के दौरान कई अंतरराष्ट्रीय गैस आपूर्तिकर्ताओं ने फोर्स मेज्योर का हवाला देते हुए अपनी आपूर्ति रोक दी या दूसरे देशों की ओर मोड़ दी।

Veer Arjun, Delhi, 06/07/2026
Page No: 11, Size: 15.40cm × 20.16cm

बायोगैस क्षेत्र के लिए 50,000 पूर्व-सैनिकों को कौशल प्रशिक्षण देने के लिए समझौता

नई दिल्ली (भाषा)। उद्योग संगठन इंडियन बायोगैस एसोसिएशन (आईबीए) ने आर्मी वेलफेयर प्लेसमेंट ऑर्गनाइजेशन और रेवेली एनर्जी एलएलपी के साथ एक शुरुआती समझौता किया है। इसका मकसद इस क्षेत्र के लिए लगभग 50,000 पूर्व-सैनिकों को हुनरमंद बनाना है। आईबीए के एक बयान के मुताबिक, इस भागीदारी का उद्देश्य भारत के तेजी से बढ़ते नवीकरणीय ऊर्जा क्षेत्र में लगभग 50,000 पूर्व-सैनिकों के लिए रोजगार, कौशल विकास और टिकाऊ करियर के मौके बनाना है। इस समझौते के जरिये भारत के नवीकरणीय ऊर्जा क्षेत्र में विभिन्न भूमिकाओं के लिए पूर्व-सैनिकों को प्रशिक्षण, समय के अनुरूप कौशल विकास और कौशल उन्नयन की सुविधा प्रदान की जाएगी, जिससे जैव ऊर्जा क्षेत्र में कौशल की मांग और आपूर्ति के बीच के अंतर को कम किया जा सकेगा। इस सहयोग के माध्यम से सभी पक्ष मिलकर पूर्व-सैनिकों के लिए भरोसेमंद करियर के रास्ते बनाने और भारत के स्वच्छ ऊर्जा मिशन को मजबूत करने की दिशा में काम करेंगे। भागीदारी के तहत, एडब्लयूपीओ पूरे देश में उपयुक्त पूर्व-सैनिक उम्मीदवारों को जुटाएगा और उनकी स्क्रीनिंग करेगा, जबकि आईबीए अपने सदस्यों और उद्योग भागीदारों के बड़े नेटवर्क के जरिए उद्योग से जुड़ाव, ऑन-साइट ट्रेनिंग के मौके और नियोजन में मदद करेगा।

बिज़नेस स्टैंडर्ड
वर्ष 19 अंक 120

ऊर्जा का अर्थशास्त्र

अमेरिका और ईरान के समझौते के बाद वैश्विक बाजारों में कच्चे तेल की कीमतों में कमी आई और वे 28 फरवरी को संघर्ष की शुरुआत के पहले के स्तर पर आ गईं। बेंचमार्क ब्रेंट क्रूड की कीमतें अप्रैल के 120 डॉलर प्रति बैरल के उच्चतम स्तर से गिरकर 72 डॉलर प्रति बैरल पर आ गईं। यह तेज गिरावट भारत के लिए बहु प्रतीक्षित राहत लेकर आई है क्योंकि वह अपने कच्चे तेल की खपत के लिए बहुत हद तक तेल आयात पर निर्भर है। लेकिन इसके साथ ही संकेत यह भी है कि पेट्रोल पंपों पर तेल कीमतों में शायद तत्काल कमी नहीं आए। यह बात ध्यान देने लायक है कि देश में पेट्रोलियम उत्पादों की खुदरा कीमतों में वृद्धि सीमित रही क्योंकि सरकारी तेल विपणन कंपनियों ने कीमतें बढ़ाने से परहेज किया। 15 मई से उन्होंने इजाफा शुरू किया और पेट्रोल कीमतों में अब तक 7.38 रुपये प्रति लीटर और डीजल में 7.52 रुपये प्रति लीटर का इजाफा किया गया है। सरकार ने इससे पहले पेट्रोल और डीजल पर विशेष उत्पाद शुल्क कम किया था ताकि कीमतों को थामा जा सके। इसकी बदौलत सरकार के राजस्व संग्रह में 1.5 लाख करोड़ रुपये की सालाना कमी आने का अनुमान है।

हालांकि सरकार के राजस्व छोड़ने या तेल कंपनियों को पूरी तरह से कीमतें समायोजित करने से रोकने के निर्णय ने मूल समस्या का समाधान नहीं किया। सरकार ने बताया है कि सरकारी तेल कंपनियों को 30 जून तक पेट्रोल, डीजल और एलपीजी बेचने से 2.19 लाख करोड़ रुपये की अंडर रिकवरी यानी नुकसान हुआ है। उनको कुल 74,781 करोड़ रुपये का घाटा हुआ। उच्च लागत वाले भंडार के साफ होने के बाद इन कंपनियों को कच्चे तेल की कीमतों में कमी से लाभ होगा। लेकिन सवाल यह है कि इन अंडर-रिकवरी की भरपाई कैसे होगी। ऐसा कोई कारण नहीं है कि सार्वजनिक क्षेत्र की कंपनियों को नुकसान उठाने के लिए मजबूर किया जाए।

एक विकल्प यह है कि खुदरा कीमतों को स्थिर रखा जाए और तेल कंपनियों को समय के साथ अपने नुकसान या अंडर-रिकवरी की भरपाई करने दी जाए। हालांकि इस विकल्प में आबादी का वही हिस्सा लागत उठाएगा जिसे सरकार ऊंची कीमतों से बचाना चाहती थी। दूसरा विकल्प है कि तेल कंपनियों को बजट के माध्यम से समर्थन दिया जाए जिसमें केंद्र सरकार बिक्री मूल्य और लागत मूल्य के बीच का अंतर चुकाए। लेकिन इससे राजकोषीय घाटा और उधारी बढ़ेगी। सरकार की अधिक उधारी बाजार ब्याज दरों को ऊपर धकेलती है जिससे परिवारों और व्यवसायों दोनों पर असर पड़ता है। इसके अलावा उधारी को अंततः करदाताओं द्वारा चुकाना होगा। इस प्रकार कहा जा सकता है कि बाजार में हस्तक्षेप से बहुत कुछ हासिल नहीं हुआ। पहले भी हम ऐसा देखते रहे हैं। एक बेहतर कदम यह होता कि कीमतों को समायोजित होने दिया जाता जैसा कि अधिकांश देशों ने किया। कीमतें बढ़तीं और फिर पारदर्शी रूप से घटतीं। वास्तव में इससे आर्थिक एजेंटों को तेल की खपत कम करने या विकल्प तलाशने का स्पष्ट संकेत मिलता। तेल अर्थव्यवस्था का एक और महत्त्वपूर्ण पहलू है जिस पर ध्यान देना आवश्यक है। भारत की तेल आयात पर निर्भरता और उसकी जलवायु प्रतिबद्धताएं यह मांग करती हैं कि पेट्रोलियम की खपत को जहां तक संभव हो बिजली से प्रतिस्थापित किया जाए। इस दौरान नवीकरणीय ऊर्जा का ही यथासंभव इस्तेमाल किया जाए। उदाहरण के लिए परिवहन क्षेत्र में इलेक्ट्रिक वाहन (ईवी) को धीरे-धीरे आंतरिक दहन वाले पेट्रोल-डीजल इंजन (आईसीई) वाहनों की जगह लेनी चाहिए। हालांकि भारत के ऊर्जा मिश्रण में यह बदलाव राजकोषीय प्रभाव भी डालेगा। केंद्र और राज्य सरकारें काफी हद तक पेट्रोलियम से होने वाले राजस्व पर निर्भर हैं। उदाहरण के लिए, 2025-26 में अस्थायी अनुमान बताते हैं कि पेट्रोलियम क्षेत्र (लाभांश सहित) ने केंद्र सरकार को 4.75 लाख करोड़ रुपये से अधिक का योगदान दिया। संदर्भ के लिए बता दें कि यह कुल राजस्व प्राप्तियों का लगभग 14 फीसदी था। इसके अलावा, ईवी पर कर आईसीई वाहनों की तुलना में बहुत कम है जिससे राजस्व संग्रह भी प्रभावित होगा। इसलिए, केवल एक पारदर्शी पेट्रोलियम मूल्य निर्धारण व्यवस्था की ओर बढ़ना ही अहम नहीं है बल्कि एक मध्यम-अवधि की रणनीति तैयार करना भी जरूरी है ताकि ऊर्जा खपत में बदलाव, बिना राजकोषीय दबाव के सुगम हो सके।

Amar Ujala, Delhi, 06/07/2026
Page No: 4, Size: 10.29cm × 16.54cm

केंद्र ने गैस आपूर्ति संबंधी आपात पाबंदियां हटाईं

पश्चिम एशिया में हालात सुधरने पर उठाया कदम

नई दिल्ली। पश्चिम एशिया में युद्धविराम और होर्मुज जलडमरूमध्य से तरलीकृत प्राकृतिक गैस (एलएनजी) की आपूर्ति फिर शुरू होने के बाद केंद्र सरकार ने एलएनजी आपूर्ति को लेकर लागू ज्यादातर आपातकालीन प्रतिबंध वापस ले लिए हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को अधिसूचना जारी कर प्राकृतिक गैस (आपूर्ति विनियमन) आदेश, 2026 के कई प्रमुख प्रावधानों को हटा दिया।

सरकार ने यह आदेश 9 मार्च को आवश्यक वस्तु अधिनियम के तहत जारी किया था। उस समय संघर्ष के कारण होर्मुज जलमार्ग से एलएनजी की आपूर्ति प्रभावित थी। कई आपूर्तिकर्ताओं ने फोर्स मेज्योर लागू कर गैस खेप का रुख बदल दिया था, जिससे भारत में गैस आपूर्ति सुनिश्चित करने के लिए सरकार को आपात कदम उठाने पड़े थे। आपात व्यवस्था के तहत पाइप से मिलने वाली घरेलू गैस (पीएनजी), परिवहन के लिए सीएनजी, एलपीजी

सामान्य होगी आपूर्ति : मंत्रालय ने कहा, होर्मुज से समुद्री मार्ग बहाल होने के कारण अब आपात प्रावधानों की जरूरत नहीं रही। इसी वजह से मार्च में लागू प्राथमिकता आधारित गैस आवंटन व्यवस्था समाप्त की जा रही है। इससे गैस आपूर्ति सामान्य होगी।

उत्पादन को छह महीने की औसत खपत के आधार पर 100 प्रतिशत गैस उपलब्ध कराने का प्रावधान किया गया था। उर्वरक संयंत्रों को 70 प्रतिशत और औद्योगिक उपभोक्ताओं को 80 प्रतिशत गैस आपूर्ति सुनिश्चित की गई थी। इसके लिए पेट्रोकेमिकल इकाइयों, बिजली संयंत्रों और रिफाइनरियों की गैस खपत में कटौती की गई थी। ब्यूरो

Jansatta, Delhi, 06/07/2026

Page No: 1, Size: 17.25cm × 20.96cm

सरकार ने गैस पर लगाए गए आपात प्रतिबंध वापस लिए

जनसत्ता ब्यूरो
नई दिल्ली, 5 जुलाई।

होर्मुज जलमार्ग से एलएनजी (तरलीकृत प्राकृतिक गैस) की आपूर्ति सामान्य होने के बाद केंद्र सरकार ने प्राकृतिक गैस आपूर्ति पर लगाए गए अधिकांश आपातकालीन प्रतिबंध वापस ले लिए हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने अधिसूचना जारी कर प्राकृतिक गैस (आपूर्ति विनियमन) आदेश, 2026 में संशोधन करते हुए उन प्रमुख प्रावधानों को हटा दिया, जिनके तहत आपूर्ति तय प्राथमिकता सूची के अनुसार की जा रही थी।

–पूरी खबर पेज ९

सरकार ने गैस पर लगाए गए आपात प्रतिबंध वापस लिए

जनसत्ता ब्यूरो
नई दिल्ली, 5 जुलाई।

मंत्रालय ने अधिसूचना में कहा कि अब क्षेत्र में युद्धविराम लागू है, बातचीत जारी है और होर्मुज जलमार्ग से समुद्री यातायात फिर से शुरू हो चुका है।

गैस आपूर्ति पर लगाए गए आपात प्रतिबंधों को जारी रखने की आवश्यकता नहीं रह गई है। सरकार ने ऊर्जा सुरक्षा सुनिश्चित करने के लिए तीन बड़े कदम उठाए थे।

भारत अपनी कुल कच्चे तेल की जरूरत का लगभग 88 फीसद और प्राकृतिक गैस की करीब आधी आवश्यकता आयात के जरिए पूरी करता है। गैस आपूर्ति से जुड़े प्रावधान भी समाप्त कर दिए गए हैं।

पश्चिम एशिया में तनाव कम होने और होर्मुज जलमार्ग से एलएनजी (तरलीकृत प्राकृतिक गैस) की आपूर्ति सामान्य होने के बाद केंद्र सरकार ने प्राकृतिक गैस आपूर्ति पर लगाए गए अधिकांश आपातकालीन प्रतिबंध वापस ले लिए हैं। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को अधिसूचना जारी कर प्राकृतिक गैस (आपूर्ति विनियमन) आदेश, 2026 में संशोधन करते हुए उन प्रमुख प्रावधानों को हटा दिया, जिनके तहत घरेलू और आयातित गैस की आपूर्ति सरकार द्वारा तय प्राथमिकता सूची के अनुसार की जा रही थी।

सरकार ने यह आपात व्यवस्था नौ मार्च को पश्चिम एशिया में संघर्ष के आवश्यक वस्तु अधिनियम के तहत लागू की थी। उस समय अमेरिका और इजरायल की ओर से ईरान पर किए गए हमलों और उसके जवाब में ईरानी कार्रवाई के बाद होर्मुज जलमार्ग से एलएनजी की आवाजाही प्रभावित हो गई थी। कई आपूर्तिकर्ताओं ने अप्रत्याशित स्थिति (फोर्स मेज्योर) को लागू कर दिया था, जिससे भारत सहित कई देशों की ऊर्जा आपूर्ति पर असर पड़ने की आशंका पैदा हो गई थी।

मंत्रालय ने अधिसूचना में कहा कि अब क्षेत्र में युद्धविराम लागू है, बातचीत जारी है और होर्मुज जलमार्ग से समुद्री यातायात फिर से शुरू हो चुका है। ऐसे में गैस आपूर्ति पर लगाए गए आपात प्रतिबंधों को जारी रखने की आवश्यकता नहीं रह गई है।

पश्चिम एशिया संकट के दौरान सरकार ने ऊर्जा सुरक्षा सुनिश्चित करने के लिए तीन बड़े कदम उठाए थे। इनमें प्राकृतिक गैस आपूर्ति का नियंत्रण, रिफाइनरियों को पेट्रोरसायन के फीडस्टाक की जगह एलपीजी उत्पादन बढ़ाने का निर्देश और थोक उपभोक्ताओं को डीजल की बिक्री सीमित करना शामिल था।

एलपीजी उत्पादन और डीजल बिक्री से जुड़े दोनों प्रतिबंध पहले ही वापस लिए जा चुके हैं, जबकि अब गैस आपूर्ति से जुड़े प्रावधान भी समाप्त कर दिए गए हैं। भारत अपनी कुल कच्चे तेल की जरूरत का लगभग 88 फीसद और प्राकृतिक गैस की करीब आधी आवश्यकता आयात के जरिए पूरी करता है। देश के कुल कच्चे तेल आयात का 40-45 फीसद व एलएनजी आयात का करीब 65 फीसद पश्चिम एशिया से आता है। यही वजह है कि होर्मुज जलमार्ग में किसी भी तरह का व्यवधान भारत की ऊर्जा सुरक्षा के लिए गंभीर चुनौती माना जाता है।

Punjab Kesari, Delhi, 06/07/2026
Page No: 7, Size: 9.71cm × 16.88cm

एलएनजी सप्लाई पर लगी पाबंदियां खत्म

- होर्मुज स्ट्रेट खुलने से सप्लाई में हुआ सुधार
- सरकार की चिन्ताएं हुईं कम

पंजाब केसरी/नई दिल्ली

केंद्र सरकार ने पश्चिम एशिया में संघर्ष के दौरान लागू किए गए आपातकालीन प्राकृतिक गैस आपूर्ति नियमन आदेश के ज्यादातर प्रावधान वापस ले लिए हैं। सरकार ने यह फैसला अमेरिका-ईरान में सीजफायर के बाद होर्मुज स्ट्रेट से लिक्विफाइड नेचुरल गैस (एलएनजी) की आपूर्ति फिर से शुरू होने और आपूर्ति की स्थिति में सुधार को देखते हुए लिया है।

पेट्रोलियम और प्राकृतिक गैस मंत्रालय ने एक आधिकारिक नोटिफिकेशन में 'नेचुरल गैस (सप्लाई रेगुलेशन) ऑर्डर, 2026' में बदलाव किया है। इसके तहत उन मुख्य नियमों को हटा दिया गया हैं, जिनके जरिए सरकार प्राथमिकता वाले ग्राहकों की सूची के आधार पर देश में उत्पादित प्राकृतिक गैस और आयातित एलएनजी के बंटवारे को नियंत्रित करती थी।

मंत्रालय ने कहा कि पश्चिम एशिया में हालात काफी बेहतर हुए हैं, वहां युद्धविराम लागू है, बातचीत चल रही है और होर्मुज स्ट्रेट से समुद्री आवाजाही फिर से शुरू हो गई है। इस अहम समुद्री रास्ते से शिपिंग बहाल होने से भारत को ईंधन और गैस की सप्लाई को लेकर चिंताएं कम हुई हैं।

पश्चिम एशिया में संघर्ष के कारण होर्मुज स्ट्रेट से एलएनजी शिपमेंट में रुकावट आने के बाद, 'जरूरी चीजों के कानून' के तहत इमरजेंसी गैस आपूर्ति नियम लागू किए गए थे। यह रुकावट अमेरिका, इजरायल और ईरान के बीच सैन्य टकराव के कारण आई थी, जिससे कुछ एलएनजी आपूर्तिकर्ताओं को 'फोर्स मेज्योर' का सहारा लेना पड़ा और कार्गो का रास्ता बदलना पड़ा, जिससे भारत में गैस की उपलब्धता को लेकर चिंता बढ़ गई।

Dainik Bhaskar, Delhi, 06/07/2026

Page No: 1, Size: 4.50cm × 6.09cm

केंद्र सरकार ने गैस सप्लाई पर लगे प्रतिबंधों को हटाया

नई दिल्ली। ईरान युद्ध और होर्मुज संकट के दौरान लगाए गए ज्यादातर आपात गैस सप्लाई प्रतिबंध केंद्र सरकार ने हटा दिए हैं। पश्चिम एशिया में संघर्षविराम और समुद्री यातायात बहाल होने के बाद एलएनजी आपूर्ति सामान्य हुई है। 9 मार्च 2026 के आदेश में पीएनजी, सीएनजी, एलपीजी को 100%, फर्टिलाइजर को 70% और उद्योगों को 80% गैस प्राथमिकता से देने का प्रावधान था।