Times of India, Delhi, 21/07/2026

Page No: 14, Size: 28.15cm × 19.71cm

CORPORATE BUZZ

From Awareness to Action

As part of the nationwide observance of Swachhata Pakhwada 2026, GAIL (India) Limited, a Maharatna Public Sector Enterprise under the Ministry of Petroleum & Natural Gas, has undertaken a series of cleanliness, hygiene

and community engagement initiatives across its offices, plants, project sites and operational locations throughout the country. The fortnight-long campaign reflects GAIL's continued commitment towards promoting environmental responsibility, public participation and sustainable practices in alignment with the vision of Swachh Bharat Mission. During the observance, GAIL organised a wide range of activities designed to encourage cleanliness as a collective responsibility while creating lasting awareness across communities. These initiatives included cleanliness drives, Swachhata Pledge ceremonies, awareness rallies, tree plantation programmes, waste segregation campaigns, health check-up camps, painting competitions, Waste-to-Wealth competitions, distribution of dustbins at public institutions, hygiene awareness programmes in schools and community outreach activities across multiple locations. Deepak Gupta, CMD, GAIL, and Ayush Gupta, Director (HR), GAIL, along with GAIL employees, participated in a cleanliness drive.

Financial Express, Delhi, 21/07/2026

Page No: 23, Size: 11.69cm × 5.34cm

GAIL As a part of nationwide observance of Swachhata Pakhwada 2026, GAIL has recently undertaken a series of cleanliness, hygiene and community engagement initiatives across its offices, plants, project sites and operational locations throughout the country. The fifteen days campaign reflects GAIL's continued commitment towards promoting environmental responsibility. During the observance, GAIL organized a wide range of activities such as cleanliness drives, Swachhata Pledge ceremonies, awareness rallies, tree plantation programmes, waste segregation campaigns, health check-up camps & many more. Deepak Gupta, CMD, GAIL, & Ayush Gupta, Director (HR), GAIL, along with GAIL employees, participated in a cleanliness drive at Bhikaji Cama Place, New Delhi, as part of the Swachhata Pakhwada initiative.

Indian Express, Delhi, 21/07/2026
Page No: 18, Size: 15.48cm × 6.93cm

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Hindustan Times, Delhi, 21/07/2026
Page No: 12, Size: 5.87cm × 9.31cm

GAIL Observes Swachhata Pakhwada

As part of the nationwide observance of Swachhata Pakhwada 2026 (July 1–15), GAIL (India) Ltd undertook a series of cleanliness, hygiene and community engagement initiatives across its offices, plants, project sites and operational locations.

Financial Express, Delhi, 21/07/2026

Page No: 23, Size: 11.51cm × 4.37cm

GAIL The ormalisation of Micro Food Processing Enterprises Scheme was launched under the Aatmanirbhar Bharat Abhiyan. The scheme reflects a conviction of our Prime Minister and the credit - linked component of PMFME has crossed two lakh sanctions. It is an achievement worth celebrating, and a moment to honour those who made it possible. By enabling ordinary Indians to build enterprises and employ others, PMFME is carrying forward the Prime Minister's vision of turning job-seekers into job-creators.

Indian Express, Delhi, 21/07/2026

Page No: 18, Size: 15.48cm × 5.90cm

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Hindustan Times, Delhi, 21/07/2026

Page No: 12, Size: 11.91cm × 10.16cm

GAIL Inks Pact With KABIL For Critical Minerals Collaboration

GAIL (India) Ltd signed an MoU with Khanij Bidesh India Ltd (KABIL) to collaborate in the field of critical and strategic minerals, supporting India's long-term resource security. The MoU was signed by Sanjeev Kumar, Executive Director (R&D & E&P), GAIL, and Sunil Kumar Singh, Chief Executive Officer, KABIL, in the presence of RK Singhal, Director (Business Development), GAIL.

Business Line, Delhi, 21/07/2026
Page No: 4, Size: 5.98cm × 18.63cm

Govt holds pre-application meet for coal gasification

New Delhi: The Ministry of Coal today conducted the pre-application conference for the ₹37,500 crore scheme for promotion of surface coal/ lignite gasification projects. The conference witnessed enthusiastic participation from public sector enterprises, private companies, technology providers, and prospective applicants, reflecting strong industry interest in the Government's flagship initiative to promote cleaner and value-added utilisation of domestic coal, the Ministry said. During the session, the Ministry provided detailed clarifications on the scheme guidelines and the request for proposal (RFP), covering eligibility criteria, evaluation methodology, financial incentives, and the application process, while addressing queries raised by participants. The Ministry informed participants that the last date for submission of applications is September 7, 2026. OUR BUREAU

Business Line, Delhi, 21/07/2026
Page No: 4, Size: 18.94cm × 19.68cm

China, India reported largest decline in LNG imports in 2025: IGU report

Rishi Ranjan Kala
New Delhi

China and India reported the largest decline in liquefied natural gas (LNG) imports in the 2025 calendar year (CY) at 8.9 million tonnes (mt) and 1.5 mt, respectively, according to the International Gas Union (IGU).

IGU's annual world LNG report 2026 points out that Asia Pacific was again the largest LNG-importing region in 2025, rising by 3.6 mt to 168.7 mt.

However, imports into Asia fell by 9.2 mt to 108.7 mt, largely driven by lower net imports into China and India and other emerging Asian markets such as Thailand and Pakistan.

"The most notable declines came from China (-8.9 mt) and India (-1.5 mt), pointing to a softer Asian pull in 2025 after a strong rebound seen in 2024," IGU added. China remained the world's largest LNG importer in 2025, but volumes fell materially by 8.9 mt to 69.77 mt, driven by mild seasonal demand at the beginning of the year, rising domestic production and ramped-up pipeline supply from Russia via the Power of Siberia Pipeline.

India imported 24.60 mt of LNG in 2025, which accounted for 5.63 per cent of the global market share in imports.

RE-GASIFICATION

India added 7.1 million tonnes per annum (mtpa) through the commissioning of a new onshore re-gasification terminal, Chhara LNG (5 mtpa), and an expansion onshore project - Dabhol LNG Breakwater Completion (2.1 mtpa).

India surpassed Spain and became the fourth-largest market for re-gasification capacity in 2025, with 52.5 mtpa across eight terminals," pointed out IGU's report.

Among operational LNG re-gasification terminals in India, Dahej LNG with a 17.5 mtpa capacity stands out as the only ultra-large facility and ranks as the sixth largest globally. The remaining seven terminals fall into the large-scale category, each with a re-gasification capacity of 5 mtpa, it added.

India's LNG re-gasification utilisation fell to around 47 per cent in 2025, down from 58 per cent in 2024. The decline reflects a combination of weaker LNG imports during the summer months and an increase in re-gasification capacity following recent infrastructure additions.

India currently has four LNG projects under construction, including one new terminal and three expansion projects at existing facilities.

Millennium Post, Delhi, 21/07/2026
Page No: 8, Size: 28.79cm × 23.47cm

'Target of 20% ethanol blending met early, saving ₹1.97L cr in forex'

The minister also stated in his written reply that this success is due to the govt's hard work over more than 20 years, MoS Suresh Gopi said

SIMONTINI BHATTACHARJEE

NEW DELHI: India has met the goal of 20 per cent blending of ethanol five years before the expected time as communicated by the Government of India to the Parliament on Monday.

India has set a record for itself by meeting the above goal, which reflects efforts in reducing dependency on foreign crude oil and developing clean fuel options, the Minister of State for the Petroleum and Natural Gas Ministry, Suresh Gopi, informed the Upper House. The minister also stated in his written reply that this success is due to the government's hard work over more than 20 years.

The economic and environmental advantages of the ethanol blending scheme were also pointed out by the government. Starting from ESY 2014-15, through this scheme, savings of foreign exchange to the tune of more than Rs 1.97 lakh crore, saving of nearly 316 lakh metric tonnes of crude oil, saving of approximately 952 lakh metric tonnes of CO_2 emissions, and earning of more than Rs 1.66 lakh crore have been made in favor of Indian farmers, the junior minister informed the Floor of House.

HIGHLIGHTS

- » The economic and environmental advantages of the ethanol blending scheme were also pointed out by the government
- » Centre has not faced any allegations in respect of E20 petrol related to any kind of performance issue
- » 'Govt has not received any widespread or substantiated complaints from vehicle manufacturers'

He further underlined that the Centre has not faced any allegations in respect of E20 petrol related to any kind of performance issue such as engine malfunction, fuel pumps malfunction, corrosion of vehicles, or contamination of water in the vehicle. While responding to an unstarred question raised by the CPI(M) member of parliament, John Brittas, regarding the effect of ethanol blended petrol on the performance of vehicles, Gopi stated that the government had found out that there were "no widespread issues" concerning ethanol blending through scientific validation, field tests, information from manufacturers and experience of crores of vehicles.

The minister, however, admitted that "certain concerns raised in media and social media have been considered after consulting with automobile manufacturers and relevant technical bodies."

"The government has not received any widespread or substantiated complaints from vehicle manufacturers, automobile associations or consumer groups on engine failures, fuel pump problems, corrosion, water contamination or other issues relating to E20 fuel," Gopi said in his written response.

"The problems mentioned in the public domain have been 'scientifically tested,' but the extensive research carried out in laboratories as well as field tests done by various organizations like the Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Oil Corporation Limited (IOCL), Indian Institute of Petroleum (IIP) and automobile manufacturers have found no adverse effect on the performance of vehicles," junior petroleum minister stated.

According to the government at the centre, these tests involved various factors, such as durability of engines, drivability, startability, anti-corrosion properties, material compatibility, emissions, and fuel efficiency.

"Extensive laboratory studies, field validation and operational experience of the E20 fuel do not show any adverse effect on the performance of the vehicles," the Minister noted.

On the request for providing the data in terms of complaints received every year state-wise over the last three years, the response was provided as "Nil" since there has not been any widespread and genuine complaint against E20 from the concerned stakeholders as mentioned in the question.

As per the Ministry of Petroleum, the roll-out of the EBP has been done in a phased manner with consultations with NITI Aayog, automobile companies, Oil Marketing Companies (OMCs), ARAI, SIAM, IIP and other technical institutes.

Business Standard, Delhi, 21/07/2026

Page No: 4, Size: 52.07cm × 40.03cm

Core sector growth at 5-month high

Grew 5% in June in first print of revamped series

HIMANSHI BHARDWAJ
New Delhi, 20 July

Growth in India's nine core sectors reached a five-month high of 5 per cent in June from 3.2 per cent in May in the first print of a revamped Index of Core Industries with a new base year of 2022-23, as strong output in iron ore, electricity, and coal offset persistent weakness across petroleum-based industries, according to the data released by the Ministry of Commerce and Industry on Monday.

The reading marked the debut of a new series, which replaced the earlier 2011-12 series and widened the basket to nine sectors from eight with the addition of iron ore. Growth rates under the new base show an improvement compared to prints under the old base, with

Improved index

Overall Index growth (%) (Base year 2022-23)

Sectoral trends in June

Sectors	Y-o-Y chg (%)
Coal	1.4
Natural gas	-7.4
Crude oil	-4.2
Refinery products	-4.7
Fertilisers	-3.3
Steel	4.6
Cement	9.8
Electricity	9.8
Iron ore	43.9

Note: June26 data is provisional
Source: Ministry of Commerce and Industry

the May reading increasing from just 0.5 per cent to 3.2 per cent under the new series.

"The buoyancy has been added by iron ore," said Madan Sabnavis, chief economist at Bank of Baroda.

The overall index stood at 119.6 in June, down from 120.1 in the preceding month.

Iron ore, which carries a weighting of 4.9 per cent in the nine-sector index, surged 43.9 per cent in June over a contracting year-ago base, emerging as the single-biggest driver of headline growth. The growth in this sector increased to its highest level when compared to the April 2024 back series data. The rebasing exercise has substantially redrawn the weighting of the index.

Electricity's share has jumped to 30.9 per cent from 19.85 per cent under the old series, making it the single-largest-weighted sector, while petroleum refinery products — previously the heaviest at 28.04 per cent — have been pared to 22.6 per cent. Electricity rose 9.8 per cent compared to 11.2 per cent in May, a touch slower than the previous month.

The weights of coal, natural gas, and crude oil have been trimmed under the new series and that of steel and fertilisers have remained broadly unchanged.

Data showed that five of the nine sectors registered positive growth during the month, with iron ore, electricity, cement, steel and coal in positive territory, while natural gas, crude oil, refinery products, and fertilisers contracted. Cement output rose to a five-month high of 9.8 per cent and steel grew at a 21-month low of 4.6 per cent, with Sabnavis attributing the strength in the two thrust areas to sustained spending by the private sector and the government.

Business Standard, Delhi, 21/07/2026
Page No: 4, Size: 31.88cm × 70.35cm

Crude import bill rose 48% to $14.7 bn in June

Crisis impact

Source: PPAC

SHUBHANGI MATHUR
New Delhi, 20 July

India's crude oil import bill rose 48 per cent year-on-year (Y-o-Y) to $14.7 billion in June despite lower import volumes than a year ago, official data showed. India imported 18.9 million tonnes (mt) of crude in June, down 7.1 per cent from 20.3 mt in the same period last year, according to the Petroleum Planning & Analysis Cell.

The sharp rise in the import bill comes as the Indian basket crude price averaged $85.47 per barrel in June, up from $69.77 a barrel a year earlier. Crude remains India's largest import item, accounting for around 20 per cent of the country's merchandise import bill.

India has been sourcing energy at significantly higher costs to ensure domestic availability during the ongoing crisis. Energy prices have surged in recent months due to supply disruptions triggered by the blockage of traffic through the Strait of Hormuz, constraining supplies from West Asia.

Amid constrained supplies from West Asia, India imported around 50 per cent of its crude requirements from Russia in June, while the United Arab Emirates (UAE) and Venezuela were among its top suppliers. To ensure fuel availability, Indian refiners have stepped up crude imports from Russia and non-traditional suppliers such as Venezuela, Brazil, and Angola.

India sources around 90 per cent of its crude oil requirements, 50 per cent of its liquefied natural gas, and 60 per cent of its liquefied petroleum gas (LPG) needs from global markets.

The country's net oil and gas bill, which reflects spending on imports of petroleum products such as crude, LNG, and LPG, minus earnings from exports of refined products, rose 36.4 per cent Y-o-Y to $13.1 billion in June. This comes as the government has levied excise duty on exports of petrol, diesel, and aviation turbine fuel since the beginning of the West Asia crisis to discourage exports while prioritising domestic demand amid supply constraints.

India's crude oil import bill rose 61 per cent to $49.8 billion in the first three months (April-June) of the current financial year (2026-27), while the net oil and gas bill increased 45 per cent to $44.9 billion.

Financial Express, Delhi, 21/07/2026
Page No: 1, Size: 21.09cm × 11.40cm

India's Q1 oil bill surges over ₹2L cr

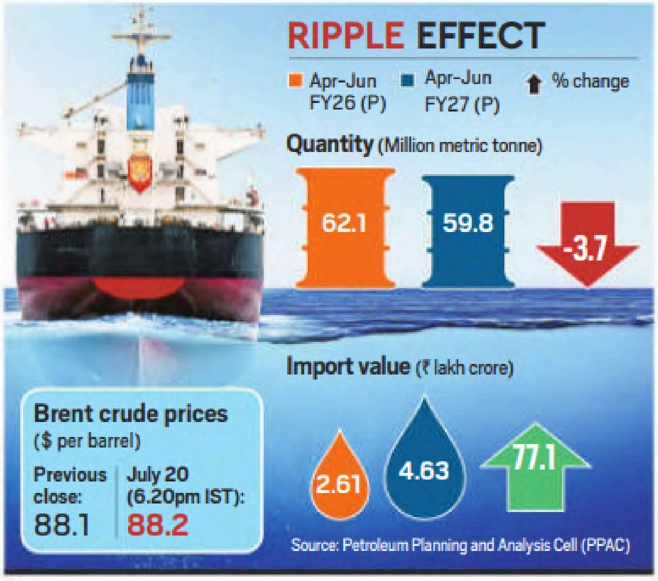
SAURAV ANAND
New Delhi, July 20

INDIA PAID AN additional ₹2.02 lakh crore for crude oil imports in April-June quarter of the current fiscal despite import volumes declining by 4.5% as the West Asia war pushed up international prices. The country's crude import bill jumped about 77% to ₹4.64 lakh crore during April-June FY27, from ₹2.62 lakh crore in the corresponding quarter last year, according to provisional data from the Petroleum Planning and Analysis Cell (PPAC).

Analysts reckon that if the Indian crude basket averages $90/barrel throughout the year, the import bill in rupee terms could rise over 50% year-on-year. Even though the West Asia conflict has escalated recently with both the US and Iran backtracking on the cease-fire deal, crude prices have remained relatively range-bound. The threat of an import cost spiral is also mitigated, to an extent, by diversification of India's crude sourcing beyond the Strait of Hormuz.

The average landed price of imported crude had climbed to around $113 a barrel in Q1FY27, compared with nearly $67 a barrel in the year-ago quarter.

Continued on Page 10



Financial Express, Delhi, 21/07/2026
Page No: 1, Size: 10.90cm × 24.42cm

India's Q1 oil bill surges over ₹2L cr

INDIA IMPORTS AROUND 1.8-2 billion barrels of crude annually, implying that every $1-a-barrel increase can add up to ₹13000 crore to the annual import bill.

"If the Indian crude basket averages around $90 a barrel through the year, the country's annual crude import bill could rise to ₹16-17 lakh crore (from ₹10.9 lakh crore in FY26), significantly increasing pressure on the trade and current accounts, inflation and the rupee," said Prashant Vasisht, senior vice president and co-group head, corporate ratings, Icra.

If crude averages $100-105 a barrel and volumes do not decline materially, the FY27 import bill could reach $190-210 billion.

In dollar terms, the bill surged 61.2% year-on-year to $49.8 billion, from around $30.9 billion, implying that India paid nearly $18.9 billion more for crude during the quarter even as purchases declined. The price shock fed into domestic inflation. Wholesale fuel and power inflation, which stood at 24.89% in April, accelerated to 30.3% in May and remained elevated at 27.4% in June.

Crude import volumes fell 4.5% to 59.8 million tonne in June quarter, equivalent to around 438 million barrels, from 62.1 million tonne, or nearly 455 million barrels, a year earlier. The decline of 2.3 million tonne translates into about 16.8 million fewer barrels.

The quarterly increase sharply reversed the relief seen in FY26, when India imported more crude but paid less. Crude imports rose to 245.8 million tonne in FY26, from 243.2 million tonne in FY25, while the import bill declined to over $122 billion, from $137.17 billion.

In rupee terms, the annual crude bill fell by about ₹68,370 crore to ₹10.92 lakh crore in FY26, from ₹11.61 lakh crore in FY25. The additional ₹2.02 lakh crore paid in the first quarter of FY27 alone was nearly three times the entire saving recorded during the previous financial year.

The impact extended across India's energy trade. After accounting for crude oil, liquefied natural gas and petroleum product imports, along with fuel exports, the country's net oil and gas import bill rose 45.3% to $44.9 billion during April-June.

LNG imports declined 8.6% to 7,674 million standard cubic metres (mscm), from 8,396 mscm in the corresponding quarter last year. However, the LNG import bill increased nearly 6% to $3.6 billion, reflecting higher international prices.

Hindu, Delhi, 21/07/2026
Page No: 15, Size: 5.98cm × 36.04cm

No decision on ethanol blending with petrol beyond 20%: MoS

The Hindu Bureau
NEW DELHI

Notwithstanding a series of measures taken in the recent past to popularise biofuel blending, the Centre informed on Monday that no decision had been taken to increase the blending quantum with petrol beyond the present 20%.

The government further added that no decision had been taken to blend ethanol with diesel for commercial usage.

"At present, no decision has been taken by the government to increase ethanol blending in petrol beyond 20% or to introduce ethanol blending in diesel for commercial use," Suresh Gopi, Minister of State in the Ministry of Petroleum and Natural Gas, told Rajya Sabha while responding to a query.

"Any future decision, if considered, will be based on comprehensive scientific evaluation, vehicle compatibility studies, stakeholder consultations and the availability of adequate domestic production capacity," he added.

However, the government, had in June this year, exempted petrol blended with higher quantum of ethanol, that is, 22-30%, from the levy of central excise duties in an effort to boost biofuel blending.

Further, the Bureau of Indian Standards (BIS) had notified the technical standards to be adhered to if it was to be rolled out commercially.

Free Press Journal, Mumbai, 21/07/2026
Page No: 21, Size: 7.01cm × 20.93cm

SURAT

Gujarat Gas hikes CNG price by Rs 2/kg

Gujarat Gas has increased the price of CNG by ₹2 per kg, with the revised rates coming into effect on Monday.Following the hike, CNG in Surat will now cost ₹85.01 per kg. The increase is expected to impact thousands of auto-rickshaw drivers, school van operators, and private vehicle owners who rely on CNG as a more affordable alternative to petrol and diesel.Auto-rickshaw operators say the higher fuel cost will reduce their daily earnings and may eventually force them to seek a fare revision. School transport operators are also likely to face higher operating costs, which could be passed on to parents.The latest hike is expected to increase monthly fuel expenses for commuters and small businesses that depend on CNG-powered vehicles.

Financial Express, Delhi, 21/07/2026
Page No: 2, Size: 5.64cm × 10.58cm

No decision yet on petrol blending beyond 20% ethanol: Minister

THE GOVERNMENT HAS not yet decided to raise ethanol blending in petrol beyond the current 20% level, Minister of State for Petroleum and Natural Gas Suresh Gopi told the Rajya Sabha on Monday, adding that any future increase would follow further scientific study and consultation with industry.

"So far, no decision has been taken by the government for increasing ethanol blending with petrol beyond 20%," Gopi said in a written reply to a question. Any move higher would come "only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, oil marketing companies and research institutions," he said.

Gopi said India reached the 20% blending target five years ahead of schedule, with average blending rising from about 1.53% in 2013-14 to 20% in the 2025-26 supply year, after more than two decades of phased rollout.

GAIL

Economic Times, Delhi, 21/07/2026

Page No: 8, Size: 25.48cm × 21.03cm

SOARING LNG PRICES CLOUD GAS OUTLOOK

LNG Consumption Declines 6.5% on Costly Import, Lower Output

Domestic production drops 4.3%; Reliance, ONGC fields produce less; imports fall 8.6%

Sanjeev Choudhary

New Delhi: A surge in global LNG prices due to the Iran war, coupled with declining domestic output, is dragging down India's natural gas consumption.

Gas consumption fell 6.5% year-on-year in the April-June quarter to 16 billion cubic meters (bcm), according to oil ministry data. Domestic output declined 4.3% to 8.3 bcm as production from Reliance Industries' and ONGC's fields fell, while LNG imports dropped 8.6% to 7.7 bcm as soaring spot prices made imports unaffordable for some customers.

India depends on imports for half of its gas consumption, with the majority of LNG supplies coming from Gulf countries. The war disrupted those supplies, increasing reliance on cargoes from elsewhere. Most LNG is procured under long-term contracts, with only a small share sourced from the spot market.

The war cut off supplies from Qatar, India's largest LNG supplier under a long-term contract, forcing Indian buyers to seek more expensive alternatives. Dependence on spot purchases has risen even as prices have skyrocketed.

Global LNG prices surged after the Iran war began on February 28. JKM, the Asian spot LNG benchmark, averaged \$20 per mmbtu in March, nearly double February's \$10.7. The benchmark averaged \$16.9 in April, \$18.3 in May and \$16 in June. A recent resumption of US-Iran hostilities has again pushed the benchmark above \$20 per mmbtu.

Most of India's long-term LNG contracts are linked to crude prices, while a major long-term contract with the US is benchmarked to US Henry Hub gas prices. Henry Hub prices were far less volatile than regional LNG benchmarks, making US supplies more attractive to Indian buyers during the current crisis. In normal times, however, US LNG is often uneconomical for Indian consumers because of high shipping costs.

Indian Express, Delhi, 21/07/2026
Page No: 15, Size: 18.10cm × 21.38cm

No decision yet on increasing ethanol blending in petrol: Govt

ENS Economic Bureau
New Delhi, July 20

AMID THE backlash on ethanol-blended petrol, the government on Monday informed Parliament that no decision has been taken on raising blending levels beyond the current 20%, and any decision to raise the blending levels will be taken only after detailed studies and stakeholder consultations. There is also no plan to make lower ethanol-petrol blends and pure petrol available at fuel stations.

"So far, no decision has been taken by the Government for increasing ethanol blending with petrol beyond 20%. Any future decision regarding higher ethanol blends will be taken only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, Oil Marketing Companies and research institutions," Minister of State for Petroleum and Natural Gas Suresh Gopi informed Rajya Sabha.

India achieved 20% ethanol blending in petrol last year and at present, the E20 fuel — 80 parts petrol and 20 parts ethanol — is the standard petrol variant across the country. There has been a public backlash over the E20 fuel, with claims ranging from notable reduction in mileage and engine component wear and tear in older vehicles whose engines were not designed for higher ethanol blends.

India achieved 20% ethanol blend in petrol last year. REUTERS

Gopi said that while the E20 fuel can reduce fuel economy by 3-5% in older vehicles whose engines are not designed for this blend, it is cleaner and superior in other performance parameters vis-a-vis pure petrol and lower ethanol-petrol blends.

"With regard to efficiency, studies indicate that fuel economy depends on several factors, including driving conditions, driving habits and vehicle maintenance. Mileage depends on driving habits, tyre pressure, servicing and AC load far more than fuel type. Any reduction in fuel economy in certain older E10-designed vehicles is generally limited to about 3-5%,while E20 offers a higher octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine operation," the minister said.

On its part, the government has been attempting to allay fears, saying that the drop in mileage in older vehicles would be marginal, and would be outweighed by the benefits like higher octane rating, superior anti-knock characteristics, faster combustion, better pickup, smoother acceleration and cleaner engine operation. The government has also consistently rejected claims that E20 fuel could damage engine components.

FULL REPORT ON WWW.INDIANEXPRESS.COM

RIL Sees Better Global Refining Margins Despite Oilfield Attacks

Kalpana Pathak

Mumbai: Reliance Industries said it is reasonably bullish on global refining margins in the coming quarters, citing structural capacity losses in Russia and the Middle East, even as near-term uncertainty around the Strait of Hormuz remains.

While flows through the strait had shown a gradual improvement in recent weeks, the situation dramatically changed in the last few days amid the escalation in the Iran war, leaving the outlook uncertain, chief operating officer, Refining & Marketing, told analysts after the company declared first-quarter results Friday.

"Some of the producers inside the Gulf, because they have been affected for so long, are willing to take some risks and bring the vessels out," said Tuttagunta, adding: "So, we are keeping a watch on this. We will monitor and see how to effectively source oil."

Of the roughly 100 million barrels a day of global oil production, some 12 million barrels were rendered unavailable due to the strait's closure. But this did not send crude oil prices spiking because close to 5 million barrels a day of supply was released into the market through strategic reserves, particularly by International Energy Agency-member countries.

Tuttagunta said China has been notably absent from the import market throughout the crisis, only returning in a limited way so far. That absence helped keep prices in check.

RIL, however, cautioned that as countries eventually move to replenish stocks and resume normal import volumes, crude prices could find renewed support.

Broader oil demand has also softened, with several countries scaling back imports in response to elevated prices — though a rebound is expected next year as conditions normalise, RIL said. Despite the near-term uncertainty on crude sourcing, the company is confident of its outlook on refining margins, as several supply-side disruptions look durable, RIL added.

Indian Express, Delhi, 21/07/2026

Page No: 15, Size: 17.91cm × 34.42cm

Hormuz crisis: Crude imports surge 60%; net oil, gas imports up 45%

Sukalp Sharma
New Delhi, July 20

INDIA'S CRUDE oil import bill surged by over 60% on a year-on-year (y-o-y) basis in the first quarter of the current financial year even as import volumes dipped slightly amid supply tightness and elevated prices due to the West Asia crisis and stifled energy flows through the Strait of Hormuz, as per provisional data from the petroleum ministry.

Similarly, liquefied natural gas (LNG) imports and petroleum product exports declined in volume terms, while rising in value. Overall, the country's net oil and gas imports jumped 45% in value from year-ago levels, underscoring the adverse economic impact of the West Asia crisis on energy import-dependent India.

The country depends on imports to meet over 88% of its crude oil requirement and about half of its consumption of natural gas, which is imported as LNG, or super-chilled gas. Despite depending on imported oil and gas, it is a net exporter of petroleum products due to its massive oil refining capacity, while it also imports some petroleum products like liquefied petroleum gas (LPG).

Around 40% of India's crude oil imports, 60% of its LNG imports, and a whopping 90% of its LPG imports came from West Asia through the strait. Apart from grappling with physical supply tightness due to the Strait of Hormuz crisis, the resultant surge in international prices forced India to import oil and gas at extremely high rates, as the country has been prioritising supply security over price considerations.

The June MoU between the US and Iran brought a sigh of relief for India and the global energy market, but the renewed conflict in the Gulf following the pact's effective collapse is emerging as a major concern as energy flows through the strait have crashed again after a short-lived three-week recovery.

•West Asia war impacts energy bill

	APR-JUN FY26	APR-JUN FY27	CHANGE (%)
Oil imports (mn tn)	62.6	59.8	-4.5
Oil imports ($ bn)	30.9	49.8	61.2
Petroleum pdt imports (mn tn)	12.2	7.1	-41.8
Petroleum pdt imports ($ bn)	5.8	4.2	-27.6
LNG imports (mscm)	8396	7674	-8.6
LNG imports ($ bn)	3.4	3.6	5.9
Petroleum pdt exports (mn tn)	15	11.3	-24.7
Petroleum pdt exports ($ bn)	9.1	12.7	39.6
Net oil & gas imports ($ bn)	30.9	44.9	45.3

SOURCE: PETROLEUM PLANNING AND ANALYSIS CELL (PPAC)

Oil & gas trade math

According to latest provisional data released by the Petroleum Planning and Analysis Cell (PPAC), crude oil imports in the June quarter rose 61.2% y-o-y to $49.8 billion, even as import volumes declined 4.5% to 59.8 million tonnes (mt), or about 438 million barrels. This translates to about $113 per barrel as the average landed price of imported crude oil in the June quarter, up from around $67 per barrel in the corresponding quarter of last year. The PPAC data shows that India's dependence on imported oil in April-June was 89.1%, flat on a y-o-y basis.

As for LNG imports, while supplies declined 8.6% to 7,674 million standard cubic metres (mscm) in April-June from 8,396 mscm in the corresponding quarter of last year, the LNG import bill rose by almost 6% to $3.6 billion, reflecting the spurt in prices.

Petroleum product imports declined almost 42% in volume terms to 7.1 mt, as supply of major petroleum products that India imports — like LPG — were impacted by the West Asia war. In value terms, the decline in petroleum product imports was relatively lower — down 27.6% to $4.2 billion — due to high international prices.

The country's petroleum product export volumes declined by a fourth to 11.3 mt in April-June from 15 mt in the corresponding period of last year as domestic fuel supplies took precedence amid the global supply crunch. Nonetheless, the exports surged nearly 40% in value due to the jump in international petroleum fuel prices.

Taking into account the overall oil, LNG, and petroleum product imports as well as fuel exports, the country's net oil and gas imports rose 45.3% y-o-y in April-June to $44.9 billion, the PPAC data shows., Energy imports are a major component of India's overall imports, and any meaningful increase has ramifications for its trade balance, current account, inflation, and the rupee's exchange rate, among others.

FULL REPORT ON WWW.INDIANEXPRESS.COM

Hindustan Times, Delhi, 21/07/2026
Page No: 16, Size: 57.26cm × 67.71cm

Hindustan Times

No decision yet on ethanol blending above 20%: Govt

Rajeev Jayaswal
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NEW DELHI: The government on Monday told Parliament that it has taken no decision to increase the mandatory ethanol blending in petrol beyond 20%, saying any move towards higher blends would be preceded by detailed scientific studies and consultations with stakeholders.

Replying to a question in the Rajya Sabha on proposals to increase ethanol blending beyond 20% (E20), minister of state for petroleum and natural gas Suresh Gopi said: "So far, no decision has been taken by the Government for increasing ethanol blending with petrol beyond 20%."

Gopi added that "any future decision regarding higher ethanol blends will be taken only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, Oil Marketing Companies and research institutions."

The clarification follows the petroleum ministry's June 5 announcement of a phased expansion of 85% ethanol-blended petrol (E85), prompting questions over whether the government was reconsidering plans to promote higher ethanol blends.

Move towards higher blends would be preceded by detailed studies and consultations with stakeholders, says govt. HT

However, a government official, who spoke on condition of anonymity, said the parliamentary reply referred to the national ethanol blending programme for conventional petrol, while the E85 initiative is a separate programme intended for flex-fuel vehicles (FFVs).

The June 5 initiative was aimed at facilitating the adoption of FFVs capable of operating on ethanol blends ranging from E20 to E100, without restricting consumers to a single blend, the official said.

"The answer in the Parliament is in the context of base blending of ethanol whereas E85 is to cater to the specific flex fuel vehicles," the official said.

According to the petroleum ministry's June 5 statement, Union petroleum minister Hardeep Singh Puri launched E85 fuel at an Indian Oil Corporation (IOC) retail outlet in New Delhi on World Environment Day.

The ministry had said E85 would initially be made available at 48 retail outlets operated by public sector oil marketing companies (OMCs), before being expanded to 500 outlets by December 2026 and about 5,000 outlets by December 2027.

"The rollout commences across 48 Public Sector OMC retail outlets in the country, enabling flex-fuel vehicle users to access this cleaner fuel. The initiative is slated for nationwide expansion. The same would be scaled up to 500 ROs by December 2026 and about 5,000 ROs by December 2027 and help raise India's aggregate ethanol blending levels to nearly 26% by 2030-31," the ministry had said.

Gopi also rejected the premise that E20 is a new or suddenly introduced fuel.

"Ethanol has been used as a transport fuel globally for over a century, and India's Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001," he said.

Hindustan Times, Delhi, 21/07/2026
Page No: 14, Size: 67.31cm × 51.75cm

Hindustan Times

Real markers of success for ethanol blending

Beyond cost savings on crude oil import and farmer incomes, it needs to account for the overall fiscal costs, opportunity costs of not using surplus crop residues, and land and water footprints of biofuel production

India's ethanol blending programme (EBP) has become one of the country's more visible energy security interventions. Launched in 2014 to cut crude oil imports, the programme has scaled rapidly since 2021 by incrementally blending ethanol produced from sugarcane, rice, and maize with petrol, reaching a milestone of 20% blending (E20) in 2025, five years ahead of the original target.

The next phase of the programme cannot be guided by narrow blending and petrol substitution targets alone. India now needs a more transparent way to account for ethanol's rising fiscal and sustainability implications, especially the pressure it places on land, water, and food systems.

Since 2014, official estimates credit the programme with foreign exchange savings of more than ₹1.9 lakh crore and additional farmer incomes of more than ₹1.6 lakh crore. In 2025, ethanol blending offset crude imports by close to 3.5%, amounting to savings of nearly ₹42,000 crore. These are significant gains for a country that imports most of its crude oil. Yet, as India considers higher blends such as E22, E25, and E27, and explores blending diesel with isobutanol at up to 15% in the coming years, policy must ask a hard question: What is the full cost of scaling this domestic fuel, and who bears it?

This matters because the ethanol economy is now structurally embedded. To support the programme, the central and several state governments provide incentives for setting up distilleries. Capacity has grown rapidly. While demand was nearly 12 billion litres in 2026, production capacity stood at around 20 billion litres. The investments in this capacity, the dependence of farmers' incomes on ethanol-linked procurement, and the rural economy built around distilleries are now important realities that make the stakes in governing the expansion of further ethanol blending crucial. This comes with two notable challenges.

Karthik Ganesan

Ramya Natarajan

Fiscal implications: Oil marketing companies (OMCs) procure ethanol at a fixed price depending on feedstock. However, this price does not capture the full public cost of the programme. Electricity and fertiliser subsidies support crop cultivation. In addition, rice is procured at the minimum support price, while broken or damaged grains are sold to ethanol distilleries at a loss. The GST on ethanol meant for blending was also reduced from 18% to 5% in 2021.

When these implicit costs to the exchequer are aggregated, the true cost of ethanol procurement in the ethanol supply year (ESY, Nov–Oct) 2024–25 was close to ₹87,390 crore, against an OMC procurement cost of ₹62,566 crore. This gap of ₹24,824 crore in one year represents additional public expenditure or foregone revenue. Fertiliser and electricity subsidies alone account for ~46% of this gap. If ethanol demand rises to 16 billion litres by 2028 — assuming E20 demand continues to grow and adoption of E85-compliant new petrol cars becomes substantive — this gap could grow to ₹38,226 crore.

In addition, a recent Union government notification exempts E22, E25, E27, and E30 blends from central excise duty, which amounts to close to 20% of the retail price. For comparison, the excise duty on petrol would have contributed over ₹45,000 crore to the Centre in 2024-25, based on demand and prevailing duty rates. As blending levels rise, these foregone revenues must be counted as part of the programme's public cost.

Food, land, and water nexus: Ethanol feedstocks are agricultural commodities produced with land, water, fertilisers, and electricity. Sugarcane and maize require around 210 litres and 500 litres of water per kilogramme of feedstock, respectively. Rice cultivation is already a leading driver of groundwater depletion in Punjab and Haryana, or parts of Maharashtra, where sugarcane acreage is expanding. Spring maize cultivation also worsened water stress in Punjab ahead of the monsoons. Scaling up ethanol from these feedstocks could deepen scarcity in already water-stressed districts.

Food security is linked to this resource question. In ESY 2024–25, the government released close to 52 lakh tonnes of surplus Food Corporation of India rice for ethanol production. This may be manageable when stocks are comfortable. But rice remains a staple for lower-income households, and such diversions could become harder to justify if ethanol demand grows substantially.

Growing ethanol production is also drawing farmers towards maize and away from pulses and oilseeds, whose acreage has declined correspondingly. Such a shift away from pulses and oilseeds deepens India's 60% import dependence on edible oils, weakening the government's own crop diversification objectives.

India needs a second-generation governance framework going forward.

First, the government should publish annual estimates and projections of the total public expenditure of the programme. These should include not only OMC procurement costs but also implicit subsidies, tax concessions, foregone revenue and the cost of feedstock support. This must be followed by periodic reviews by an expert committee composed of stakeholders from the government, financial institutions, research institutions, ethanol producers, farmer cooperatives, automobile manufacturers, and consumer groups. Further expansion of the programme should be based on detailed analyses and recommendations made by the committee.

India should support second-generation biofuel production from agricultural, municipal and other organic waste. HT ARCHIVE

Second, India should support second-generation biofuel production from agricultural, municipal and other organic waste. This would help reduce resource-use concerns associated with existing first-generation feedstocks. Subsidies should instead be redirected towards R&D for second-generation and advanced biofuels, especially cellulosic conversion technology and supply-chain infrastructure for biomass aggregation, storage and transport. This could also help India take a lead in servicing other developing countries which have significant biomass endowment, and help reduce solid fuel dependence.

The EBP has delivered real energy security and rural economy gains. However, its success should be measured not only by declining crude imports and improved farmer incomes, but also the overall fiscal costs, the opportunity costs of not using surplus crop residues and wastes, and the land, water and wider resource footprints of biofuel production.

Karthik Ganesan is fellow and director-Strategic Partnerships at the Council on Energy, Environment and Water (CEEW) and Ramya Natarajan is research scientist and group head (mitigation) at the Centre for Science, Technology and Policy (CSTEP). The views expressed are personal

Economic Times, Delhi, 21/07/2026
Page No: 11, Size: 22.07cm × 23.26cm

'No Decision on Raising Ethanol Blend Past 20%'

MoS for Petroleum and Natural Gas says further increase only after detailed scientific study, consultation with industry

Press Trust of India

New Delhi: The government has not yet decided to raise ethanol blending in petrol beyond the current 20% level, Minister of State for Petroleum and Natural Gas Suresh Gopi told the Rajya Sabha on Monday, adding that any future increase would follow further scientific study and consultation with industry.

"So far, no decision has been taken by the government for increasing ethanol blending with petrol beyond 20%," Gopi said in a written reply to a question. Any move higher would come "only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, Oil Marketing Companies and research institutions," he said.

Gopi said India reached the 20% blending target five years ahead of schedule, with average blending rising from about 1.53% in 2013-14 to 20% in the 2025-26 supply year, after more than two decades of phased rollout.

Since 2014-15, he said, the programme has saved over ₹1.97 trillion in foreign exchange, displaced nearly 316 lakh tonnes of crude oil, avoided about 952 lakh tonnes of carbon dioxide emissions, and generated more than ₹1.66 lakh crore in additional farmer income.

The minister said the government had received no "widespread or substantiated complaints" from vehicle manufacturers, automobile associations or consumer groups over engine failure, fuel-pump problems, corrosion or water contamination linked to E20 fuel, though it had taken note of concerns raised in media and on social media and examined them scientifically.

More than 20 crore two-wheelers and over 3 crore petrol cars - including many built before E20 certification - have run on E15-plus and E19-E20 fuel for over three-and-a-half and two-and-a-half years respectively "without any verified evidence of widespread engine failure or vehicle breakdown," Gopi said. He cited service data from one leading four-wheeler maker covering 2.84 crore vehicles in 2025-26, including 1.5 crore non-E20-certified vehicles, that found no damage linked to the fuel, and said a leading two-wheeler maker reported similar findings.

Any mileage loss in older, E10-designed vehicles is "generally marginal," at around 3-5 per cent, he said, while E20 offers higher octane and cleaner combustion. Manufacturers continue to honour warranties on vehicles using compliant E20 fuel, he added.

Virat Vaibhav, Delhi, 21/07/2026

Page No: 9, Size: 16.32cm × 20.66cm

बीपीसीएल ने लॉन्च किया 'भारतगैस लाइट ज़िप'

इंस्टेंट कनेक्शन और एक्सप्रेस डिलीवरी के साथ भारत का प्रीमियम एलपीजी अनुभव

वैभव न्यूज ■ नई दिल्ली

फॉर्च्यून ग्लोबल 500 कंपनी और महारत्न सार्वजनिक क्षेत्र के उपक्रम भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) ने आज 'भारतगैस लाइट ज़िप लॉन्च किया। यह प्रीमियम फ्री ट्रेड एलपीजी (एफटीएल) सेवा ग्राहकों को तुरंत नया गैस कनेक्शन और एक्सप्रेस डिलीवरी जैसी सुविधाएं देकर उनके अनुभव को बेहतर बनाने के लिए शुरू की गई है। 'भारतगैस लाइट ज़िप का शुभारंभ बीपीसीएल के चेयरमैन एवं प्रबंध निदेशक संजय खन्ना ने किया। इस अवसर पर बीपीसीएल के निदेशक (मार्केटिंग) श्री शुभंकर सेन भी उपस्थित रहे। 'भारतगैस लाइट ज़िप बीपीसीएल की नई पीढ़ी की ग्राहक-केंद्रित एलपीजी सेवा है। इसमें हल्के और सुरक्षित भारतगैस लाइट कंपोजिट सिलेंडर के लाभों को डिजिटल सुविधाओं के साथ जोड़ा गया है, ताकि ग्राहकों को तेजी से सेवा, अधिक सुविधा और बेहतर अनुभव मिल सके। इस अवसर पर बीपीसीएल के चेयरमैन एवं प्रबंध निदेशक संजय खन्ना ने कहा, भारतगैस लाइट ज़िप ग्राहक-केंद्रित नवाचार की दिशा में बीपीसीएल का एक और महत्वपूर्ण कदम है। आज के ग्राहकों की जरूरतों को ध्यान में रखकर तैयार की गई यह सेवा आधुनिक कंपोजिट सिलेंडर तकनीक को प्रीमियम सुविधाओं के साथ जोड़ती है। इससे ग्राहकों को अधिक सुविधा मिलने के साथ-साथ भारतगैस की सुरक्षा और विश्वसनीयता का वही उच्च स्तर भी सुनिश्चित होता है। उन्होंने कहा, बीपीसीएल में हम लगातार ऐसी नई सेवाएं विकसित कर रहे हैं, जो ग्राहकों की रोजमर्रा की जिंदगी को आसान बनाएं। इसके लिए हम आधुनिक तकनीक और बेहतर परिचालन व्यवस्था का उपयोग करते हुए ग्राहकों को अधिक सुविधाजनक और बेहतर सेवाएं प्रदान करने के लिए प्रतिबद्ध हैं। उन्होंने आगे कहा, मैं हमारे भारतगैस वितरकों और डिलीवरी कर्मियों के समर्पण और मेहनत की भी सराहना करता हूं। हाल के चुनौतीपूर्ण समय में भी उन्होंने अपनी सेवाओं के माध्यम से लाखों परिवारों का बीपीसीएल पर भरोसा और मजबूत किया है। हम सभी मिलकर भविष्य की जरूरतों के अनुरूप नई और बेहतर ऊर्जा सेवाएं उपलब्ध कराते रहेंगे, जिससे ग्राहकों का अनुभव और अधिक बेहतर होगा। बीपीसीएल के निदेशक (मार्केटिंग) शुभंकर सेन ने कहा, बीपीसीएल में हमारा हर नवाचार ग्राहकों को बेहतर और उपयोगी सेवाएं देने के उद्देश्य से किया जाता है। 'भारतगैस लाइट ज़िप इसी सोच का परिणाम है। यह ग्राहकों को अधिक सुरक्षित, हल्का और आधुनिक एलपीजी समाधान प्रदान करता है, जिसे आसान डिजिटल सेवाओं का भी समर्थन प्राप्त है। उन्होंने कहा कि ग्राहकों की बदलती जरूरतों को देखते हुए बीपीसीएल केवल उत्पाद उपलब्ध कराने तक सीमित नहीं है, बल्कि सुविधाजनक, पारदर्शी और भरोसेमंद ऊर्जा समाधान देने पर भी ध्यान दे रहा है।

Business Standard Hindi, Delhi, 21/07/2026
Page No: 4, Size: 58.79cm × 48.18cm

तेजी से बढ़ा तेल आयात का खर्च

शुभांगी माथुर
नई दिल्ली, 20 जुलाई

भारत का कच्चे तेल का आयात बिल जून महीने में पिछले साल की समान अवधि की तुलना में 48 प्रतिशत बढ़कर 14.7 अरब डॉलर पर पहुंच गया। आधिकारिक आंकड़ों से पता चलता है कि तेल आयात की मात्रा कम होने के बावजूद ऐसा हुआ है।

पेट्रोलियम प्लानिंग ऐंड एनालिसिस सेल (पीपीएसी) के मुताबिक भारत ने जून में 189 लाख टन कच्चे तेल का आयात किया, जो पिछले साल की इसी अवधि में हुए 203 लाख टन की तुलना में 7.1 प्रतिशत कम है।

आयात बिल में यह तेज वृद्धि इसलिए हुई, क्योंकि जून के दौरान भारतीय बास्केट के कच्चे तेल की औसत कीमत 85.47 डॉलर प्रति बैरल रही, जबकि एक साल पहले यह 69.77 डॉलर प्रति बैरल थी। भारत में कच्चा तेल सबसे अधिक आयात होने वाला माल बना हुआ है, जो देश के कुल वस्तु आयात बिल का लगभग 20 प्रतिशत है।

वर्तमान संकट के दौरान घरेलू बाजार में उपलब्धता सुनिश्चित करने के लिए भारत काफी अधिक लागत पर ऊर्जा प्राप्त कर रहा है। हाल के महीनों में ऊर्जा की कीमतों में वृद्धि हुई है, जिसका मुख्य कारण होर्मुज स्ट्रेट से यातायात बाधित होने से पश्चिम एशिया से आपूर्ति में आई कमी है।

जून में आयात बिल में 48 फीसदी की वृद्धि

- भारतीय बास्केट कच्चे तेल की औसत कीमत 85.47 डॉलर पहुंचा, जो एक साल पहले 69.77 डॉलर प्रति बैरल था
- आयात बिल पिछले साल की समान अवधि की तुलना में 48 प्रतिशत बढ़कर 14.7 अरब डॉलर पर पहुंच गया
- जून में 189 लाख टन कच्चे तेल का आयात, पिछले साल की इसी अवधि में हुए 203 लाख टन की तुलना में 7.1 प्रतिशत कम
- भारत ने जून में अपनी कुल जरूरतों का 50 प्रतिशत कच्चे तेल का आयात रूस से किया, यूएई और वेनेजुएला भी शीर्ष आपूर्तिकर्ता

पश्चिम एशिया से आपूर्ति बाधित होने के बीच भारत ने जून में अपनी कुल जरूरतों का 50 प्रतिशत कच्चे तेल का आयात रूस से किया है। वहीं संयुक्त अरब अमीरात (यूएई) और वेनेजुएला भी शीर्ष आपूर्तिकर्ता रहे। ईंधन की उपलब्धता सुनिश्चित करने के लिए भारतीय रिफाइनरियों ने रूस और वेनेजुएला, ब्राजील और अंगोला जैसे गैर-पारंपरिक आपूर्तिकर्ताओं से कच्चे तेल का आयात बढ़ाया है।

भारत अपनी घरेलू कच्चे तेल की कुल जरूरतों का लगभग 90 प्रतिशत, तरलीकृत प्राकृतिक गैस (एलएनजी) का 50 प्रतिशत और तरलीकृत पेट्रोलियम गैस (एलपीजी) की जरूरतों का 60 प्रतिशत वैश्विक बाजार से प्राप्त करता है। देश का शुद्ध तेल और गैस बिल जून में पिछले वर्ष की तुलना में 36.4 प्रतिशत बढ़कर 13.1 अरब डॉलर हो गया, जिसमें कच्चे तेल, एलएनजी और एलपीजी जैसे पेट्रोलियम उत्पादों का आयात शामिल है। यह ऐसे समय में हुआ है जब सरकार ने पश्चिम एशिया संकट की शुरुआत से ही पेट्रोल, डीजल और विमान ईंधन (एटीएफ) के निर्यात पर उत्पाद शुल्क लगाया है, ताकि निर्यात को हतोत्साहित किया जा सके और आपूर्ति की कमी के बीच घरेलू मांग को प्राथमिकता दी जा सके।

चालू वित्त वर्ष के पहले 3 महीनों (अप्रैल-जून तिमाही) में कच्चे तेल का आयात बिल 61 प्रतिशत बढ़कर 49.8 अरब डॉलर हो गया, जबकि तेल और गैस का शुद्ध बिल 45 प्रतिशत बढ़कर 44.9 अरब डॉलर हो गया है।

Business Standard Hindi, Delhi, 21/07/2026
Page No: 4, Size: 5.69cm × 8.52cm

कोयले से गैस बनाने पर चल रहा काम

कोयला मंत्रालय में राज्य मंत्री सतीश चंद्र दुबे ने सोमवार को संसद में लिखित जवाब में बताया कि वर्तमान में 226 लाख टन सालाना क्षमता की कोयले से गैस बनाने की परियोजनाएं चालू हैं या उन पर काम चल रहा है। इसमें जिंदल स्टील लिमिटेड की 80 लाख टन सालाना क्षमता की परियोजना, तालचेर फर्टिलाइजर्स लिमिटेड की 26 लाख टन सालाना क्षमता की परियोजना और 8,500 करोड़ रुपये की वित्तीय प्रोत्साहन योजना के तहत अनुमोदित 120 लाख टन सालाना क्षमता की 8 परियोजनाएं शामिल हैं। कोयले से गैस बनाने के 10 करोड़ टन के राष्ट्रीय लक्ष्य को हासिल करने के लिए सरकार ने इस साल मई में 37,500 करोड़ रुपये खर्च कर सतह कोयला और लिग्नाइट गैसीकरण परियोजनाओं को बढ़ावा देने के लिए एक नई योजना को मंजूरी दी है। *बीएस*

Hindustan, Delhi, 21/07/2026
Page No: 1, Size: 24.69cm × 11.59cm

कुछ अलग | एलपीजी के अलावा एथेनॉल को रसोई ईंधन का विकल्प बनाने की तैयारी, सितंबर तक नीति का मसौदा तैयार कर सकती है सरकार

एथेनॉल से कार ही नहीं चलेगी, चूल्हा भी जलेगा

नई दिल्ली, एजेंसी। केंद्र सरकार घरेलू रसोई में एलपीजी के विकल्प के रूप में एथेनॉल के इस्तेमाल को बढ़ावा देने की तैयारी कर रही है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय इस संबंध में नई नीति का मसौदा तैयार कर रहा है। इसमें एथेनॉल आधारित चूल्हों को बढ़ावा देने, आपूर्ति श्रृंखला विकसित करने और सब्सिडी देने जैसे प्रावधान शामिल किए जा सकते हैं।

जानकारी के अनुसार, मंत्रालय उद्योग संगठनों और तेल विपणन कंपनियों के साथ प्रस्ताव पर चर्चा कर रहा है। योजना को मंजूरी मिलती है तो भविष्य में एलपीजी के साथ एथेनॉल भी घरेलू रसोई ईंधन का एक विकल्प बन सकता है। सरकार का मानना है कि इससे स्वच्छ ईंधन को बढ़ावा मिलेगा। नई नीति का खाका सितंबर तक तैयार हो सकता है

पिछले कुछ वर्षों में देश में एथेनॉल उत्पादन क्षमता तेजी से बढ़ी है। मौजूदा समय में देश की उत्पादन क्षमता 20 अरब लीटर प्रति वर्ष से अधिक हो चुकी है। इस वित्त वर्ष में इसमें करीब चार अरब लीटर की अतिरिक्त क्षमता जुड़ने की उम्मीद है। बावजूद इसके एथेनॉल उत्पादन क्षमता का पूरा उपयोग नहीं हो पाता। ऐसे में सरकार अतिरिक्त एथेनॉल को घरेलू रसोई ईंधन के रूप में इस्तेमाल करने की संभावना तलाश रही है।

20 अरब लीटर से अधिक एथेनॉल का प्रति वर्ष भारत में उत्पादन हो रहा है

■ एथेनॉल का प्रयोग पेट्रोल, दवा शराब में हो रहा है

एलपीजी के आयात पर निर्भरता कम होगी

भारत एलपीजी की जरूरत का बड़ा हिस्सा आयात करता है। पश्चिम एशिया संकट और सप्लाई बाधित होने से ऊर्जा सुरक्षा को लेकर सरकार की चिंता बढ़ गई है। अगर एथेनॉल को घरेलू रसोई पकाने के ईंधन के रूप में अपनाया जाता है, तो इससे एलजीपी आयात पर निर्भरता कम करने में मदद मिलेगी।

प्रस्तावित नीति में क्या है

■ **एथेनॉल चूल्हों पर सब्सिडी**

प्रस्तावित नीति में एथेनॉल चूल्हे के लिए उपभोक्ताओं को सब्सिडी या वित्तीय प्रोत्साहन देने पर विचार किया जा रहा। इसका उद्देश्य शुरुआती लागत कम करना और लोगों को प्रोत्साहित करना है।

■ **पेट्रोल पंपों पर लग सकते हैं 'एथेनॉल एटीएम'**

योजना के तहत कंपनियां पेट्रोल पंपों और खुदरा केंद्रों पर एथेनॉल एटीएम स्थापित कर सकती हैं। यहां से उपभोक्ता कंटेनर में एथेनॉल भरवाकर घर ले जा सकेंगे और उसे विशेष एथेनॉल चूल्हों में इस्तेमाल कर सकेंगे।

Rajasthan Patrika, Delhi, 21/07/2026
Page No: 1, Size: 16.59cm × 12.86cm

नई शुरूआत: परीक्षण जारी, सितंबर तक आ सकती है नई नीति

अब एथेनॉल की रसोई में एंट्री! एलपीजी का विकल्प बनाने की तैयारी

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नई दिल्ली. पेट्रोल में एथेनॉल ब्लेंडिंग से वाहनों परफॉर्मेंस खराब होने के बारे में देश भर में बहस के बीच जल्द ही घरों में रसोई गैस (एलपीजी) के विकल्प के रूप में एथेनॉल की एंट्री हो सकती है। जानकार सूत्रों के अनुसार पेट्रोलियम मंत्रालय एथेनॉल को खाना पकाने के मुख्य ईंधन के रूप में अपनाने के लिए एक नीतिगत ढांचा तैयार कर रहा है। इस नीति को सितंबर तक अंतिम रूप दिया जा सकता है। इस नीति में सब्सिडी देने और आपूर्ति शृंखला को मजबूत करने के तरीकों का प्रावधान किया जाएगा। मंत्रालय ईंधन आपूर्तिकर्ताओं का प्रतिनिधित्व करने वाले उद्योग संगठन से इस ढांचे पर परामर्श कर रहा है। इस नीति का उद्देश्य एलपीजी पर निर्भरता कम करना, स्वच्छ ईंधन को बढ़ावा देना और देश के बढ़ते ईंधन आयात बिल में कमी लाना है। तेल विपणन कंपनियां भी एथेनॉल कुकिंग तकनीक पर शोध कर रही हैं और संभावित तकनीकी साझेदार तलाश रही हैं।

पेट्रोल पंपों पर बनेंगे एथेनॉल एटीएम

सूत्रों के अनुसार तेल विपणन कंपनियों से कहा जा सकता है कि वे आम लोगों के लिए पेट्रोल पंपों पर एथेनॉल एटीएम की तैयारी करें, जिससे आम उपभोक्ता कुकिंग ईंधन प्राप्त कर सकें।

चूल्हों का परीक्षण, मिल सकती सब्सिडी

सूत्रों के अनुसार सरकार के आग्रह पर एथेनॉल-आधारित खाना पकाने के चूल्हों का परीक्षण किया जा रहा है। इस योजना के लिए सरकार सब्सिडी योजना या एकमुश्त निवेश सहायता की घोषणा भी कर सकती है।

Navbharat Times, Delhi, 21/07/2026
Page No: 14, Size: 24.55cm × 28.15cm

AI Image

रसोई के लिए सरकार बना रही नीति

LPG का साथी बनेगा एथेनॉल!

NBT रिपोर्ट, नई दिल्ली

पेट्रोल में एथेनॉल मिश्रण (E20) को लेकर बहस के बीच केंद्र सरकार अब एथेनॉल को घरेलू रसोई ईंधन के रूप में बढ़ावा देने की तैयारी कर रही है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ऐसी नीति पर काम कर रहा है, जिसका उद्देश्य एथेनॉल को LPG के साथ घरेलू खाना पकाने के लिए मुख्यधारा का ईंधन बनाना है। इकॉनमिक टाइम्स की रिपोर्ट के मुताबिक, यह नीति सितंबर तक तैयार हो सकती है।

प्रस्तावित नीति के तहत सरकार एथेनॉल को अपनाने के लिए सब्सिडी व्यवस्था और आवश्यक सप्लाई चेन विकसित करने के उपायों पर विचार कर रही है। साथ ही, ईंधन आपूर्ति से जुड़े उद्योग संगठन भी सरकार के साथ इस विषय पर चर्चा कर रहे हैं। एथेनॉल एक नवीकरणीय ईंधन है, जिसे चीनी और खाद्यान्नों में खमीर की प्रक्रिया से तैयार किया जाता है। सरकार का मानना है कि इसे खाना पकाने के ईंधन के रूप में अपनाने से एलपीजी पर निर्भरता कम होगी और ईंधन आयात पर होने वाला खर्च भी घटेगा।

एलपीजी पर निर्भरता कम करने की हो रही है कोशिश

सब्सिडी योजना की तैयारी: अप्रैल में आई एक रिपोर्ट में कहा गया था कि सरकार के निर्देश पर एथेनॉल से चलने वाले कुकिंग स्टोव का परीक्षण किया जा रहा है। एक अन्य उद्योग अधिकारी ने कहा कि एथेनॉल आधारित खाना पकाने को बढ़ावा देने के लिए सरकार एकमुश्त पूंजीगत सहायता या लगातार वित्तीय सहायता वाली सब्सिडी योजना भी ला सकती है।

एथेनॉल की भरपूर उपलब्धता

- **20 अरब** लीटर से अधिक है देश की वार्षिक एथेनॉल उत्पादन क्षमता, मई में जारी केयरएज रेटिंग्स की रिपोर्ट के मुताबिक
- **4 अरब** लीटर और क्षमता जुड़ने की उम्मीद चालू वित्त वर्ष में
- **11 अरब** लीटर हर साल E20 पेट्रोल मिश्रण कार्यक्रम में इस्तेमाल
- **3-3.5** अरब लीटर एथेनॉल की खपत करते हैं शराब, दवा और रसायन उद्योग
- **7 अरब** लीटर के करीब उत्पादन क्षमता का उपयोग नहीं हो रहा फिर भी

तेल कंपनियां भी पहल में शामिल

सरकारी तेल विपणन कंपनियां (OMCs) भी इस पहल में शामिल हैं। वे एथेनॉल से चलने वाले स्टोव पर रिसर्च कर रही हैं और इस तकनीक से जुड़ी कंपनियों के साथ साझेदारी या अधिग्रहण की संभावनाएं भी तलाश रही हैं। उद्योग से जुड़े अधिकारियों का कहना है कि नीति लागू होने पर सरकारी तेल कंपनियों को पेट्रोल पंपों पर एथेनॉल एटीएम लगाने के लिए कहा जा सकता है। इन एटीएम से उपभोक्ता कैनिस्टर में एथेनॉल खरीदकर एथेनॉल स्टोव में यूज कर सकेंगे।

कम एथेनॉल वाले पेट्रोल पर वापसी नहीं होगी: केंद्र

NBT रिपोर्ट, नई दिल्ली: पेट्रोल में 20% से ज्यादा एथेनॉल मिलाने के बारे में सरकार ने अभी कोई निर्णय नही किया है, आने वाले समय में कोई भी फैसला वैज्ञानिक अध्ययन और पक्षकारो से चर्चा के बाद लिया जाएगा। सोमवार को राज्यसभा में राज्य मंत्री सुरेश गोपी ने एक प्रश्न के जवाब में यह बात कही। उन्होंने कम ब्लेंडिग वाले यानी कम एथेनॉल वाले पेट्रोल की ओर वापसी से भी इनकार किया और कहा कि सरकार का उद्देश्य बेहतर ईंधन की ओर बढ़ने का है।