Business Line, Delhi, 07/07/2026
Page No: 3, Size: 25.48cm × 15.98cm

IndianOil gets nod for Ennore LNG terminal expansion

T E Raja Simhan
Chennai

The Union Ministry of Environment, Forest and Climate Change (MoEFCC) has granted environmental clearance for the ₹3,400 crore expansion of IndianOil LNG Pvt Ltd's (IOLPL) Ennore LNG terminal in North Chennai. This will pave the way for doubling the facility's regasification capacity from 5 million tonnes per annum (mtpa) to 10 mtpa.

IndianOil LNG Private Ltd, a joint venture of Indian Oil Corporation Ltd, commissioned the country's first LNG import and regasification terminal on the east coast at Ennore in 2019 after construction began in 2015. The facility was originally designed with a capacity of 5 mtpa and provisions for future expansion to 10 mtpa

EXPANSION PLAN. This will pave the way for doubling the facility's regasification capacity from 5 million tonnes per annum (mtpa) to 10 mtpa

The proposed expansion is driven by rising natural gas demand in the Ennore catchment area. The enhanced facility will increase regasification capacity from 20 million standard cubic metres per day (MMSCMD) to 40 MMSCMD, enabling greater supplies of regasified LNG (RLNG) to industries across Tamil Nadu, Andhra Pradesh and Karnataka, the company said in a filing with the Environment Ministry.

The gas will cater to power plants, fertilizer units, industrial consumers, and city gas distribution networks, including piped natural gas for households and compressed natural gas for the transport sector, the company said in the filing.

The expansion project will be executed within the existing terminal premises at the Kamarajar Port in Ennore without acquiring additional land.

The expansion is expected to be completed in 54 months and will support the Centre's objective of increasing the share of natural gas in India's energy mix from about 6 per cent to 15 per cent by 2030, sources said.

Besides meeting growing domestic demand, the project is also expected to create opportunities for LNG bunkering, break-bulk operations and exports to neighbouring countries such as Sri Lanka, Bangladesh and Myanmar.

Business Line, Delhi, 07/07/2026
Page No: 3, Size: 5.98cm × 10.66cm

Essar Energy Transition, Petraco tie up for crude oil

Mumbai: Essar Energy Transition has renewed $300 million crude facility between Essar Energy Transition Fuels and Petraco Oil Company SA demonstrating market position. Essar Energy Transition Fuels, owner and operator of the Stanlow Refinery UK, is delivering strong commercial performance, following fresh investments. It is also investing in low-carbon energy solutions and the decarbonisation of its industrial assets. OUR BUREAU

Business Line, Delhi, 07/07/2026
Page No: 10, Size: 6.03cm × 19.16cm

Crude oil falls after OPEC+ agrees to raise output targets

Reuters

Oil prices fell on Monday after OPEC+ agreed to further increase its output targets from August while exports from key producers via the Strait of Hormuz are recovering, potentially adding to global supplies.

Brent crude futures fell 41 cents, or 0.57 per cent, to $71.71 a barrel at 0942 GMT after settling 0.45 per cent higher on Friday. US West Texas Intermediate crude was at $68.32 a barrel, down 37 cents, or 0.54 per cent.

There was no settlement for WTI on Friday as US markets were closed ahead of the Independence Day holiday on Saturday. The Organization of the Petroleum Exporting Countries and their allies, including Russia, agreed on Sunday to further increase output targets by 1,88,000 barrels per day from August on top of similar increases for June and July.

Business Standard, Delhi, 07/07/2026
Page No: 4, Size: 31.54cm × 57.79cm

CPSEs hit 25% of FY27 capex target in Q1

Highest spenders

Top 5 CPSEs by capital expenditure in Q1 (₹ crore)

	FY27 target	Q1 capex	% of target met
Railway Board*	2,92,001	97,160	33.3
NHAI	1,87,293	45,130	24.1
NTPC	31,000	9,924.6	32.0
ONGC	30,000	6,906.9	23.0
Powergrid Corporation of India	37,000	6,380.0	17.2
Total**	8,43,064.5	2,10,130.7	24.9

*Other than DFCCIL & KMRCL **Includes capex by all 63 CPSEs Source: DPE

KRITY AMBEY
New Delhi, 6 July

Central public sector enterprises (CPSEs) achieved one-fourth of their cumulative capital expenditure target for 2026-27 (FY27) in the April-June quarter, maintaining a strong pace of public investment.

Capital expenditure (capex) by 63 CPSEs rose 26 per cent year-on-year (Y-o-Y) to ₹2.10 trillion in Q1FY27, equivalent to 25 per cent of their annual target. In the corresponding quarter of FY26, CPSEs had achieved 22 per cent of their full-year capex target.

Capital expenditure in June alone increased 8 per cent Y-o-Y to ₹65,470 crore, according to data released by the finance ministry's Department of Public Enterprises (DPE) on Monday.

The Railway Board and the National Highways Authority of India (NHAI) accounted for the bulk of spending during the quarter. The Railway Board spent ₹97,160 crore, achieving 33 per cent of its annual capex target, while NHAI incurred capex of ₹45,130 crore, equivalent to 24 per cent of its FY27 target.

State-owned oil companies also maintained investment momentum despite underrecoveries earlier in the financial year owing to elevated crude oil prices and supply disruptions triggered by the West Asia conflict. Oil and Natural Gas Corporation (ONGC), with a capex of ₹6,906 crore in the first quarter, ranked among the top five CPSEs by capital expenditure and achieved 23 per cent of its annual target. Bharat Petroleum, Indian Oil, Hindustan Petroleum, and Oil India also achieved more than 15 per cent of their respective annual capex targets in Q1.

Capital expenditure is one of the key performance indicators under the DPE's annual Memorandum of Understanding framework, alongside return on net worth and earnings before interest, taxes, depreciation and amortisation (Ebitda).

For FY27, the Centre has set a capex target of ₹12.22 trillion. It spent ₹2.51 trillion during April-May, achieving about one-fifth of the annual target, according to the latest data from the Controller General of Accounts.

Oil, gas tankers cross Hormuz via Oman-side route after U-turns

Bloomberg
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Oil and gas shipping along a US-protected corridor in the Strait of Hormuz showed signs of recovering Sunday, a day after a batch of vessels performed unexplained U-turns and detours in the vital energy corridor.

Six oil and gas freighters were observed navigating on a route that cleaves close to Oman's coast. Those are only what's observable, with many ships known to sail through with their transponders off to avoid digital detection.

Western navies continue to say that, while traffic continues, the threat risk is "substantial" and that the center of the strait has been mined. Two other small tankers exited the Persian Gulf by sailing closer to Iran.

The oil market is fixated on what's moving through Hormuz and how, a task that's become tougher because of ships trying to avoid the attentions of Iran's military as they come and go.

Over Friday and Saturday, at least eight vessels were seen U-turning as they sailed through along the Omani route. Four of them subsequently went on to sail northward toward the Iranian route, and exited the strait.

Of the U-turners, at least one fuel tanker appeared to be making a fresh attempt to transit on Sunday, sailing past the tip of Oman's Musandam peninsula. Another products tanker transited along the same route earlier, openly signaling its intentions, and is now broadcasting a location in the Gulf of Oman.

Others are opting to cross in the dark, popping up once clear of the waterway. One Suezmax crude carrier appeared in the Gulf of Oman on Sunday after last broadcasting from within the Persian Gulf on Saturday.

There was no immediate explanation for the ships that turned back on Friday and Saturday, though Iran has repeatedly said that vessels should only transit the strait through the route designated and authorized by the Islamic Republic. Naval liaison groups have yet to comment on the abrupt U-turns, although the Joint Maritime Intelligence Center repeated on Sunday that Iranian forces continue to harass shipping.

On Saturday, 19 vessels crossed the Strait of Hormuz in either direction, but only one openly signalled its inbound transit along the Omani coast, Kpler data show. That compares with Friday's count of 13 along the route. This tally includes only observed transits, and figures may change as more dark crossings—made without transponders switched on—are verified.

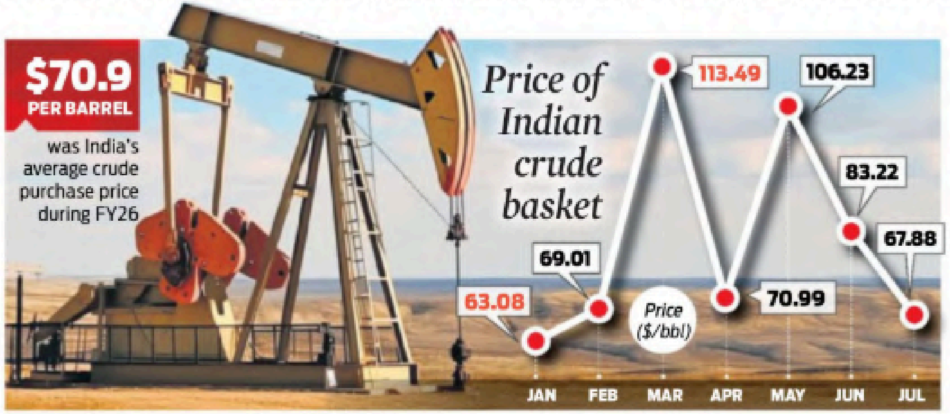
Morning Standard, Delhi, 07/07/2026

Page No: 10, Size: 23.84cm × 13.18cm

Indian crude basket falls to $67.88/bbl

This is lowest level since the West Asia conflict began, even lower than average of $69.01/barrel recorded in Feb

RAKESH KUMAR @ New Delhi



INDIA'S crude oil basket has fallen below pre-conflict levels in West Asia, averaging $67.88 per barrel so far in July, according to data from the Petroleum Planning and Analysis Cell (PPAC).

The data showed the Indian crude basket, which represents average cost of crude imported by the country, stood at $68.21 per barrel on July 3. This is the lowest level since the West Asia conflict began and is even lower than average of $69.01 per barrel recorded in February, before the crisis.

Crude prices had surged sharply during the conflict, with the Indian basket averaging $113.49 per barrel in March. It moderated to $106.23 per barrel in May, further declined to an average of $83.22 per barrel in June, and has averaged $67.88 per barrel so far in July.

The sharp drop in prices of India basket is a positive development for consumers given that petroleum minister Hardeep Singh Puri recently said fuel prices may be reduced in next few months if crude prices remain stable at current levels. Going by the trend in Indian basket, fuel prices should fall sooner than expected.

The Indian crude basket comprises sour grades—an average of Oman and Dubai—and sweet grades, represented by Brent Dated, processed in Indian refineries. As per PPAC data, India's average crude purchase price during FY26 stood at $70.99 per barrel. The lowest monthly average during the fiscal was $62.20 per barrel in December, followed by $63.03 a barrel in January.

The West Asia conflict, which began on February 28 following attacks on Iran by the US and Israel, lasted for over 100 days. During the crisis, shipping via the Strait of Hormuz was disrupted, with only a limited number of vessels passing through. The disruption affected India's energy security as nearly 40% of the country's crude imports, 50-55% of its LNG imports, and about 90% of its LPG imports pass through the strategic waterway.

On June 17, US President Donald Trump and Iranian President Masoud Pezeshkian signed a Memorandum of Understanding, following which global crude prices started easing. At 7:19 pm IST, Brent crude was trading at about $72 per barrel. Apart from easing geopolitical tensions, higher ouput by the OPEC+ group and softer demand from China have weighed on global crude prices.

State-run oil marketing companies — Indian Oil Corporation (IOC), Bharat Petroleum Corporation (BPCL) and Hindustan Petroleum Corporation (HPCL) — which together account for over 90% of the country's fuel retail network, have not reduced retail fuel prices even as global crude prices and the Indian crude basket have fallen sharply. During the crisis, petrol and diesel prices had cumulatively increased by around ₹7.5 per litre by late May.

IGX gas volumes jump 48% in June quarter

June benchmark price rises 79%

SAURAV ANAND
New Delhi, July 6

NATURAL GAS TRADED on the Indian Gas Exchange (IGX) rose 47.94% sequentially and 11.91% year-on-year (y-o-y) to 27.48 million MMBtu in the first quarter of FY27, even as the exchange's benchmark gas price surged nearly 79% from a year earlier in June.

The April-June traded volume was equivalent to 692.70 million standard cubic metres (MMSCM), with 434 trades executed during the quarter. Free-market gas accounted for 52.61% of the volume, while domestic gas from high-pressure, high-temperature (HPHT) fields sold at the notified ceiling price made up the remaining 47.39%.

In June, IGX traded 8.19 million MMBtu, or 206.41 MMSCM, more than double the volume recorded in the corresponding month last year. Trading volumes rose 103.38% year-on-year, although they were 23.87% lower than in May.

Domestic HPHT gas sold at the ceiling price accounted for 51.03% of June volumes, largely procured by city gas distribution companies to meet demand for piped natural gas and CNG. Free-market gas contributed the remaining 48.97%.

Producers traded around 17.22 MMSCM of domestic gas with pricing freedom at the Bokaro coal-bed methane, Jaya, Suvali and Hazira-ONGC delivery points during the month. Exchange deliveries stood at 9.46 million MMBtu, translating into an average daily delivery of 7.94 million standard cubic metres.

The exchange's benchmark GIXI price averaged Rs 1,767 ($18.61) per MMBtu in June, almost unchanged from May but 78.72% higher than a year earlier. Among regional benchmarks, GIXI-West stood at Rs 1,768 ($18.62) per MMBtu, while GIXI-Dahej rose 1.34% month-on-month to Rs 1,786 ($18.81) per MMBtu. The eastern benchmark declined 1.27%. The GIXI benchmark excludes long-duration contracts, small-scale LNG and domestic ceiling-price gas traded at the notified ceiling.

IGX currently facilitates trading across 19 delivery points, including six LNG terminals, nine domestic gas-field landing points and four pipeline interconnections.

Mint, Delhi, 07/07/2026
Page No: 8, Size: 15.80cm × 63.50cm

Sinokor Group emerged as a key partner by leasing supertankers for repeated shuttle runs. REUTERS

Hormuz shuttle runs mint millions for shipping tycoon

Bloomberg
feedback@livemint.com

Just a few weeks into the war, one of the Persian Gulf's top oil producers quietly began sneaking its crude out of the Strait of Hormuz. Before long, the covert project became so successful that the United Arab Emirates (UAE) was already approaching its pre-war rate of flows through the waterway by the time the US and Iran signed their interim peace deal.

The UAE's aggressive push to get barrels safely out of the strait relied on tactics normally associated with sanctioned countries like Iran, Russia and Venezuela: the ships travelled "dark" without their transponders (and often under the cover of literal darkness) before offloading their cargo into other tankers waiting outside the waterway, and then returning back to collect more.

Crucially though, officials in Abu Dhabi needed enough ships to make the risky transit—not just once, but over and over. And for that they turned for help to Ga-Hyun Chung.

The intensely private Korean shipping tycoon rocked the tanker industry early this year as his Sinokor Group embarked on an unprecedented buying spree. *Bloomberg* reported in March that he stood to be one of big winners from the turmoil in the oil trade from the Iran war, as rates for tankers surged.

Now, Sinokor has emerged as a major owner of supertankers moving crude out of the Persian Gulf.

The company started leasing ships to Abu Dhabi National Oil Co. for its "shuttle runs" from at least mid-April. By June, almost half of Emirati crude shipments were sailing on vessels controlled by Sinokor, according to ship tracking data collected by analytics firm Vortexa.

By June, almost half of Emirati crude shipments were sailing on vessels controlled by Sinokor, per Vortexa data

This story is based on vessel tracking data compiled by *Bloomberg*, figures from Vortexa and Kpler, another leading analytics firm, and conversations with more than a dozen shipbrokers, traders and other industry insiders. The scale of Sinokor's role in leasing ships for "dark" transits has not previously been reported. Sinokor didn't respond to requests for comment. Adnoc L&S, which is Adnoc's shipping and logistics arm, said it doesn't comment on matters related to the position, movements, or routing of its vessels, but noted that it has "an extensive fleet including owned and chartered vessels."

While Adnoc also relied on tankers it owned directly, as well as from other owners, the deals with Sinokor were key to helping the UAE ramp up exports through Hormuz far faster than its Gulf neighbors. The shipments meant Adnoc was able to take greater advantage of surging oil prices earlier in the war, and helped alleviate the impact of the broader closure of the strait on global supplies. The company has continued to ramp up shipments, with tankers traveling more openly through the strait with transponders on since the interim peace agreement. But the deals have also created a huge profit opportunity for Sinokor, Chung and his new co-owner, Italian container giant MSC Group. Oil tanker markets are having one of the most lucrative years ever, and shipbrokers suggest that the premium for sailing into the Gulf during the war could have yielded three to four times the prewar rate.

The terms of the deals haven't been disclosed, but the brokers estimated just three tankers doing shuttle runs since mid-April could have earned Sinokor somewhere around $60 million to $120 million.

RAILWAYS, NHAI MAJOR INVESTORS

CPSE capex grows 26% in Q1, hits ₹2.1 lakh crore

PRASANTA SAHU
New Delhi, July 6

CENTRAL PUBLIC SECTOR enterprises (CPSEs) and other state-run agencies—namely the railways and the National Highways Authority of India (NHAI)—reported an aggregate capex growth of 26% in the first quarter of the current financial year.

Their capex achievement in Q1FY27 stood at ₹2.1 lakh crore, representing 25% of the annual target, compared to ₹1.67 lakh crore, or 21.24% of the target, achieved in the year-ago period.

Sixty-three CPSEs and government agencies with annual capex targets of ₹100 crore and above have set a combined investment target of ₹8.43 lakh crore for FY27. In FY26, these state-run entities invested ₹8.64 lakh crore, reaching 110% of their ₹7.85 lakh crore target.

Monthly data shows that these entities' capex reached ₹81,108 crore in April 2026, up from ₹49,781 crore in the same month last year. In May, capex was ₹63,553 crore compared to ₹55,239 crore a year prior, while June 2026 recorded ₹65,470 crore against ₹62,425 crore in June 2025.

The Railway Board was the top public sector investor in Q1FY27, increasing its capex by 56.9% year-on-year to ₹97,160 crore. The National Highways Authority of India ranked second, achieving 27% capex growth as it moved from ₹35,523 crore in Q1FY26 to ₹45,130 crore in Q1FY27.

For context, the FY27 capex for the Railways and NHAI is estimated to be ₹4.52 lakh crore, which is equivalent to 54% of the total state-run agencies' capex target for FY27. These two entities are almost fully funded through the union budget and account for 37% of the Centre's overall FY27 capex estimate of ₹12.2 lakh crore.

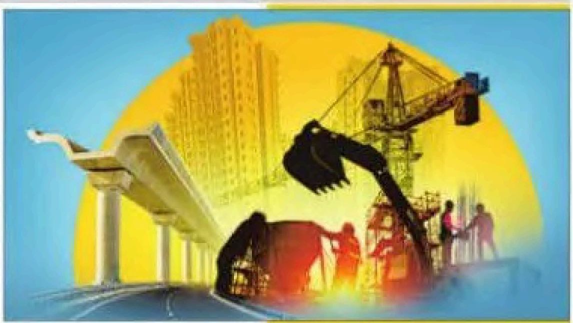
Meanwhile, the National Thermal Power Corporation grew its capex by 19.4% to ₹9,925 crore in Q1FY27, up from ₹8,312 crore in the year-ago quarter.

However, the Oil and Natural Gas Corporation saw a 16.4% decline in capex, dropping from ₹8,262 crore in Q1FY26 to ₹6,907 crore in Q1FY27. Overall, petroleum sector undertakings, which fund investments through their own internal accruals and borrowings, are estimated to invest an aggregate of ₹1.34 lakh crore in FY27, which is nearly identical to their FY26 spending.

The Power Grid Corporation recorded a modest 4.7% increase in capex, moving from ₹6,095 crore in Q1FY26 to ₹6,380 crore in Q1FY27.

The Centre is pursuing economic growth revival led by public capex across the union government, states, and public enterprises. Supporting this momentum, the Centre's own capital expenditure surged by 13.5% during April–May 2026.

GROWTH PUSH



- The Railway Board was the top PSU investor in Q1FY27, lifting capex 56.9% y-o-y
- The NHAI ranked second, with capex rising 27% y-o-y to ₹45,130 crore

For Delhi's auto drivers, the EV shift stirs memories of the rushed CNG transition

Shrimansi Kaushik
NEW DELHI

For Pawan Kumar, an auto driver in Daryaganj, every electric auto on Delhi's roads evokes memories of another transition that reshaped the city's transport system over two decades ago. Now 65 and driving an electric vehicle (EV), Mr. Kumar still remembers the long queues outside compressed natural gas (CNG) stations, the scramble for conversion kits, and the uncertainty that followed when autorickshaws were ordered to switch from petrol to CNG almost overnight.

As Delhi embarks on another clean fuel transition, this time towards EVs, many drivers who lived through the CNG shift wonder whether history will repeat itself.

However, unlike the CNG rollout, experts say, the shift to EVs is being implemented in phases, with a rudimentary charging infrastructure in place and plans to expand it further, which could hopefully make the transition less abrupt than the one many drivers still remember.

The sudden move

Delhi's transition to CNG, undertaken to combat severe air pollution, followed a public interest litigation filed in the Supreme Court by environmental lawyer M.C. Mehta in 1996. In 1998, the court directed a series of measures to curb vehicular pollution, including replacing pre-1990 autos and taxis with clean-fuel vehicles by March 31, 2000.

"No one said moving to a cleaner fuel was bad, but the move was a bit sudden. There weren't enough supply stations, and the number of vehicles that could run on CNG was far fewer than required," Mr. Kumar said, recalling spending at least eight to 10 hours standing in queues to refill his vehicle with gas.

Autorickshaws queue-up at one of the CNG filling stations in New Delhi. The government has announced that from January 1, 2027, only electric three-wheelers will be registered in Delhi. FILE PHOTO

"Most drivers agreed to the shift because CNG was cheaper than petrol. CNG was about ₹12 per kg, whereas petrol was ₹28 per litre," he added.

Rajpal, a 60-year-old auto driver at New Delhi railway station, went through a similar experience.

"The government told us to convert, but nobody thought about how a driver earning daily wages would arrange the money. The conversion kit was expensive, and workshops gave us dates weeks or even months later. During that time, many autos stayed off the road," he said.

"Drivers and passengers suffered because the infrastructure wasn't ready when the rules came into force," he added.

By 2001, the transition had gained pace, with 30,000 autorickshaws running on CNG and plans to introduce 20,000 more.

"The Supreme Court had directed Indraprastha Gas Limited to set up 80 CNG supply stations. There was a huge mismatch between supply and demand, which resulted in long queues at the stations and delays in refuelling," said Anumita Roychowdhury, executive director (research and advocacy), Centre for Science and Environment.

'Scaling up'

According to the experts, the three-wheeler segment has already moved significantly towards electrification, and they are optimistic about the transition.

"The Central government's VAHAN portal shows that of all three-wheelers sold in India, more than half are electric, including e-rickshaws and e-autos. Delhi already has about 2,500 charging points, and these EVs can be charged at home. All the government has to do is scale up the public charging and battery-swapping infrastructure as swiftly as possible," Ms. Roychowdhury said.

Sarika Panda Bhatt, co-founder of Raahgiri Foundation, echoed Ms. Roychowdhury's views.

"Unlike CNG, which still produces tailpipe emissions, EVs eliminate tailpipe emissions and can also reduce greenhouse gas emissions as the electricity grid becomes cleaner," she said.

Ms. Bhatt also pointed out key differences in implementation. "The EV transition has been more gradual, allowing charging infrastructure, vehicle availability, and the supply chain to expand alongside growing demand," she said.

Concern remains

Auto drivers, however, say the optimism does not reflect the realities on the ground.

They argue that charging infrastructure remains inadequate and that battery costs continue to be a major concern. As per the Vaahan portal, the number of auto-rickshaws in Delhi is 53,838, Ms. Roychowdhury said.

"Only 2,500 charging points for one lakh autos? The actual number of autos on the ground is almost double that. This is highly insufficient. Solutions such as charging at home are not feasible because of narrow lanes, the lack of proper electricity meters, and limited access to electricity," said Deependra Chahar, general secretary, Bharatiya Mazdoor Sangh.

Haider Ali, former president of the Aam Aadmi Auto Wing, said the cost of batteries and EV repairs would prove expensive for drivers.

"The present shift is exactly like the earlier one. Drivers did not go home while standing in CNG queues, which took only a minute to refill. What will happen when drivers stand in queues to charge EVs, which take hours?" he said.

As per the Delhi EV Policy 2026, the government has announced that from January 1, 2027, only electric three-wheelers will be registered in Delhi.

Internal combustion engine (ICE) vehicles that are already in use will be permitted to operate until the completion of their prescribed lifespan of 15 years.

IGX gas benchmark rose 49% amid W Asia conflict

The Indian Gas Exchange's (IGX) benchmark gas price index, GIXI, rose 49.1 per cent year-on-year (Y-o-Y) in April amid supply disruptions triggered by the West Asia crisis. The benchmark stood at ₹1,577 per million British thermal units (mbtu), up 58 per cent from the previous month. Despite the sharp rise in prices, monthly traded gas volumes on the exchange increased 78.97 per cent month-on-month to 215.16 million standard cubic metres (mscm), driven primarily by higher power demand.

The GIXI-West index remained broadly in line with the all-India benchmark, while GIXI-East and GIXI-South were higher by 59 per cent and 45 per cent, respectively. The GIXI-Dahej index stood at ₹1,522 per mbtu, up 56 per cent from the previous month, and traded at a 5.6 per cent discount to the WIMEx Dahej settlement price.

SHUBHANGI MATHUR

Mint, Delhi, 07/07/2026
Page No: 2, Size: 12.96cm × 63.50cm

Saudi slash main oil price to rare discount

Bloomberg
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Saudi Arabia made big reductions to its main crude oil prices for buyers in Asia, selling barrels at a discount for the first time since it embarked on a price war in 2020, as a surge of global supply heightens competition to find buyers.

State producer Saudi Aramco will lower Arab Light oil for next month by $11 a barrel to a $1.50 discount over the regional benchmark, according to a price list seen by *Bloomberg*. The last two times it sold the grade at a discount were during price wars in 2020 and 2015.

The retreat underscores the rising volumes of oil that are now available on global markets, as the interim US-Iran peace deal enables Gulf producers to ramp up exports at the same time as a flood of trapped barrels escape through the Strait of Hormuz.

The size of the cutback will raise questions on whether other West Asian producers might be forced into steeper cuts to their prices as they compete for customers that are inundated with supply. The large drop in prices—the biggest in at least 26 years—follows a surge at the height of the Iran war when the disruption to the Strait of Hormuz restricted the kingdom's flows, but it is also bigger than the $8 decline expected in a *Bloomberg* survey.

Times of India, Delhi, 07/07/2026
Page No: 18, Size: 33.60cm × 29.53cm

Saudi Arabia effects deepest crude price cut in 26 years

Refiners Look To Recoup Some Losses | Relief For Govt Too

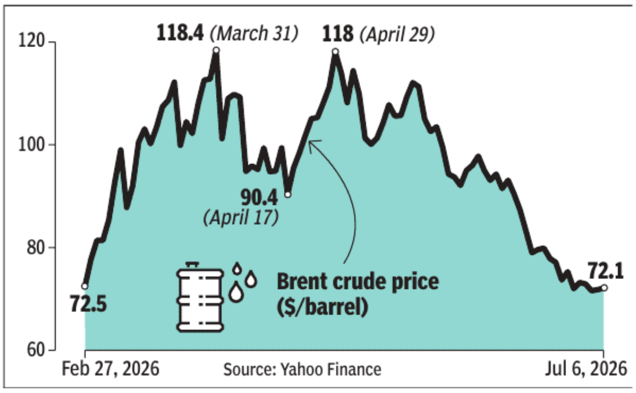
TNN & Agencies

New Delhi: In a sign of intense competition among oil producers, Saudi Arabia on Monday slashed crude prices by $11 a barrel for Aug, the sharpest fall in 26 years.

The discount on Arab Light Crude follows a $6/barrel cut for July after the Strait of Hormuz opened, resulting in oil prices crashing to pre-Feb 28 levels. Saudi's price for crude to Asia is $1.50 a barrel below the Oman/Dubai average, Bloomberg reported.

Major Persian Gulf producers have been ramping up output at a rapid clip. Among them, Saudi Arabia's exports have already surged close to their pre-war levels as the kingdom gets its tankers through Hormuz. The United Arab Emirates — which quit Opec during the conflict — also restored flows.

BACK TO PRE-WAR LEVEL



The move came amid Opec+ and allies, including Russia, agreeing to further increase output targets by 188,000 barrels per day from Aug, on top of similar increases for June and July. Brent crude futures fell 47 cents to $71.7 a barrel on Monday evening (IST).

Lower prices and increased supply augur well for India as refiners look to recoup some of the losses incurred by selling petrol and diesel below market price and their continued losses on cooking gas cylinders.

Apart from boosting sentiments, lower oil prices also mean that govt will be able to rein in its subsidy bill, which is set to exceed the budgeted level in the wake of losses in the first quarter of the current fiscal year.

While the Centre has already taken a hit of over Rs 1.2 lakh crore on account of tax cuts and other support to oil marketing companies, it has only budgeted for Rs 12,000 crore LPG subsidy outgo, which is set to be at least three times higher.

Oil marketing companies are, however, unsure on how the Centre intends to make good at least a part of their losses as they stare at losses in the June quarter and with the impact of higher crude on their inventory spilling over into the Sept quarter as well.

Lower oil and gas prices will also result in lower energy cost for Indian companies, which in turn will help keep prices and overall inflation under check, a major concern for India Inc, which feared that higher retail prices could prompt consumers to defer non-essential purchases.

Economic Times, Delhi, 07/07/2026
Page No: 2, Size: 17.28cm × 31.51cm

HORMUZ JOLT REVIVES STOCKPILE PLAN

Govt Plans LNG Buffer Mandate for Terminals

May direct LNG terminals to expand storage, with costs recovered via higher regas fees

Sanjeev Choudhary

New Delhi: India is weighing a plan to fund emergency liquefied natural gas (LNG) stockpiles at import terminals by raising regasification tolls, according to people familiar with the matter.

The Iran war and the resulting disruption to LNG supplies through the Strait of Hormuz exposed India's vulnerability to supply shocks, prompting policymakers to revive plans for strategic gas storage. The idea has been considered before, but was shelved largely because of its high cost.

Instead of creating strategic storage in depleted gas fields, a prohibitively expensive option, the government is considering mandating LNG terminal operators to expand storage capacity at their import terminals, the people said. No final decision has been taken on this, and the amount of additional capacity that operators would be required to build is still being weighed.

Rather than funding the project through the budget, policymakers are weighing a proposal to allow terminal operators to recover their investment by charging higher regasification tolls. Gas importers could then pass on the additional costs to customers further down the value chain.

Imported LNG is converted into natural gas at import terminals before being fed into the pipeline network. Terminal operators currently charge a regasification fee of about ₹65-80 per mmBtu for the service.

LNG terminal operators currently charge a regasification fee of about ₹65-80 per mmBtu for the service

Mandating terminal operators would help build the storage faster than having the government finance and execute the project itself, the people said. However, some cautioned that most Indian LNG terminals are already deeply underutilised, and imposing another layer of costs on importers could further weigh on terminal utilisation and domestic gas demand.

The government has also encouraged private-sector participation in building and operating strategic crude oil reserves to reduce the fiscal burden. "You do not run a country off a few caverns, because energy locked underground earns nothing and costs a great deal to hold," oil minister Hardeep Singh Puri recently wrote while explaining India's approach to strategic petroleum reserves.

DJ Rashtriya Sanskaran, Delhi, 07/07/2026
Page No: 11, Size: 22.49cm × 26.06cm

ओपेक प्लस के सात देश अगले महीने से बढ़ाएंगे तेल उत्पादन

- 188,000 बैरल प्रति दिन तेल उत्पादन बढ़ाने का लिया गया है निर्णय
- निर्णय लेने वालों में सऊदी अरब, रूस, इराक, कुवैत, कजाखस्तान, अल्जीरिया, और ओमान शामिल

न्यूयार्क, एपी: तेल उत्पादक देशों के संगठन ओपेक प्लस के सात सदस्य देशों ने अगले महीने से तेल उत्पादन में मामूली बढ़ोतरी करने का निर्णय लिया है। इससे वैश्विक बाजार में अतिरिक्त कच्चा तेल उपलब्ध होने की उम्मीद है। यह कदम ऐसे समय उठाया गया है, जब ईंधन की कीमतें घटकर पश्चिम एशिया में युद्ध शुरू होने से पहले के स्तर पर आ गई हैं।

ओपेक प्लस ने रविवार को घोषणा की कि सात देशों ने अगस्त में कुल 188,000 बैरल प्रति दिन तेल उत्पादन बढ़ाने का निर्णय लिया है। रविवार के इस निर्णय में भाग लेने वाले देशों में सऊदी अरब, रूस, इराक, कुवैत, कजाखस्तान, अल्जीरिया और ओमान शामिल हैं।

तेल उत्पादक देशों के संगठन ने एक बयान में कहा, देश बाजार की स्थितियों की निगरानी व आकलन करना जारी रखेंगे और बाजार की स्थिरता का समर्थन करने के अपने निरंतर प्रयासों में उन्होंने सतर्क दृष्टिकोण अपनाने के महत्व की पुष्टि की।' पिछले महीने अमेरिका और ईरान के बीच अंतरिम समझौता होने पर कच्चे तेल की कीमतें कम हो गई थीं। हालांकि अभी तक युद्ध से पहले वाली स्थिति बहाल नहीं हो पाई है। दुनिया का करीब 20 प्रतिशत कच्चा तेल इसी जलमार्ग से गुजरता है। इस समय अंतरराष्ट्रीय बाजार में कच्चा तेल प्रति बैरल करीब 72 डालर है। गत मार्च में युद्ध के दौरान इसकी कीमत करीब 120 डालर प्रति बैरल हो गई थी।

Business Standard Hindi, Delhi, 07/07/2026
Page No: 4, Size: 64.32cm × 27.46cm

आईजीएक्स गैस बेंचमार्क 49.1 फीसदी बढ़ा

शुभांगी माथुर
नई दिल्ली, 6 जुलाई

पश्चिम एशिया में जारी संकट के कारण गैस आपूर्ति प्रभावित होने से भारतीय गैस एक्सचेंज (आईजीएक्स) का बेंचमार्क गैस मूल्य सूचकांक जीआईएक्सआई अप्रैल में पिछले वर्ष की तुलना में 49.1 प्रतिशत बढ़ गया। यह सूचकांक बढ़कर 1,577 रुपये प्रति मिलियन ब्रिटिश थर्मल यूनिट (एमबीटीयू) पर पहुंच गया, जो पिछले महीने की तुलना में 58 प्रतिशत अधिक है।

कीमतों में तेज बढ़ोतरी के बावजूद एक्सचेंज पर गैस का कारोबार भी बढ़ा। अप्रैल में गैस का मासिक कारोबार 78.97 प्रतिशत बढ़कर 215.16 मिलियन स्टैंडर्ड क्यूबिक मीटर (एमएससीएम) हो गया। इसकी मुख्य वजह बिजली की बढ़ी हुई मांग रही। जीआईएक्सआई-वेस्ट सूचकांक लगभग अखिल भारतीय बेंचमार्क के बराबर रहा, जबकि जीआईएक्सआई-ईस्ट और जीआईएक्सआई-साउथ क्रमशः 59 प्रतिशत और 45 प्रतिशत अधिक रहे। जीआईएक्सआई-दाहेज सूचकांक 1,522 रुपये प्रति एमबीटीयू पर रहा, जो पिछले महीने की तुलना में 56 प्रतिशत अधिक है। हालांकि यह डब्ल्यूआईएमईएक्स दाहेज सेटलमेंट प्राइस से 5.6 प्रतिशत कम रहा।

अप्रैल में एक्सचेंज पर कारोबार की गई कुल गैस में से लगभग 53 प्रतिशत घरेलू स्तर पर उत्पादित उच्च दबाव और उच्च तापमान (एचपीएचटी) वाली गैस थी, जिसकी कीमत

सरकार द्वारा तय सीमा के अनुसार निर्धारित की जाती है। इस गैस की सबसे अधिक खरीद सिटी गैस डिस्ट्रीब्यूशन (सीजीडी) कंपनियों ने घरेलू पाइप्ड नेचुरल गैस (पीएनजी) और सीएनजी की बढ़ती मांग को पूरा करने के लिए की। वहीं, कुल कारोबार का शेष 47 प्रतिशत हिस्सा मुक्त बाजार में बिकने वाली गैस का रहा। गैस उत्पादकों ने बोकारो, जया, सुवाली और हजीरा डिलीवरी केंद्रों के माध्यम से मूल्य निर्धारण की स्वतंत्रता वाली घरेलू गैस के 17.52 मिलियन स्टैंडर्ड क्यूबिक मीटर (एमएससीएम) का कारोबार किया। अप्रैल के दौरान एक्सचेंज के माध्यम से प्रतिदिन औसतन 68 लाख स्टैंडर्ड क्यूबिक मीटर गैस की आपूर्ति की गई।

वर्तमान में भारतीय गैस एक्सचेंज (आईजीएक्स) पर प्राकृतिक गैस के 10 मानकीकृत डिलीवरी आधारित अनुबंध उपलब्ध हैं। इनमें इंट्रा-डे, दैनिक, मासिक, तीन महीने और छह महीने की अवधि वाले अनुबंध शामिल हैं। ये अनुबंध जीआईएक्सआई, जेकेएम, डब्ल्यूआईएम और डेटेड ब्रेंट जैसे अंतरराष्ट्रीय बेंचमार्क से जुड़े हुए हैं।

राहत की उम्मीद

पश्चिम एशिया में तनाव कम होने और होर्मुज जलमार्ग के बहाल होने से वैश्विक स्तर पर ऊर्जा संकट का असर अब धीरे-धीरे कम होने लगा है। इससे भारत में भी स्थिति में सुधार और मुश्किलों से थोड़ी राहत की उम्मीद जगी है। सरकार ने एलएनजी (तरलीकृत प्राकृतिक गैस) की आपूर्ति पर लगाए गए अधिकांश आपातकालीन प्रतिबंध वापस ले लिए हैं। इससे पहले वैश्विक बाजार में कच्चे तेल की कीमतों में गिरावट के बाद वाणिज्यिक गैस सिलेंडर और विमान ईंधन की कीमतों में कटौती की गई थी। इसी बीच, तेल उत्पादक देशों के संगठन 'ओपेक प्लस' के कुछ सदस्यों ने अगस्त में अपने तेल उत्पादन में बढ़ोतरी करने का फैसला किया है। इस कदम से वैश्विक बाजार में अतिरिक्त कच्चा तेल उपलब्ध होगा, जिससे निश्चित रूप से इसके दामों पर दबाव और कम होगा। मगर सवाल है कि अंतरराष्ट्रीय स्तर पर ऊर्जा की आपूर्ति सामान्य होने का लाभ क्या देश के उपभोक्ताओं को तर्कसंगत अनुपात में मिल पाएगा?

सरकार ने देश में ऊर्जा संकट गहराने पर आवश्यक वस्तु अधिनियम के तहत एलएनजी की आपूर्ति को लेकर बीते नौ मार्च को आपात व्यवस्था लागू की थी। उस समय अमेरिका और इजराइल की ओर से ईरान पर किए गए हमलों और उसके जवाब में ईरानी कार्रवाई के बाद होर्मुज जलमार्ग को बंद कर दिए जाने से तेल और गैस की आपूर्ति बाधित हो गई थी। सरकार का कहना है कि पश्चिम एशिया में युद्धविराम लागू है और शांति वार्ता जारी है, ऐसे में गैस आपूर्ति पर लगाए गए आपात प्रतिबंधों को जारी रखने की आवश्यकता नहीं है। दरअसल, देश में उर्जा संकट की आहट के बाद से सरकार की ओर से यह दावा किया जाता रहा कि किसी भी आपात स्थिति से निपटने के लिए वैकल्पिक उपाय लागू किए जाएंगे, लेकिन जब संकट से सामना करने की बारी आई तो ये विकल्प मुख्य तौर पर तेल एवं गैस की आपूर्ति को सीमित करने और इनकी कीमतें बढ़ाने के रूप में सामने आए। ऐसे में यह सवाल उठना स्वाभाविक है कि ऊर्जा आपूर्ति के नए स्रोत तलाशने के बजाय संकट का भार सीधे आम आदमी पर डाल देने को ही क्या सरकार का कुशल प्रबंधन माना जाएगा?

इसे विडंबना ही कहा जाएगा कि एक तरफ भारत को आत्मनिर्भर और विकसित राष्ट्र बनाने के लक्ष्य तय किए जा रहे हैं, दूसरी ओर देश की कुल कच्चे तेल की जरूरत का लगभग 88 फीसद और प्राकृतिक गैस की लगभग आधी आवश्यकता आज भी आयात के जरिए पूरी की जाती है। इसमें कुल कच्चे तेल आयात का 40-45 फीसद और एलएनजी आयात का करीब 65 फीसद पश्चिम एशिया से आता है। यही वजह है कि होर्मुज जलमार्ग में किसी भी तरह का व्यवधान देश की ऊर्जा सुरक्षा के लिए गंभीर चुनौती बन जाता है। यह बात सही है कि 'ओपेक प्लस' के सदस्य देशों की ओर से अगस्त में तेल उत्पादन में बढ़ोतरी करने से वैश्विक बाजार की स्थिति काफी हद तक पहले जैसी सामान्य हो जाएगी, लेकिन क्या इसी मुताबिक सरकार तेल की बढ़ी कीमतों में कमी करेगी? सरकार का तर्क है कि ऊर्जा संकट में तेल कंपनियों को जो नुकसान हुआ था, पहले उसकी भरपाई करना जरूरी है। मगर एक सच यह भी है कि संकट के दौरान पेट्रोल-डीजल और घरेलू रसोई गैस के दामों में जो इजाफा किया गया था, उसका बोझ आज भी आम लोगों के लिए परेशानी का सबब बना हुआ है।

Punjab Kesari, Delhi, 07/07/2026

Page No: 8, Size: 17.89cm × 7.46cm

'ओपेक प्लस' के 7 देशों का अगस्त में अधिक तेल उत्पादन करने का फैसला

न्यूयॉर्क, (एपी) : तेल उत्पादक देशों के संगठन 'ओपेक प्लस' के कुछ सदस्य देशों ने अगस्त महीने में उत्पादन में मामूली बढ़ोतरी करने का फैसला किया है। इस कदम से वैश्विक बाजार में अतिरिक्त कच्चा तेल उपलब्ध होने की संभावना है। 'ओपेक प्लस' देशों का यह फैसला ऐसे समय में सामने आया है जब ईंधन की कीमतें हाल के महीनों में घटकर पश्चिम एशिया संघर्ष शुरू होने से पहले के स्तर पर आ गई हैं।

● यह लगातार पांचवां महीना है जब समूह ने उत्पादन बढ़ाने पर सहमति जताई है

ओपेक और उसके सहयोगी देशों के समूह 'ओपेक प्लस' ने रविवार को ऐलान किया कि सात देश अगस्त में कुल मिलाकर 1.88 लाख बैरल कच्चे तेल का प्रतिदिन उत्पादन बढ़ाएंगे। यह लगातार पांचवां महीना है जब समूह ने उत्पादन बढ़ाने पर सहमति जताई है। इस निर्णय में शामिल देशों में सऊदी अरब, रूस, इराक, कुवैत, कजाकिस्तान, अल्जीरिया और ओमान शामिल हैं। समूह ने एक बयान में कहा कि सदस्य देश बाजार की स्थितियों की निगरानी एवं आकलन जारी रखेंगे।

उन्होंने बाजार स्थिरता बनाए रखने के प्रयासों के तहत सतर्क रुख अपनाने के महत्व को दोहराया है। पिछले एक महीने में बाजार में सकारात्मक संकेतों के कारण कच्चे तेल की कीमतों में गिरावट आई है। यह गिरावट उस अंतरिम समझौते के बाद आई जिसमें अमेरिका और ईरान ने अपने संघर्ष को समाप्त करने की दिशा में कदम बढ़ाए।

Amar Ujala, Delhi, 07/07/2026
Page No: 5, Size: 21.25cm × 23.60cm

ई-20 से बचना है तो करें जेब ढीली

सामान्य पेट्रोल से महंगा है एक्सपी 95, कीमत ₹ 108-112 एक्सपी -100 के दाम 160 रुपये से 165 रुपये प्रति लीटर

सचिन कुमार


सांकेतिक

नई दिल्ली। राजधानी में 20 प्रतिशत इथेनॉल मिश्रित ई20 पेट्रोल का इस्तेमाल तेजी से बढ़ रहा है। सरकार इसे प्रदूषण कम करने, कच्चे तेल के आयात पर निर्भरता घटाने और ऊर्जा सुरक्षा मजबूत करने की दिशा में अहम कदम मान रही है। इसके बावजूद बड़ी संख्या में वाहन चालकों को यह तक पता नहीं है कि उनकी गाड़ी में ई-20 पेट्रोल डाला जा रहा है या फिर सामान्य।

दक्षिणपुरी, लाजपत नगर, द्वारका, रोहिणी, लक्ष्मी नगर, करोल बाग, नरेला, सरिता विहार और पश्चिम विहार समेत राजधानी के कई इलाकों के पेट्रोल पंपों पर आने वाले अधिकांश लोग ई-20 और सामान्य पेट्रोल के अंतर से पूरी तरह परिचित नहीं हैं। कई वाहन चालकों का कहना है कि उन्हें यह जानकारी ही नहीं है कि उनकी गाड़ी ई-20 ईंधन के अनुरूप है या नहीं।

ऑटोमोबाइल तकनीकी विशेषज्ञ भरत गुलाटी के अनुसार, अब पेट्रोल का चुनाव केवल कीमत का नहीं, बल्कि इंजन की क्षमता और उसकी लंबी उम्र से भी जुड़ा विषय बन गया है। उनका कहना है कि जिन वाहनों का इंजन ई-20 के अनुरूप तैयार नहीं किया गया है, उनके लिए एक्सपी95 और एक्सपी100 जैसे प्रीमियम पेट्रोल बेहतर विकल्प हो सकते हैं। हालांकि इनकी कीमत सामान्य पेट्रोल से काफी अधिक होने के कारण इनका इस्तेमाल सीमित है। उन्होंने बताया कि आधुनिक और हाई परफॉर्मेंस इंजन वाले वाहनों में उच्च ऑक्टेन ईंधन बेहतर प्रदर्शन देता है। इससे इंजन स्मूद चलता है और लंबे समय तक उसकी कार्यक्षमता बनी रहती है। हालांकि इसकी अतिरिक्त कीमत आम उपभोक्ताओं के लिए बड़ी चुनौती है।

ई20 पेट्रोल को लेकर चर्चा बढ़ने के साथ वाहन चालकों के सामने एक नई दुविधा भी खड़ी हो गई है। जिन लोगों को ई20 की बजाय प्रीमियम पेट्रोल बेहतर विकल्प बताया जा रहा है, उनके लिए एक्सपी95 और एक्सपी100 की कीमत बड़ी बाधा है। कई वाहन मालिकों का कहना है कि ई20 के इस्तेमाल के बाद उन्हें माइलेज में कुछ कमी महसूस हुई है। बेहतर प्रदर्शन के लिए वे प्रीमियम पेट्रोल का विकल्प देखते हैं, लेकिन उसकी कीमत देखकर सामान्य पेट्रोल पर ही लौट आते हैं। उनका कहना है कि रोजमर्रा के उपयोग के लिए इतना महंगा ईंधन खरीदना अधिकांश लोगों के लिए संभव नहीं है।

- **एक्सपी95 :** हाई ऑक्टेन प्रीमियम पेट्रोल है, जिसमें करीब 15 प्रतिशत इथेनॉल मिश्रित होता है। इसे ई-15 पेट्रोल भी कहा जाता है। यह मुख्य रूप से लग्जरी कारों, टर्बोचार्ज्ड इंजन, आधुनिक मोटरसाइकिलों और प्रीमियम कारों के लिए उपयुक्त माना जाता है। इसकी कीमत लगभग 108 से 112 रुपये प्रति लीटर के बीच है।
- **एक्सपी100 :** अल्ट्रा प्रीमियम पेट्रोल है, जिसका ऑक्टेन स्तर 100 आरओएन होता है। इसमें इथेनॉल नहीं मिलाया जाता। यह फेरारी, पोर्श, लेम्बोर्गिनी जैसी हाई परफॉर्मेंस स्पोर्ट्स कारों और सुपरबाइक्स के लिए विकसित किया गया है। इसकी कीमत 160 से 165 रुपये प्रति लीटर तक है। इसमें विशेष डिटर्जेंट और फ्रिक्शन मॉडिफायर मिलाए जाते हैं, जो इंजन में कार्बन जमा होने से रोकते हैं और उसकी कार्यक्षमता बनाए रखते हैं।

टैक्सी चालकों ने जताई माइलेज और रखरखाव की चिंता

दिल्ली टैक्सी टूरिस्ट एंड ट्रांसपोर्टर्स एसोसिएशन के अध्यक्ष संजय सम्राट का दावा है कि ई20 पेट्रोल के इस्तेमाल के बाद कई टैक्सियों का माइलेज कम हुआ है। उनका कहना है कि इससे चालकों की दैनिक आय प्रभावित हो रही है। उन्होंने सरकार से सामान्य पेट्रोल और ई-20 दोनों विकल्प उपलब्ध कराने की मांग की। उधर, ऑटोमोबाइल रिपेयरिंग से जुड़े गोलू का कहना है कि कई पुराने मॉडल के वाहन ई-20 ईंधन के अनुरूप विकसित नहीं हैं। ऐसे वाहनों में ईंधन की खपत बढ़ने, इंजन की कार्यक्षमता प्रभावित होने और समय से पहले मरम्मत की जरूरत जैसी शिकायतें सामने आ रही हैं। कुछ वाहन मालिकों ने इंजन की आवाज बदलने, पिकअप कम होने और रखरखाव का खर्च बढ़ने की भी शिकायतें की हैं। हालांकि विशेषज्ञ यह भी मानते हैं कि ई-20 के प्रभाव वाहन के मॉडल, निर्माता की सिफारिश और इंजन की तकनीक पर निर्भर करते हैं। इसलिए वाहन मालिकों को ईंधन का चुनाव करने से पहले निर्माता की सलाह और वाहन की तकनीकी क्षमता की जानकारी अवश्य लेनी चाहिए।

ओपेक प्लस अगस्त में तेल उत्पादन बढ़ाएगा

न्यूयॉर्क। तेल उत्पादक देशों के संगठन 'ओपेक प्लस' के कुछ सदस्य देशों ने अगस्त महीने में उत्पादन में मामूली बढ़ोतरी करने का फैसला किया है। इस कदम से वैश्विक बाजार में अतिरिक्त कच्चा तेल उपलब्ध होने की संभावना है। यह फैसला ऐसे समय में सामने आया है जब ईंधन की कीमतें हाल के महीनों में घटकर पश्चिम एशिया संघर्ष शुरू होने से पहले के स्तर पर आ गई हैं। यह लगातार पांचवां महीना है जब समूह ने उत्पादन बढ़ाने पर सहमति जताई है।

Jansatta, Delhi, 07/07/2026

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ओपेक प्लस के सात देशों का तेल उत्पादन बढ़ाने का फैसला

लगातार पांचवें महीने समूह ने आपूर्ति स्थिरता पर दिया ध्यान

न्यूयार्क, 6 जुलाई (एपी)।

तेल उत्पादक देशों के संगठन 'ओपेक प्लस' के कुछ सदस्य देशों ने अगस्त महीने में उत्पादन में मामूली बढ़ोतरी करने का फैसला किया है। इस कदम से वैश्विक बाजार में अतिरिक्त कच्चा तेल उपलब्ध होने की संभावना है। 'ओपेक प्लस' देशों का यह फैसला ऐसे समय में सामने आया है जब ईंधन की कीमतें हाल में घटकर पश्चिम एशिया संघर्ष शुरू होने से पहले के स्तर पर आ गई हैं।

ओपेक और उसके सहयोगी देशों के समूह 'ओपेक प्लस' ने रविवार को एलान किया कि सात देश अगस्त में कुल मिलाकर 1.88 लाख बैरल कच्चे तेल का प्रतिदिन उत्पादन बढ़ाएंगे। यह लगातार पांचवां महीना है जब समूह ने उत्पादन बढ़ाने पर सहमति जताई है। इस निर्णय में शामिल देशों में सऊदी अरब, रूस, इराक, कुवैत, कजाकिस्तान, अल्जीरिया और ओमान शामिल हैं।

समूह ने एक बयान में कहा, सदस्य देश बाजार की स्थितियों की निगरानी एवं आकलन जारी रखेंगे। उन्होंने बाजार स्थिरता बनाए रखने के प्रयासों के तहत सतर्क रुख अपनाने के महत्व को दोहराया है। पिछले एक महीने में बाजार में सकारात्मक संकेतों के कारण कच्चे तेल की कीमतों में गिरावट आई है। यह गिरावट उस अंतरिम समझौते के बाद आई जिसमें अमेरिका और ईरान ने अपने संघर्ष को समाप्त करने की दिशा में कदम बढ़ाए।

समझौते के तहत ईरान ने होर्मुज जलमार्ग से जहाजों के निर्बाध आवागमन की अनुमति दी, जबकि अमेरिका ने ईरानी बंदरगाहों पर अपनी नाकेबंदी समाप्त करने पर सहमति जताई। होर्मुज जलमार्ग से अब अधिक वाणिज्यिक जहाज गुजर रहे हैं, जो पहले वैश्विक तेल आपूर्ति का लगभग 20 फीसद मार्ग था। हालांकि, जहाजों की आवाजाही अब भी संघर्ष-पूर्व स्तर से नीचे है और क्षेत्र में तनाव बना हुआ है।

> *'ओपेक प्लस'* देशों का यह निर्णय ऐसे समय में सामने आया है जब ईंधन की कीमतें हाल के महीनों में घटकर पश्चिम एशिया संघर्ष शुरू होने से पहले के स्तर पर आ गई हैं।