Hindu, Delhi, 22/07/2026

Page No: 16, Size: 8.57cm × 17.12cm

GAIL Inks Pact with KABIL to Strengthen Collaboration in Critical Minerals

GAIL (India) Limited signed a Memorandum of Understanding (MoU) with Khanij Bidesh India Limited (KABIL) today to collaborate in the field of critical and strategic minerals, supporting India's long-term resource security. The MoU has been signed by Shri Sanjeev Kumar, Executive Director (R&D & E&P), GAIL, and Shri Sunil Kumar Singh, Chief Executive Officer, KABIL, in the presence of Shri R. K. Singhal, Director (Business Development), GAIL, and other senior officials from both the organizations. The partnership provides a framework for cooperation in identifying and evaluating opportunities in critical and strategic minerals, facilitating the exchange of technical expertise, capacity building, and exploring joint initiatives across the mining value chain to help strengthen India's long-term supply of these vital resources and clean energy transition.

Business Line, Delhi, 22/07/2026
Page No: 2, Size: 31.91cm × 19.68cm

Crude rises to $91/bbl as traders weigh slew of risks from Hormuz to Red Sea

OIL ON THE BOIL. Brent could exceed $120 a barrel by Q4 if Hormuz disruptions persist, says Goldman Sachs

Bloomberg

Brent crude oil extended its recent rally as traders weighed threats to maritime traffic from the Strait of Hormuz and the Red Sea to a key Kazakh export terminal on Russia's coast. The global benchmark traded around $91 a barrel.

US STRIKES CONTINUE

The US conducted a 10th straight day of strikes on Iran.

Away from West Asia, there have also been disruptions after a spate of attacks at the Caspian Pipeline Consortium terminal on Russia's Black Sea coast, which ships most of Kazakhstan's oil. The Central Asian nation has at times shipped close to 1.8 million barrels a day of crude, making it a significant global exporter.

Oil has repeatedly swung on the prospects for escalation and détente in the conflict, making for increasingly choppy price moves.

HOUTHI THREAT

The Houthi threat could open up a new front in the conflict, dragging prices higher just weeks after oil markets looked to have averted the worst-case impacts of the Iran war.

Rise and fall

Price as of 7:10 PM July 21, 2026
Source: Bloomberg

> **There have also been disruptions after a spate of** attacks at the Caspian Pipeline Consortium terminal on Russia's Black Sea coast, which ships most of Kazakhstan's oil

"If there's a disruption in the infrastructure, particularly the shipping lanes, then that could cause a spike in oil prices," said Rob Thummel, Senior Portfolio Manager at Tortoise Capital, referring to the Houthi threat. "Inventories have drawn down a bit, so there's just not a lot of margin for error."

Saudi exports from Yanbu hit record levels in the days and weeks before the Houthis threatened to block the kingdom's shipments.

The Saudi Foreign Ministry said it would take all necessary measures to protect its ships in accordance with international law. Brent could exceed $120 a barrel by the fourth quarter if Hormuz disruptions persist, according to Goldman Sachs Group, although that's not the bank's base case.

At present, Goldman sees $80 in the final three months of the year, with the Houthi threat adding to upside risks to the forecast.

IRANIAN ATTACKS

Traffic through Hormuz came to a standstill on Monday following Iranian attacks on vessels over the weekend. An oil supertanker, *Acheloos*, and a smaller fuel tanker were struck in the waterway, according to Dynacom Tankers Management, the ships' manager.

The flare-up in violence around the waterway has prompted shipowners to offer huge bonuses to get crews to sail through Hormuz. Sinokor Group has offered six months' extra salary if seafarers make a return voyage.

Millennium Post, Delhi, 22/07/2026
Page No: 10, Size: 23.18cm × 25.88cm

PSU OMCs spend over ₹1.72 lakh crore on ethanol procurement across 3 ESYs: Govt

'PSU OMCs procure fuel-grade ethanol from domestic sugarcane- and grain-based feedstocks under the Ethanol Blended Petrol (EBP) Programme'

NEW DELHI: Public Sector Oil Marketing Companies (OMCs) spent Rs 48,757 crore on ethanol procurement during Ethanol Supply Year (ESY) 2023-24, Rs 73,996 crore during ESY 2024-25 and Rs 49,577 crore up to June in ESY 2025-26, the government informed Parliament on Monday.

In a written reply in the Rajya Sabha, Minister of State for Petroleum and Natural Gas Suresh Gopi said PSU OMCs procure fuel-grade ethanol from domestic sugarcane- and grain-based feedstocks under the Ethanol Blended Petrol (EBP) Programme.

"OMCs procure ethanol from domestic sources, including sugarcane-based feedstocks such as C-heavy and B-heavy molasses, sugarcane juice and sugar syrup, as well as grain-based feedstocks including damaged foodgrains, surplus rice with the Food Corporation of India (FCI) and maize," the minister said.

The minister further informed that as of July 16, 2026, PSU OMCs had registered 501 ethanol manufacturing units for the supply of denatured anhydrous ethanol under the Ethanol Blended Petrol Programme.

"As on 16.07.2026, Public Sector Oil Marketing Companies (OMCs) have registered 501 ethanol manufacturing units for supply of denatured anhydrous ethanol under the Ethanol Blended Petrol (EBP) Programme," Gopi said in the written reply.

Minister of State for Petroleum and Natural Gas Suresh Gopi further informed that as of July 16, 2026, PSU OMCs had registered 501 ethanol manufacturing units for the supply of denatured anhydrous ethanol under the Ethanol Blended Petrol Programme

According to the reply, Indian Oil Corporation Ltd (IOCL), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL), through its subsidiary HPCL Biofuels Ltd, are also engaged in the production of fuel-grade ethanol.

IOCL has an installed production capacity of 228 kilolitres per day and produced 712 kilolitres in ESY 2025-26 up to June 30. BPCL has an installed capacity of 200 kilolitres per day and produced 76 kilolitres, while HPCL Biofuels has an installed capacity of 120 kilolitres per day and produced 9,373 kilolitres during the period.

The reply also showed that Uttar Pradesh recorded the highest sale of ethanol-blended petrol by PSU OMCs at 124.98 crore litres during ESY 2024-25, followed by Maharashtra at 110.66 crore litres, Tamil Nadu at 92.18 crore litres, Karnataka at 79.24 crore litres and Gujarat at 56.29 crore litres.

The government said the registered supplier base and domestic procurement network continue to support the implementation of the Ethanol Blended Petrol Programme across the country. ANI

KEY POINTS

- » IOCL, BPCL and HPCL, through its subsidiary HPCL Biofuels Ltd, are also engaged in the production of fuel-grade ethanol
- » IOCL has an installed production capacity of 228 kilolitres/day and produced 712 kilolitres in ESY26 till June 30
- » BPCL has an installed capacity of 200 kilolitres per day and produced 76 kilolitres
- » HPCL Biofuels has an installed capacity of 120 kilolitres per day and produced 9,373 kilolitres during the period

Business Line, Delhi, 22/07/2026
Page No: 7, Size: 12.46cm × 28.71cm

'India signed 8.4 mtpa of long term LNG contracts'

Rishi Ranjan Kala
New Delhi

India was the "most active" buyer for long term contracts of liquefied natural gas (LNG) in the 2025 calendar year, contracting 8.4 million tonnes per annum (mtpa) capacity, said the International Group of Liquefied Natural Gas Importers (GIIGNL).

GIIGNL's 2026 annual report pointed out that the last calendar was an exceptionally active year for LNG contracting, with 83 long-term sale purchase agreements (SPAs) signed, nearly double the 47 recorded in 2024, and disclosed volumes reaching 71.6 mtpa across 76 agreements, a roughly 30 per cent increase over the previous year.

It also noted that demand growth, portfolio management, and strategic procurement shaped the buyer landscape in 2025.

END-USER BUYER

"India was the most active end-user buyer, with 8.4 mtpa disclosed across six entities, including Indian Oil Corporation (4.7 mtpa), GAIL (1 mtpa), Gujarat State Petroleum Corporation (1 mtpa), Torrent Power (0.69 mtpa), Bharat Petroleum Corporation (0.5 mtpa), and Hindustan Petroleum Corporation (undisclosed), reflecting a coordinated expansion of long-term import capacity driven by rising domestic gas demand," the international group of LNG importers said.

India was the most active end-user buyer, with 8.4 mtpa disclosed across six entities

GIIGNL said that short-term SPA activity also rose from 7 to 13, while Heads of Agreement (HOA) activity declined from 21 to 12.

MARKET IMPACT

This surge reflects the convergence of two structural forces—sustained demand growth across key importing markets, and an ongoing wave of liquefaction projects seeking offtake commitments to reach final investment decision (FID), it added.

The GIIGNL report pointed out that attack on Qatar's Ras Laffan liquefaction terminal and one of the two trains of Pearl Gas-to-Liquid (GTL) plant can lead to a widen market impact.

"Ras Laffan is the backbone of Qatar's gas export system, and the confirmed LNG capacity loss is already significant. However, the wider market impact could be greater because Pearl GTL is integrated into the same gas and industrial network," it added.

Business Standard, Delhi, 22/07/2026
Page No: 4, Size: 51.30cm × 56.67cm

W Asia war may weigh on state-run OMCs' margins

SHUBHANGI MATHUR
New Delhi, 21 July

State-run oil marketing companies (OMCs) are expected to report huge losses in the April-June quarter as they absorb the full impact of the US-Iran war.

Driven by elevated energy prices, higher premiums and insurance costs, a weak rupee and delayed retail price hikes, OMCs might incur high losses in the first quarter of 2026-27 (Q1FY27), according to analysts.

State-owned OMCs comprise Indian Oil Corporation Ltd (IOCL), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL). BPCL and HPCL are set to announce Q1FY27 results on July 22 while IOCL will announce quarterly earnings on July 31.

Q1 RESULTS PREVIEW

Oil companies' underrecovery on liquefied petroleum gas (LPG) is expected to average at ₹430 per cylinder while IOCL, BPCL and HPCL are likely to report losses of ₹18,570 crore, ₹12,400 crore and ₹12,500 crore, respectively, in the June quarter, said PL Capital in a report.

"Marketing margins are likely to remain weak due to elevated crude procurement costs, despite OMCs raising petrol and diesel prices by approximately ₹7.5 per litre in May'26. The impact was partly offset by ₹10 per litre excise duty cut and the GoI's (the government's) cap on domestic refinery transfer price (RTP) for MS (petrol) and HSD (diesel), which provided some cushion to underrecoveries," it added.

OMCs hiked fuel prices four times across the country in May, raising petrol prices by ₹7.38 a litre and diesel by ₹7.52 per litre. The companies incurred loss of ₹12 per litre on petrol sales and ₹32 per litre on diesel in Q1FY27, compared with a profit of ₹8 per litre on petrol and a loss of ₹1 per litre on diesel in Q4FY26, according to Emkay Global.

Crude oil prices averaged $104 per barrel in the quarter but sharply corrected to around $72 per barrel in June amid expectations of a ceasefire between the US and Iran.

Despite high gross refining margins (GRMs) in the quarter, the imposition of Special Additional Excise Duty (SAED) or windfall tax by the government on export of petrol, diesel and aviation turbine fuel (ATF) limited refiners' ability to fully benefit from stronger international refining cracks. Benchmark GRMs strengthened to $25 per barrel in Q1FY27 from $9 per barrel Q4FY26, supported by a spike in product cracks, said Emkay Global.

Revised fortnightly, the export duty on petrol currently stands at ₹2.5 per litre, while diesel and ATF exports attract levies of ₹15.5 per litre and ₹14.5 per litre, respectively. The government levied export duties to discourage exports and prioritise domestic fuel availability amid the West Asia crisis.

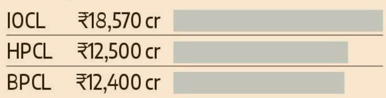
Rupee depreciation during the quarter further impacted the companies' performance in the quarter as the Indian currency weakened to ₹94.7 per dollar in Q1FY27 as against ₹91.5 per dollar in Q4FY26.

Private player Reliance Industries Ltd (RIL) reported a 30 per cent year-on-year (YoY) increase in revenue of its oil-to-chemicals (O2C) business during the June 2026 quarter, largely driven by a sharp increase in prices of crude oil, though partially offset by lower production meant for sale.

Pressure points

- Elevated crude prices, weak rupee, and delayed fuel price hikes may hit earnings
- LPG underrecovery seen at ₹430 per cylinder
- Fuel marketing margins remained under strain despite May price hikes
- Windfall tax limited gains from higher refining margins
- Crude averaged $104 per barrel in Q1 before easing to $72 a barrel

PL Capital estimates losses of...



Hindu, Delhi, 22/07/2026
Page No: 15, Size: 18.94cm × 19.45cm

Indian Oil Corp said to cancel Iraq oil lifting amid attacks

Reuters
NEW DELHI

Indian Oil Corp has cancelled the lifting of Iraqi oil from Basrah Oil Terminal due to increased risk and attacks on some vessels transiting through the Strait of Hormuz, three sources familiar with the matter said.

State-run IOC was preparing to lift 2 million barrels of Iraqi oil in the very large crude carrier Lila Jamnagar around July 23.

Another cancellation

Another state refiner, Mangalore Refinery and Petrochemicals Ltd., also cancelled plans to lift oil from Iraq in the Indian-flagged Aframax tanker Desh Gaurav, they said.

The two Indian refiners did not immediately respond to a *Reuters* request for comment.


IOC was preparing to lift 2 million barrels in the very large crude carrier Lila Jamnagar

India has advised shipowners, ship managers and recruitment companies not to deploy the country's seafarers on vessels undertaking trips through the Strait of Hormuz following the resumption of fighting in the region.

The shipping regulator has also directed masters of vessels to ensure that they are sufficiently vigilant about the security situation in the Persian Gulf, the Strait of Hormuz and adjoining waters, and called for continuous monitoring of navigational warnings.

The Strait of Hormuz between Iran and Oman was the main transit route before the conflict for around a fifth of global energy supplies.

Tensions have escalated since a fragile truce between Washington and Tehran collapsed in early July, reviving heavy exchanges of strikes and further disrupting shipping through the waterway.

Financial Express, Delhi, 22/07/2026
Page No: 1, Size: 21.09cm × 9.84cm

Houthi's Saudi blockade may hit oil bill

SAURAV ANAND
New Delhi, July 21

INDIA'S CRUDE SUPPLIES and import bill may face a fresh shock after a Houthi threat to blockade Saudi Arabia put the kingdom's oil moving through Bab el-Mandeb at risk. The threat comes just as Saudi Arabian crude sharply regained share in India's import basket over the last two weeks.

Kpler data showed Saudi supplies to India rebounded to 586,000 barrels per day (bpd) through July 19, doubling from 293,000 bpd for whole of June. The kingdom ranked third after Russia at 2.45 million bpd and the UAE at 617,000 bpd.

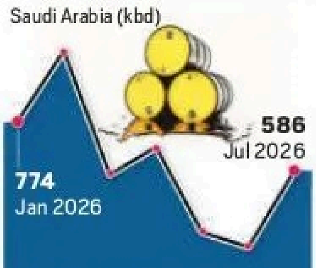
Saudi Arabia supplied India an average 700,000 bpd between July 2025 and April 2026, accounting for 14.5% of imports. Its share slipped to 7% in May-June before recovering to around 10% in July, increasing India's exposure to Riyadh's Red Sea route.

The threat comes as India's crude basket climbed to $85.51 a barrel on July 20 from $76.28 on July 13 and $68.21 on July 3. Every $10-a-barrel increase adds roughly $42-million-a-day to India's crude import costs.

Continued on Page 7

»INSIDE«
GOLDMAN WARNS OF $120 OIL IF IRAN WAR DRAGS ON
PAGE 7

RISING THREAT



Note: kbd = thousand barrels per day. Data is till July 19, 2026.
Source: Kpler

Financial Express, Delhi, 22/07/2026
Page No: 1, Size: 21.17cm × 22.52cm

Saudi blockade may hit oil bill

PRASHANT VASISHT, SENIOR vice-president and co-group head at Icra, said sustained disruption would hit India through freight, insurance and longer delivery times before shortages emerge. "For India, this would mean higher landed costs for crude oil, LPG, fertilisers and industrial inputs, alongside costlier exports and increased working-capital requirements," Vasisht said.

Riyadh has diverted about 70% of its energy exports through the Red Sea as Hormuz remains constrained. It is exporting 4 million bpd from Yanbu through its East-West pipeline, with nearly 2.5 million bpd moving south through Bab el-Mandeb, Rystad Energy vessel-tracking data showed.

"While the Houthis have not yet clarified how the blockade would be enforced, their previous campaign against commercial vessels demonstrates both the capability and willingness to disrupt Red Sea shipping," Jorge León of Rystad Energy said.

The threat currently appears confined to Saudi-linked shipping. Bab el-Mandeb operations remain normal and India's crude imports have not faced physical disruption, Kpler's Sumit Ritolia said.

"There is no immediate disruption to India's crude imports, with the current impact largely limited to higher freight, insurance costs and market volatility," Ritolia said.

India's risk would rise sharply if the threat spreads to wider Red Sea traffic. Russian shipments are expected to ease to 2.45 million bpd from 2.64 million bpd in June, but remain above the 12-month average of 1.73 million bpd. Russia, barely 2% of India's crude basket before February 2022, became its largest supplier between 2023 and 2025, contributing roughly one-third of imports.

Imports from Iraq, Kuwait and Qatar, whose exports rely on Hormuz, remain negligible and are unlikely to recover in late July after renewed US-Iran hostilities disrupted shipping.

"Any prolonged disruption would directly affect India's largest source of crude imports, increasing voyage times, freight costs and forcing refiners to seek more expensive alternative barrels," Ritolia said.

If tensions persist and the threat expands beyond Saudi-linked vessels, ships could avoid the Red Sea and reroute around Africa's Cape of Good Hope, adding 10-14 days to transit schedules and increasing freight and insurance costs by 30-50%, an analyst said.

Vasisht said some oil cargoes redirected around Africa could face delays of up to a month. Longer voyages would consume more fuel, tie up vessels and reduce fleet availability.

"If Red Sea disruption coincides with constrained flows through the Strait of Hormuz, crude could climb back above \$100 a barrel and, under a severe scenario, move towards \$115-120," Vasisht said. The pressure would spread to inflation, the import bill, the current account and the rupee. "The risk for India is therefore not only a higher oil price, but also a more expensive, slower and less reliable supply chain," he said.

Oil prices have eased below \$88 from around \$91 as traders focus on Qatar's proposed ten-day ceasefire. Rystad said the decline reflects diplomatic optimism, not improved supplies.

Two Indian state-run refiners have suspended crude oil loadings from Iraq as mounting security risks in the Strait of Hormuz make it increasingly difficult to ensure safety of vessels, according to people familiar with the matter.

Indian Oil abandoned plans to load the supertanker Lila Jamnagar, which can hold as much as 2 million barrels of oil, the people said, asking not to be identified because the matter is private. The refiner concluded it was too risky for a fully laden tanker to attempt a Hormuz crossing, after several freighters were struck by projectiles in recent days.

Mangalore Refinery & Petrochemicals, controlled by Oil and Natural Gas, has also suspended lifting from Iraq because of the deteriorating security situation, the people said.

Financial Express, Delhi, 22/07/2026

Page No: 2, Size: 7.70cm × 28.23cm

Not right time to bring auto fuels under GST: Govt

THE GOVERNMENT COLLECTED ₹3.27 lakh crore from excise duty, cesses, and surcharges on fuel and petroleum products during 2025-26, 10% higher year-on-year (y-o-y), the finance ministry informed the Rajya Sabha on Monday.

In March this year, the government reduced the central excise duty on petrol and diesel by ₹10 per litre each for domestic consumption after crude oil prices jumped due to the war in West Asia. The annual revenue impact from this move is estimated at around ₹1 lakh crore.

In FY25, the government collected ₹2.96 lakh crore from these taxes, similar to FY24. Collections from these taxes stood at ₹3.10 lakh crore in FY23 and ₹3.84 lakh crore in FY22, Minister of State for Finance Pankaj Chaudhary said in a written reply.

Petrol, diesel, natural gas, and ATF remain outside the Goods and Services Tax (GST) ambit. An agenda regarding the inclusion of petrol and diesel under GST was discussed at the 45th GST Council meeting on 17th September, 2021. However, after considering the discussions, the GST Council felt it was not the right time to bring petrol & diesel within the GST ambit, Chaudhary said.

The Centre also imposed export duties on diesel and aviation turbine fuel (ATF) after the West Asia conflict escalated and pushed up global energy prices. The government reviews these special additional excise duties on exports every fortnight.

In the latest revision, the Centre raised the Special Additional Excise Duty on diesel exports to ₹15.50 a litre from ₹8.50, while the levy on ATF increased to ₹14.50 from ₹7.50. Duty on petrol exports was cut to ₹2.50 a litre from ₹4 earlier.

—FE BUREAU

Times of India, Delhi, 22/07/2026
Page No: 2, Size: 17.28cm × 30.06cm

Crude import bill up over 60% in Q1 despite refiners buying less oil

Atul.Mathur@timesofindia.com

New Delhi: India's crude oil import bill shot up more than 60% in the April-June quarter despite refiners buying less oil, highlighting the heavy cost of the disruption in West Asia and the sharp rise in global crude prices.

Provisional data released by the Petroleum Planning and Analysis Cell showed the country spent $49.8 billion on crude oil imports during the first quarter of the current fiscal, up 61.2% from a year ago. Import volumes, however, fell 4.5% to 59.8 million tonnes, indicating the higher bill was driven almost entirely by costlier crude rather than higher demand. In the corresponding quarter last year, India spent $32.9 billion to import 62.6 million tonnes of crude.

Analysts estimate that every $1 increase in crude oil prices raises India's annual import bill by about $1.5-2 billion. Adding to the pressure is the weakening rupee, which has made dollar-denominated crude imports more expensive.

The impact of elevated prices was visible across the energy basket. LNG imports declined 8.6% in volume during April-June, but the import bill still rose nearly 6% to $3.6 billion as spot gas prices remained high.

The data showed petroleum product exports fell by a fourth in volume terms to 11.3 million tonnes as refiners prioritised domestic fuel supplies amid global uncertainty. Export earnings, however, rose 40% because of higher international fuel prices.

2 India-flagged ships west of Hormuz: Govt

There are two India-flagged container vessels — CMA CGM Diamond and CMA CGM Manaus — carrying general cargo west of the Strait of Hormuz. In addition, there are four India-flagged vessels in the region which are engaged in trade in the West Asian region and do not need to exit, shipping ministry informed Rajya Sabha Tuesday. TNN

Economic Times, Delhi, 22/07/2026
Page No: 1, Size: 24.42cm × 33.18cm

CRUDE PAIN RETURNS

Oilmin Working Out Plan to Offset ₹75kcr OMC Loss

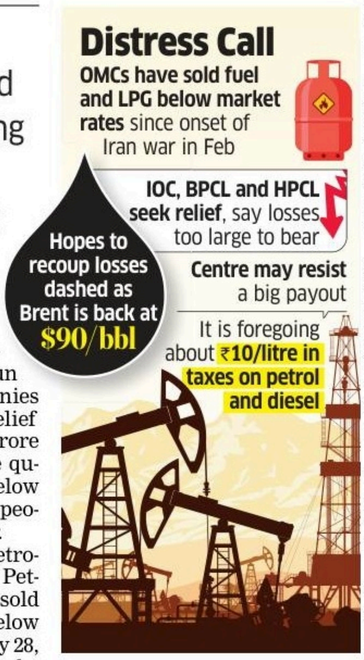
Cos seek financial support; finmin nod must before sending proposal on relief package to cabinet

Sanjeev Choudhary

New Delhi: The oil ministry is working on a proposal to compensate state-run oil marketing companies (OMCs) after they sought relief for losses of about ₹75,000 crore incurred in the April-June quarter from selling fuel below market rates, according to people familiar with the matter.

Indian Oil Corp, Bharat Petroleum Corp and Hindustan Petroleum Corp have largely sold petrol, diesel and LPG below market rates since February 28, when the US-Iran war broke out. After a truce pulled benchmark Brent crude down to about $71 a barrel, the companies had hoped to recover their losses before considering any cut in pump prices.

Those hopes have faded as crude has climbed back above $90 a barrel amid renewed West Asia conflict. The companies have told the government that the losses are too large to absorb without urgent financial support, people aware of the discussions said.



The proposal will require the finance ministry's approval before being placed before the cabinet and is likely to involve weeks or even months of inter-ministerial negotiations, the people said. For the government, which is already foregoing about ₹10 per litre in uncollected taxes on petrol and diesel, agreeing to a large compensation package could prove difficult.

Deregulation Principle ▸▸ 9

Deregulation Principle

▸▸ From Page 1

Earlier this month, oil minister Hardeep Singh Puri said the three OMCs had incurred losses of ₹74,781 crore during the April-June quarter. The final figure will become clearer as the companies begin reporting quarterly earnings this week.

The government has historically treated losses on LPG differently from those on petrol and diesel. While LPG remains a regulated fuel, petrol and diesel are officially deregulated, even though state-run OMCs have largely aligned pump prices with government expectations.

The Centre provided ₹22,000 crore in 2022 and ₹30,000 crore last year to compensate OMCs for selling LPG below cost. However, it has been reluctant to compensate losses on petrol and diesel in recent years because doing so would undermine the principle of deregulation and could trigger similar claims from private fuel retailers.

In the February 2023 budget, the government instead proposed a ₹30,000 crore equity infusion into the OMCs after they sought compensation for petrol and diesel losses.

The companies saw little value in additional government equity instead of direct compensation. As crude prices subsequently eased and OMCs recovered much of their losses, the government dropped the equity infusion proposal.

Economic Times, Delhi, 22/07/2026
Page No: 11, Size: 34.13cm × 23.26cm

Fertiliser Vessels Stuck at Ports, Raise Supply Fears for Peak Kharif Sowing

Delays due to congestion, unavailability of railway rakes, supply chain disruptions

Shambhavi Anand

New Delhi: Several fertiliser vessels are stranded at Indian ports as congestion is hindering unloading and dispatch of crop nutrients, raising concerns over timely supplies during the peak kharif sowing season which has gathered pace after rainfall revival in early July.

"Sowing has picked up over the past week, and any delay in fertiliser dispatch could disrupt distribution," said a senior executive at a fertiliser company. "DAP (di-ammonium phosphate) needs to be applied at the time of sowing."

The executive said a vessel carrying around 60,000 tonnes of DAP/NPK and another with 7,000 tonnes of urea have been waiting for berth at Kandla Port since arriving on July 14.

"We are losing valuable time needed for timely distribution of key fertilisers," said another executive at a large fertiliser company. He attributed the delays to port congestion, limited availability of railway rakes, and supply chain disruptions triggered by the West Asia crisis.

Choppy Waters

Kandla, Mundra & Jawaharlal Nehru ports hit by congestion

60,000 t DAP/NPK & 7,000 t urea await clearance at Kandla

Delays due to port congestion, rake shortages & West Asia-linked supply disruptions

Urea supply adequate for kharif season; DAP availability stays tight, **say industry executives**

Major ports, including Kandla, Mundra, Jawaharlal Nehru Port (Nhava Sheva), and Chennai, are facing congestion as geopolitical tensions are forcing rerouting of vessels, while monsoon-related disruptions, heavy hinterland traffic and trailer shortages have further slowed cargo movement.

The delays come at a critical time. With rainfall improving in the first half of July, kharif sowing has accelerated sharply. The area sown reached nearly 60% of the normal level by July 17, up from 48% on July 10, and 32% on July 5. Although the sown area remains about 6% lower than a year ago, the improvement has raised hopes of a recovery after an erratic start to the monsoon.

"We must not allow inland logistics bottlenecks to worsen an already challenging situation," said a third industry executive.

The supply chain disruptions began after the outbreak of the Iran war severely disrupted shipping through the Strait of Hormuz, one of the world's busiest commodity shipping routes. West Asia is India's largest source of fertilisers and key raw materials such as ammonia and sulphur, making the route critical for fertiliser imports ahead of the kharif season.

The disruption also affected liquefied natural gas (LNG) imports, slowing domestic urea production during March and April, when India typically builds inventories before the monsoon. To prevent shortages, the government secured additional LNG supplies and floated three global urea tenders.

Although vessel movement through the Strait of Hormuz briefly resumed following a US-Iran ceasefire announcement, fresh disruptions have again clouded cargo movement.

Industry executives said urea supplies remain comfortable for the ongoing kharif season. However, DAP availability remains tight due to constrained global supplies of ammonia and sulphur, with phosphatic fertilisers expected to remain under pressure until supply chains in West Asia stabilise.

Mint, Delhi, 22/07/2026
Page No: 2, Size: 79.24cm × 185.87cm

India's halt highlights the sharp pullback in shipping traffic through Hormuz. REUTERS

Refiners halt Iraq oil loadings as Hormuz risks rise

Bloomberg
feedback@livemint.com

Two Indian state-run refiners have suspended crude oil loadings from Iraq as mounting security risks in the Strait of Hormuz make it increasingly difficult to ensure safety of vessels, according to people familiar with the matter.

Indian Oil Corp. abandoned plans to load the supertanker *Lila Jamnagar*, which can hold as much as 2 million barrels of oil, the people said, asking not to be identified because the matter is private. The refiner concluded it was too risky for a fully laden tanker to attempt a Hormuz crossing, after several freighters were struck by projectiles in recent days.

Mangalore Refinery & Petrochemicals Ltd., controlled by state-owned Oil and Natural Gas Corp., has also suspended lifting from Iraq because of the deteriorating security situation, the people said. Indian Oil, Mangalore Refinery and India's oil ministry didn't immediately respond to requests for comment.

India's halt further highlights the sharp pullback in shipping traffic through the Strait of Hormuz after Iran targeted multiple oil tankers in an attempt to assert control over the waterway. Vessels that had their transponders off to avoid detection have also come under fire, leaving shipowners with the big question about whether they're still willing to transit dark.

Indian state refiners typically purchase Iraqi crude under long-term contracts that requires the buyer to arrange shipping. The surge in maritime risks has also made securing tankers more difficult and expensive. Reuters first reported India's loading suspensions.

The country's shipping ministry has directed shipowners, managers and recruitment agencies to refrain from deploying Indian seafarers on vessels transiting Hormuz until further notice following the rise in attacks on commercial vessels.

'एथेनॉल रहित पेट्रोल बेचने का प्रस्ताव नहीं'

सुधीर पाल सिंह
नई दिल्ली, 21 जुलाई

पेट्रोलियम और प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने कहा कि बिना एथेनॉल वाले पेट्रोल या 10 प्रतिशत एथेनॉल वाले पेट्रोल पर वापस जाने का कोई प्रस्ताव नहीं है। दरअसल, ई 20 पेट्रोल को कई परीक्षण के बाद वैज्ञानिक रूप से सही माना गया है और इसे वाहन उद्योग ने अपना लिया है।

उन्होंने संसद में लिखित जवाब में कहा, 'जन-नीति का मकसद बेहतर ईंधन की ओर बढ़ना है, न कि पुराने या कमतर मानक पर वापस जाना।' उन्होंने कहा कि 1,00,000 से ज्यादा पेट्रोल पंपों पर ई0, ई10 और ई20 पेट्रोल अलग-अलग सप्लाई करेंगे तो उन्हें पहुंचाने, उनका अलग-अलग भंडारण करने और संभालने का खर्च बहुत बढ़ जाएगा। उन्होंने यह भी कहा कि सरकार को ई20 पेट्रोल के इस्तेमाल से गाड़ियों के प्रदर्शन को लेकर कोई बड़ी या पुख्ता शिकायत नहीं मिली है। कुछ मीडिया रिपोर्ट और सोशल मीडिया पोस्ट पर ध्यान दिया गया है और इन चिंताओं की वैज्ञानिक रूप से जांच की गई है। देश में ई15+ मिश्रित पेट्रोल का इस्तेमाल साढ़े तीन साल से ज्यादा समय से और ई19-ई20 ईंधन का इस्तेमाल ढाई साल से ज्यादा समय से हो रहा है। इस दौरान 20 करोड़ से ज्यादा दो-पहिया वाहन और 3 करोड़ से ज्यादा पेट्रोल कारें इन मिश्रण पर चल रही हैं।

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तेल कंपनियों ने करोड़ों का इथेनॉल खरीदा

नई दिल्ली। केंद्र सरकार ने सोमवार को राज्यसभा में बताया कि सार्वजनिक क्षेत्र की तेल कंपनियों ने पिछले तीन वर्षों के दौरान एथनॉल खरीद पर 1.72 लाख करोड़ रुपये से अधिक खर्च किए हैं। पेट्रोलियम एवं प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने लिखित उत्तर में बताया कि इथेनॉल मिश्रित पेट्रोल कार्यक्रम के तहत सार्वजनिक क्षेत्र की तेल कंपनियां घरेलू स्तर पर गन्ना और अनाज आधारित कच्चे माल से उत्पादित ईंधन-ग्रेड एथनॉल की खरीद करती हैं।