Times of India, Delhi, 24/07/2026
Page No: 15, Size: 27.30cm × 19.82cm

GAIL inks pact with KABIL

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 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, and other senior officials from both the organisations. 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 support its clean energy transition.

Millennium Post, Delhi, 24/07/2026
Page No: 1, Size: 32.20cm × 17.17cm

LNG SOURCING EXPANDED FROM SIX TO 15 COUNTRIES

India approves Phase-II strategic petroleum reserve at ₹14,527 cr cost

MPOST BUREAU

NEW DELHI: India is set to build the second phase of its strategic petroleum reserve programme at a cost of Rs 14,527 crore, with the government stepping in to fund up to 60 per cent of the project through viability gap funding under a public-private partnership model, the government said on Thursday.

The Phase-II plan, cleared in July 2021, will add 6.5 million tonnes of crude oil storage capacity. This will come from two new facilities, one in Odisha with 4 million tonnes capacity and another in Karnataka with 2.5 million tonnes, Minister of State for Petroleum and Natural Gas Suresh Gopi told the Lok Sabha in a written reply.

KEY POINTS

- » Government to fund up to 60% via viability gap funding, PPP model
- » Odisha facility to hold 4 million tonnes crude storage
- » Phase-II adds 6.5 million tonnes crude storage capacity, approved July 2021
- » Karnataka facility to hold 2.5 million tonnes crude storage

The minister said the government keeps looking for new locations to set up more reserves. "Assessment of new sites for establishment of additional SPRs is a continuous process," he said.

Unlike the upcoming phase, the first round of reserves did not need any government funding. Gopi said, "No Government Budgetary Support was provided for development and construction of SPR facilities under Phase-I."

Under Phase-I, the Indian Strategic Petroleum Reserve Ltd (ISPRL) built storage facilities with a combined capacity of 5.33 million tonnes. These are located at Visakhapatnam (1.33 million tonnes), Mangaluru (1.5 million tonnes) and Padur (2.5 million tonnes). All three were completed between 2016 and 2018, and how much crude sits in these underground caverns changes based on market conditions at any given time.

Gopi also revealed that ISPRL has signed a deal with the Abu Dhabi National Oil Company (ADNOC), letting the UAE firm use a 750,000 tonne cavern at the Mangaluru site. The two parties have additionally signed a non-binding memorandum of understanding for wider strategic cooperation, though the minister did not share further details.

On the broader question of energy security, Gopi said the government keeps a close watch on risks that could disrupt fuel supplies. He noted that India has widened its sources for crude oil from 27 countries to 41, while the number of countries supplying LNG has grown from six to 15.

Continued on P4

India approves Phase-II

"This diversification has reduced dependence on any particular country, region or transit route and enhanced India's ability to manage supply disruptions and market volatility," he said.

He added that the strategic reserves can serve as a cushion during sudden supply shocks. Alongside this, the government is pushing several measures to cut reliance on imported crude, including greater use of natural gas, CNG, PNG, ethanol, compressed biogas and biodiesel, along with improvements in refining and stronger efforts to boost domestic oil and gas output.

Millennium Post, Delhi, 24/07/2026
Page No: 1, Size: 16.80cm × 29.66cm

No ethanol in premium petrol; no plans to restore E0/E10 petrol, says Govt

OUR CORRESPONDENT

NEW DELHI: The Centre on Thursday said premium grades of petrol sold by state-run fuel retailers will continue to be supplied without ethanol blending and clarified that there is no proposal to bring back E0 or E10 petrol or increase ethanol blending in regular petrol beyond the current 20 per cent.

Responding to questions in the Lok Sabha, Minister of State for Petroleum and Natural Gas Suresh Gopi said premium fuels such as Indian Oil Corporation's XP100, Hindustan Petroleum's poWer100 and Bharat Petroleum's Speed100 remain free from ethanol because they are specialised fuels with performance-enhancing additives. These premium grades account for about 0.5 per cent of the country's total petrol sales and are available only at select fuel stations. They are priced at around Rs 160 per litre, compared to Rs 102.12 per litre for regular E20 petrol.

Gopi said any future decision to increase ethanol blending beyond 20 per cent would be taken only after detailed scientific and technical studies and consultations Continued on P4

No ethanol in premium

with automobile manufacturers, oil marketing companies and research institutions.

The government has directed both public and private fuel retailers to supply petrol blended with up to 20 per cent ethanol across all states and Union territories under the Ethanol Blended Petrol programme. Ethanol-blended motor spirit with a minimum research octane number (RON) of 95 came into effect from April 1, 2026.

The minister said the government has not received any widespread or verified complaints from vehicle manufacturers, automobile associations or consumer organisations regarding E20 fuel. He added that laboratory studies, field trials and operational data have not shown any widespread adverse impact on engine durability, vehicle performance or vehicle life.

According to the government, more than 20 crore two-wheelers and over 3 crore petrol cars are already operating on higher ethanol blends without verified evidence of widespread engine failures linked to ethanol blending.

Rejecting any return to E0 or E10 petrol, Gopi said maintaining parallel nationwide supply chains for E0, E10 and E20 across more than one lakh retail outlets would increase logistics complexity, inventory and handling costs. "Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol," he said, adding that the country's policy is to move towards cleaner and better fuel technology while balancing energy security, environmental sustainability and farmer welfare.

Millennium Post, Delhi, 24/07/2026
Page No: 9, Size: 23.42cm × 26.11cm

Govt says it bore ₹700+ LPG subsidy per cylinder in June

'Even for month of July 2026, implicit subsidy on each 14.2 Kg domestic LPG cylinder is over ₹500/cylinder'

Highlights

- 'Global LPG prices surged after outbreak of the West Asia conflict, with the average Saudi Contract Price rising to \$780/MT in April and May 2026 and further to \$796/MT in June
- At these international prices, market-price of a 14.2 kg domestic LPG cylinder would have reached Rs 1,695 in June, the govt said

NEW DELHI: The government on Thursday said domestic LPG cylinders carried an implicit subsidy of more than Rs 700 per 14.2 kg cylinder in June this year despite a sharp rise in international LPG prices triggered by the West Asia crisis, helping keep retail prices affordable for consumers.

In a written reply to a question in the Lok Sabha, Minister of State for Petroleum and Natural Gas Suresh Gopi said, "The Retail Selling Price of domestic LPG is being maintained at Rs. 942 per 14.2 Kg cylinder, carrying an implicit subsidy (under-recovery) of more than Rs 700 per 14.2 Kg cylinder, in June 2026. Even for the month of July 2026, the implicit subsidy on each 14.2 Kg domestic LPG cylinder is more than Rs 500 per cylinder."

The ministry said global LPG prices surged after the outbreak of the West Asia conflict, with the average Saudi Contract Price (Saudi CP), the international benchmark for LPG pricing, rising to \$780 per metric tonne (MT) in April and May 2026 and further to \$796 per metric tonne in June.

It said that at these international prices, the market-determined price of a 14.2 kg domestic LPG cylinder would have reached Rs 1,695 in June.

"For more than 10.5 crore PMUY consumers, the effective price is only Rs. 642 per cylinder (Delhi), after a targeted subsidy of Rs. 300 per cylinder, in addition to the implicit subsidy of more than Rs 500 per cylinder," the minister said.

The government also highlighted the steps taken to maintain uninterrupted LPG supplies despite disruptions caused by the closure of the Strait of Hormuz.

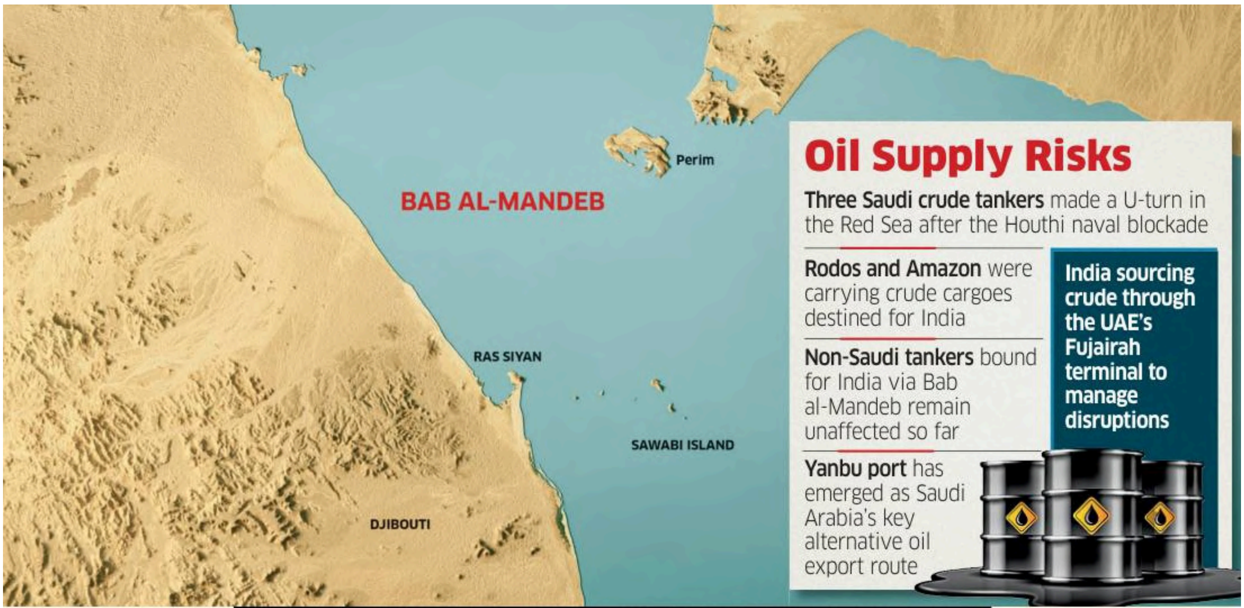
According to the reply, India earlier imported around 60 per cent of its LPG requirement, with nearly 90 per cent of those imports transiting through the Strait of Hormuz.

The government said it responded by increasing domestic LPG production from 34 TMT per day to 54 TMT per day, diversifying import sources, prioritising household consumption, dynamically managing stocks and reallocating supplies across regions.

"Despite this unprecedented crisis, supply of LPG to all households in the country has been ensured without any disruption. During the peak of this crisis, more than 56 crore domestic LPG cylinders were delivered between March and June 2026, including more than 12 crore cylinders to Ujjwala families," the reply said.

The government further said it paid Rs 22,000 crore to oil marketing companies (OMCs) in FY2022-23 and is paying Rs 30,000 crore during FY2025-26 and FY2026-27 to keep domestic LPG affordable. However, it added that "accumulated under-recovery of the PSU OMCs on domestic LPG was more than Rs 51,000 crores as of 30th June 2026 itself." ANI

Economic Times, Delhi, 24/07/2026
Page No: 3, Size: 29.10cm × 32.07cm



AMID ONGOING DISRUPTIONS IN STRAIT OF HORMUZ

West Asian Chokepoints Raise Risks to India's Energy Supplies

Blockade of Saudi vessels via Bab al-Mandeb complicates long-term outlook

Dipanjan Roy Chaudhury

New Delhi: India's challenges arising from West Asian choke points have intensified with the closure of the Bab al-Mandeb Strait, which connects the Red Sea to the Indian Ocean, further complicating the situation amid ongoing disruptions in the Strait of Hormuz due to the ongoing Iran-US war.

This week, three Saudi oil tankers carrying crude for India and China made a U-turn in the Red Sea amid the ongoing crisis. The oil tankers — the Xin Long Yang, the Rodos and the Amazon — made a U-turn after the Houthis declared a naval blockade against Saudi Arabia, opening a new front in the US-Israeli war with Iran. The move has raised concerns over global energy supplies.

Reports of mine-laying have further complicated commercial shipping through parts of Hormuz

The Rodos and the Amazon were carrying crude for India, it has been learnt. Non-Saudi oil tankers bound for India via the Bab al-Mandeb Strait have not faced any disruptions yet. However, India has been able to source oil from elsewhere, including the UAE's Fujairah terminal, according to sources. In the long term, blockades in both the Strait of Hormuz and the Bab al-Mandeb have the potential to hurt India. The Houthis, in an email sent to shipping companies, warned them not to load or discharge cargo at Saudi Arabian ports and said such activity may result in being targeted "in any location." The Houthis control northern Yemen, including the coast of the Bab al-Mandeb, the strait at the mouth of the Red Sea. After the blockade of the Strait of Hormuz, Saudi Arabia's Red Sea port of Yanbu has become the main alternative route for West Asian oil, enabling exports of millions of barrels a day. Reports of the planting of mines have further complicated the passage of commercial vessels through parts of Hormuz.

Hindu, Delhi, 24/07/2026
Page No: 1, Size: 38.55cm × 36.33cm

Houthi attacks on 2 Saudi Arabia-flagged tankers drive Brent crude price past $100

M. Kalyanaraman
CHENNAI

In an escalation of the conflict in West Asia, the Houthis, Iran's allies in Yemen, said they attacked two Saudi Arabia-flagged tankers in the Red Sea on Thursday, as part of a blockade on Saudi shipping.

According to Al Masirah, the Houthis' official television channel, the attacks on the *Encelia* and the *Layla* took place early on July 23. Saudi Arabia's official *Saudi Press Agency* has confirmed the projectile attack on the *Encelia*, adding that the crew is safe and the vessel secured.

The attack on the *Layla*, a three lakh-tonne Saudi-flagged Very Large Crude Carrier, remains unconfirmed.

The Bab el-Mandeb escalation has added to the crisis at the Strait of Hormuz. FILE PHOTO

Soon after the attacks were reported, Brent crude rates surged past $100 a barrel, a 7% jump over the previous day's close of around $94.

The escalation off the Bab el-Mandeb Strait – the Red Sea's exit to the Arabian Sea – comes with attacks erupting in regions crucial to India's oil imports. After constraints on the Strait of Hormuz, Saudi Arabia had been piping some 4 million barrels of crude across the country to be shipped out through Yanbu – port city on the Red Sea coast – largely to Asian markets, including India.

Thursday's attacks comes close on the heels of Ukraine targeting Russian merchant ships, including oil tankers, off the port of Novorossiysk, a Russian city on the Black Sea coast. Ukraine has claimed more than 180 hits on Russian ships in the Black Sea in July. On July 17 and 19, Russia attacked two ships off Odesa, a Ukrainian port on the Black Sea, killing four Indian seafarers.

CONTINUED ON
» PAGE 12
EDITORIAL
» PAGE 8

Houthi attacks drive Brent price past $100

India's crude oil imports are a little less than 5 mbpd.

"A disruption may mean cargoes may need to be rerouted via the Suez Canal, into the Mediterranean and around Africa, but that will take much longer and come with higher freight costs," says Pankaj Srivastava, a senior vice president at Rystad Energy.

Mr. Srivastava says India imported 2.25 mbpd of Russian crude in June, with nearly 0.7 mbpd originating from Novorossiysk. "If the disruption persists or infrastructure damage is more extensive, India could face additional pressure in securing replacement crude volumes," he says, adding that the immediate impact is likely to remain manageable.

'Iran inspiring Houthi blockade'

Since the Houthi hijacking of the car carrier *Galaxy Leader* in November 2023, ship traffic across the Suez Canal had plummeted. It picked up in January this year, however, and surged in March, as Yanbu became an alternative to the Strait of Hormuz. The Houthis have cited Saudi Arabia's "blockade of supplies" and the attack on Sanaa international airport in Yemen on July 13 as reasons for their blockade. Reuters has, however, reported that Iran is inspiring the Houthi blockade of Saudi oil-carrying ships.

Shipping industry sources say insurance rates climbed 10 to 15 times as soon as the Houthis announced their blockade on July 20, nearly matching rates for the Strait of Hormuz. Meanwhile, the U.S.-based think tank, Institute for the Study of War, said that at least seven vessels have already diverted their routes to avoid the Bab al-Mandab Strait as a consequence of the tanker attacks.

Erik Grundt, Rystad Energy's senior market analyst, says: "In sailing-time terms, the detour through the Suez Canal and around Africa stretches the Yanbu-to-India (west coast) voyage from about eight days to nearly 39 days."

Compounding this, VLCCs are too large to transit the Suez Canal fully loaded, so they must partially offload at Ain Sukhna and reload at Sidi Kerir on the Mediterranean side, adding time and complexity.

Mr. Srivastava says India, is now more resilient, having diversified its crude sources, which now include African nations, Brazil, Guyana, and the U.S. Indian refineries are capable of handling a wide range of crude oils, allowing them to quickly take crude from other sources.

Hindustan Times, Delhi, 24/07/2026
Page No: 1, Size: 67.31cm × 51.14cm

Hindustan Times

Pump dealers seek SOP and tools for ethanol-blended petrol testing

Rajeev Jayaswal
letters@hindustantimes.com

NEW DELHI: Petrol pump dealers are demanding a standard operating procedure (SOP) and equipment to ascertain quality of ethanol-blended petrol (EBP) sold at over 100,000 pumps across the country after the government directed states to take action against dealers for selling non-compliant EBP.

At least a dozen dealers from across the country told HT that the stringent marketing discipline guidelines (MDG) currently in force do ask them to check fuel quality coming from depots before storing petroleum products such as petrol and diesel for retail sale.

DEALERS SAY GUIDELINES ASK THEM TO CHECK QUALITY OF FUEL COMING FROM DEPOTS BUT NO APT EQUIPMENT IS AVAILABLE

"But we have resources only to check density. We have no clue about the exact percentage of doping of fuel," said Monty Sehgal, spokesperson, Petrol Pump Dealers Association, Punjab.

"The government's July 8 order could lead to harassment of dealers. Why are private players exempted in this order? We as dealers, sell what we are supplied from (state-owned) OMCs (oil marketing companies or refiners)...We don't have any equipment to check the quantity and quality of ethanol being blended at supply locations," he said.

He was referring to the petroleum ministry's July 8 order issued to chief secretaries of all states that directed state governments "to ensure close coordination among the concerned departments, enforcement agencies, oil marketing companies (OMCs), and testing laboratories to facilitate timely detection and prevention of adulteration" of petroleum products. →P16

Hindustan Times, Delhi, 24/07/2026
Page No: 1, Size: 67.31cm × 49.72cm

Hindustan Times

Dealers seek ethanol testing SOP

Rajeev Jayaswal
letters@hindustantimes.com

NEW DELHI: Petrol pump dealers are demanding a standard operating procedure (SOP) and equipment to ascertain quality of ethanol-blended petrol (EBP) sold at over 1 lakh pumps across the country after the government directed states to take action against dealers for selling non-compliant EBP.

At least a dozen dealers from across the country told HT that the stringent marketing discipline guidelines (MDG) currently in force do ask them to check fuel quality coming from depots before storing petroleum products such as petrol and diesel for retail sale. "But we have resources only to check density. We have no clue about the exact percentage of doping of fuel. We take whatever is supplied from the depot and sell the same to customers," said Monty Sehgal, spokesperson, Petrol Pump Dealers Association, Punjab.

"The government's July 8 order could lead to harassment of dealers. Why are private players exempt in this order? We as dealers, sell what we are supplied from (state-owned) OMCs (oil marketing companies or refiners). Unfortunately, we don't have any equipment to check the quantity and quality of ethanol being blended at supply locations," he said.

He was referring to the petroleum ministry's July 8 order issued to chief secretaries of all states that directed state governments "to ensure close coordination among the concerned departments, enforcement agencies, oil marketing companies (OMCs), and testing laboratories to facilitate timely detection and prevention of adulteration" of petroleum products. HT has reviewed a copy of the official letter.

The move comes amidst complaints of EBP damaging engines. The government has clarified that this is not the case, but fact is, only vehicles manufactured after 2023 are compliant with the 20% ethanol blended petrol currently being sold . The government has also clarified that it is not possible to

The move comes amidst complaints of EBP damaging engines. MINT

sell 5% and 10% blends, citing logistical challenges.

Uttar Pradesh-based dealer Hemant Sirohi, who is a member of the Empowering Petroleum Dealers Foundation (EPDF), said dealers are exposed to "unnecessary harassment and rent-seeking by unscrupulous officers without proper SOP, equipment and scientific guidelines" .

HT's email query on this matter sent to the petroleum ministry and the three state-run OMCs, Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) elicited no response.

In the July 8 letter, the petroleum ministry directed chief secretaries to direct district magistrates, collectors and enforcement agencies such as civil supplies, police and legal metrology departments to conduct coordinated inspections, sampling and surprise checks.

Several individual dealers from Delhi, Haryana, Karnataka, Andhra Pradesh and Tamil Nadu also expressed concerns but most of them requested anonymity because of reprisal by their respective OMCs.

A Vijayawada-based dealer, GS Rao, who is also the president of Andhra Pradesh Indian Oil Dealers Association, said there is no SOP or directions by OMCs to petrol pumps on ethanol content check in EBP. BIS has not yet published any manual or standards for the same.

Executives of OMCs said on condition of anonymity that they have intensified quality control efforts.

THE ASIAN AGE
24 JULY 2026

Prepare for major oil price shocks to come

Oil shocks are beginning to register again as Brent crude crossed $99 a barrel and seems headed to a high of $125 per barrel this year if the conflict in Iran continues. Not only has the strait of Hormuz been shut for 13 days since the US resumed bombing Iran because it had been targeting commercial ships in the maritime choke point but also the Houthis claim to have hit a couple of Saudi Arabian tankers with missiles and drones in the Red Sea, affecting another major chokepoint for international oil traffic.

If the threat to shipping in the Red Sea out of the Suez Canal escalates, there is no knowing where oil prices may settle. In such a situation of a dual threat to the flow of Gulf oil, the latest US decision to open the door to Saudi Arabia in a nuclear power deal by which it may begin enriching its own fuel may add fuel to the fire. But then the US President Donald Trump has never been known to play by anyone's playbook but his own.

Compounding the crisis behind the sharp rise in crude prices that had sunk close to pre-war levels of $70 per barrel is the fact that most oil consuming nations, principally China, have been drawing from their strategic reserves to keep the supply going while absorbing the pain of higher prices. With at least half a dozen Asian nations now planning to buy oil to pad up their reserves and build buffers to deal with the uncertainty, the fears over greater price escalation in oil from the Gulf are growing by the day.

The Cinderella days of the Indian economy have passed by despite some strong management by the government during the current supply chain crisis and the major PSU oil firms it controls

Having used effectively enough the one bargaining chip it had in the Strait of Hormuz through negotiations over the now moribund Memorandum of Understanding with the USA, Iran has threatened that if its oil exports are curbed by the American blockade, then no one else will be allowed to consume oil from the region with the ease that they had got accustomed to in the last decade since oil prices had jumped two-fold in the early 2010s to nearly $140 a barrel.

India, having tapped significantly into its oil reserves in the wake of the Iran war that began Feb. 28, may be compelled to buy oil at much higher prices for the rest of the year as its buffer of Russian oil purchases, exempted from sanctions by the US for a while more, might find that those good days may have gone for good. With Russia also struggling with oil production thanks to Ukraine hitting a nerve by striking its refineries with drones, the qualms over supply lines are beginning to come to life in alarming ways.

The Cinderella days of the Indian economy having passed by despite some strong management by the government of India during the current supply chain crisis and the major public sector oil companies it controls, India may struggle to cope much as all countries east of the Atlantic Ocean which depend mostly on oil and gas from Iran and the Gulf nations. The only prayer left for oil consumers is that the combatants in the Iran war see reason and go back to serious negotiating for peace. Given the current scenario of a capricious White House occupant and hotheads in Iran and Israel, it is an increasingly tall ask.

INDIA PLANS PHASE 2 PETROLEUM RESERVES WITH ₹14,527 CRORE

MADHUSUDAN SAHOO
NEW DELHI, JULY 23

Amid the escalating war in West Asia, India plans to develop the second phase of its strategic petroleum reserve programme at an estimated cost of ₹14,527 crore under a public-private partnership (PPP) model, with government viability gap funding capped at 60 per cent of the total project cost, the government said on Thursday.

Minister of state for petroleum and natural gas Suresh Gopi said the Phase-II expansion, approved in July 2021, would add 6.5 million tonnes of commercial-cum-strategic crude oil storage capacity through two facilities — 4 million tonnes in Odisha and 2.5 million tonnes in Karnataka.

"The government is assessing new sites for additional strategic petroleum reserves," the minister said in a written reply to a question in the Lok Sabha.

Under Phase-I, total 5.33 million tonnes (MT) capacity was commissioned including at Visakhapatnam (1.33 MT), Mangaluru (1.5 MT) and Padur (2.5 MT).

Hindustan Times, Delhi, 24/07/2026
Page No: 1, Size: 15.29cm × 21.19cm

Oil hits $100 on fears of wider US-Iran conflict

Bloomberg
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WASHINGTON: Oil topped $100 a barrel for the first time in two months after Iran-backed Houthi militants said they attacked two Saudi Arabian tankers in the Red Sea, escalating the Middle East conflict and threatening deeper supply disruptions.

The Yemen-based Houthis said they fired missiles and drones at the vessels to enforce a blockade of Saudi ports announced this week.

The attacks open a new front in the months-long conflict in the region, with the Iran war already snarling traffic through the Strait of Hormuz, the gateway to the Persian Gulf. Targeting the Red Sea imperils the critical detour route that the Saudis used to keep oil barrels flowing amid the Hormuz disruptions.

They also come as exports from major producer Kazakhstan are endangered by the Russia-Ukraine war, and the world's oil inventories are depleted by months of conflict, risking a painful price spike.

Brent futures have surged more than 30% since the start of the month to trade near the highest since late May.

In recent days, Iran has struck vessels in Hormuz, while the US has bombarded the Islamic Republic over the past 12 days and restored a blockade of its ports. Tehran has responded by attacking US allies in the region. Some analysts see prices returning to triple digits later this year if hostilities persist.

"Round 2 of the military conflict is going to be broader than round 1," Bob McNally, president of Rapidan Energy Group and former White House official, said in a Bloomberg interview. "The risks are great, not

continued on →7

U.S. PREZ CONSIDERS RESTARTING MAJOR COMBAT OPS IN IRAN

US President Donald Trump told Axios in an interview on Thursday that he is seriously considering restarting major combat operations in Iran, which could include larger strikes than those carried out during "Operaton Epic Fury," the news outlet reported. "They haven't received enough pain yet," Axios quoted him as saying, adding that Trump said he had not yet made a final decision. →P15

SAUDI NORMALISING ISRAEL TIES MUST FOR NUCLEAR DEAL: TRUMP

US President Donald Trump said that a new agreement reached with Saudi Arabia for a civilian nuclear programme will require the kingdom to normalise relations with Israel through the Abraham Accords. Trump, in a Truth Social post, said the agreement "will be approved, but is totally subject to Saudi Arabia joining the very respected and successful Abraham Accords". →P15

OIL PRICES RISE

only to shipping, but also to energy infrastructure."

Washington and Tehran have both played down the prospect of peace talks, raising the possibility of prolonged hostilities that could tighten oil markets. President Donald Trump threatened to bomb bridges and power plants, and reiterated threats to strike Pickaxe Mountain, a suspected Iranian nuclear site.

Meanwhile, exports through the Bab el-Mandeb Strait at the bottom of the Red Sea have been a lifeline for oil exports since the beginning of the Iran conflict. Some vessels are already avoiding the route now, and buyers in India and other parts of Asia are contemplating a switch to longer and potentially costlier routes via the Suez canal.

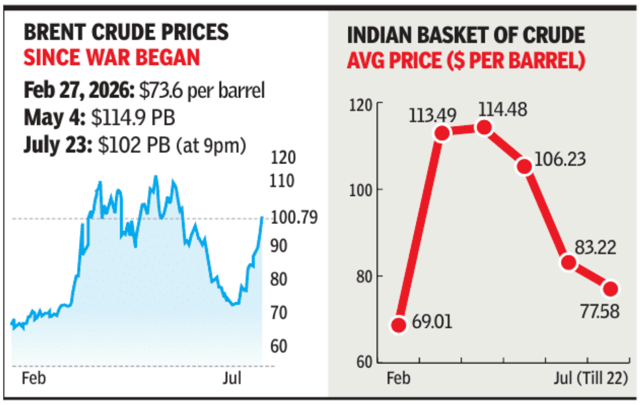
Still, two China-owned oil tankers appeared to be undeterred by the risk, with one exiting the Red Sea's Bab el Mandeb and another on course to follow, according to ship-tracking data. Meanwhile, Kazakhstan is being forced to stop piping crude to its main export terminal on Russia's Black Sea coast - the Caspian Pipeline Consortium facility — following a spate of drone attacks on tankers.

Times of India, Delhi, 24/07/2026
Page No: 11, Size: 35.22cm × 30.80cm

Iran war pushes Brent to $100, oil cos fear hit to their finances

Houthi Rebels' Attacks Add To Shipping Woes

Atul Mathur & Dipak Dash | TNN



New Delhi: Global benchmark Brent crude topped the $100-per-barrel mark Thursday for the first time in nine weeks as the renewed conflict between US and Iran in West Asia disrupted shipments through Strait of Hormuz, while Tehran-backed Houthi rebels continued to target shipping through Bab el-Mandeb Strait.

Brent jumped nearly 7% in a day and was trading at $100.71 per barrel (at 8.30 pm) for Sept contracts. The Indian basket of crude also climbed to $93.19 per barrel Wednesday, up nearly 40% from the July 2 levels of $67 per barrel, when US and Iran appeared to be poised to work out a peace deal.

A senior executive of an oil marketing company said the current rise in crude prices related to Sept contracts and could hurt the finances of oil retailers in the second and third quarters if the trend persisted for a few more weeks. After incurring under-recoveries on petrol, diesel and domestic LPG during the conflict, oil retailers had broken even in the last week of June as crude prices softened to near pre-conflict levels. In any case, they were losing on cooking gas cylinders and that burden would rise further.

In the June quarter, state-owned HPCL and BPCL reported combined losses of over Rs 14,000 crore while recording LPG under-recoveries of over Rs 7,000 crore.

During an analysts call Thursday, BPCL's director (finance), VRK Gupta, said markets witnessed a brief period of stability in June, but the latest geopolitical developments had reminded everyone how quickly they could reshape the operating landscape. What adds to concerns is the absence of any discount on Russian crude, although it does provide stability in terms of supply.

This time there is additional worry due to disruption to shipping through Bab el-Mandeb Strait, which officials said could emerge as the next major energy security challenge, threatening crude supplies from both Saudi Arabia and Russia while driving up freight costs and global oil prices.

Saudi Arabia has increasingly relied on its East-West Pipeline to move crude to its Red Sea port of Yanbu, bypassing Hormuz. A large number of vessels carrying cargo to India and other Asian countries from Europe transit Suez Canal before passing through Red Sea and the Bab el-Mandeb Strait to reach their destinations.

Prashant Vasisht, senior vice-president and co-group head at corporate ratings agency ICRA, said Saudi Arabia had recently become India's third-largest crude oil supplier after Russia and the UAE. It is supplying 5.5-5.9 million barrels a day to global markets through its Red Sea ports, primarily Yanbu. "If this supply is threatened, it would have an inflationary impact on global crude oil prices," Vasisht said.

Economic Times, Delhi, 24/07/2026
Page No: 1, Size: 30.11cm × 30.27cm

BRENT TOPS $100/BBL MARK AFTER RED SEA ATTACKS

Refiners Reroute around Gulf Risks

Tanker Turmoil

Houthi attacks on Saudi vessels at **Bab al-Mandab Strait** lifted oil prices to highest level since May-end

The Red Sea chokepoint accounts for nearly **12% of global oil shipments**

State-run refiners mull new route, which will lengthen cargo journey by a month

Test Venezuela, Angola crude to keep supplies steady

Kalpana Pathak

Mumbai: Indian refiners are intensifying their search for alternative crude oil suppliers while exploring shifting of transportation routes away from the Gulf as renewed conflict escalation in the region has choked yet another vital shipping line while lifting the price of benchmark Brent beyond $100 a barrel.

Refining companies are testing crude from as far as Venezuela and Angola to ensure supplies remain unhindered amid escalating attacks by Yemen's Iranian-backed Houthi militants on Saudi Arabian vessels at Bab al-Mandab Strait, the Red Sea chokepoint that accounts for nearly 12% of global oil shipments.

"We diversified our crude sourcing outside of the Strait of Hormuz, exploring multiple geographies including two new crude grades from Venezuela and Angola," Vetsa Ramakrishna Gupta, finance director at state-run Bharat Petroleum Corp told **ET**.

Weighing Alternative Route ▸▸ 9

Weighing Alternative Route

▸▸ From Page 1

Global energy markets turned jittery after the Houthi rebels' attack on Saudi vessels, which is expected to cause extensive disturbance to oil movement from the Gulf. The cost of a barrel of Brent crude, a key benchmark, topped $100 in early trade Thursday, the highest level since the end of May. It is up more than 36% for the month.

Hindustan Petroleum Corporation Ltd said several preferred crude grades became inaccessible as they were located on the other side of the Strait of Hormuz, compelling the company to process non-regular grades to maintain refinery throughput and ensure uninterrupted fuel supplies.

"We had to make decisions based on availability rather than optimisation," said Vikas Kaushal, managing director. "At the beginning of the year, we always do a term and a spot mix. This time in the first quarter, we hardly got anything from our term contracts, because a lot of the term contracts were sitting on the other side of Strait of Hormuz."

The latest attacks open a new front in the months-long regional conflict, which is once again throttling tanker flows from the Persian Gulf as the ceasefire between the US and Iran collapses into a new round of hostilities. India's state-run refiners are weighing the alternative of sending crude through the Suez Canal using smaller ships, before transferring the cargo to very large crude carriers at a European hub for delivery to the South Asian nation by sailing around Africa, Bloomberg News reported. The companies have never used this route before.

If cargoes originally planned on the shorter route — via the Red Sea, Bab el-Mandeb strait and onward to Asia — are rerouted, that would result in longer voyages via Egypt, and then around South Africa. That stands to lengthen journey times by as much as a month, the traders said. The latest developments come as exports from major producer Kazakhstan are endangered by the Russia-Ukraine war, and the world's oil inventories are depleted by months of conflict.

But Indian refiners have already been diversifying their purchases, including from Russia, as they foresaw supply constraints although some of the contracts were more expensive and eroded their earnings. Reliance Industries Ltd (RIL), which also saw the impact of the West Asia crisis on its financial performance, estimated that crude production from the Gulf fell by around 12 million barrels per day during the disruption.

"We had to scout around," Srinivas Tuttaganta, COO – refining & marketing, RIL, told analysts. "We were agile and we could diversify our (crude oil) basket to Latin America and besides Arabian Gulf (AG) crude. And then later in this period, we actually found that some of the AG crudes were discounted, so we could also source some AG crudes gainfully."

Oil marketing companies, which face indirect government control in fixing retail prices, incurred huge losses in the June quarter and have sought compensation from the Centre. BPCL posted a loss of ₹1,872.70 crore compared to a profit of ₹6,839.02 crore a year earlier, and HPCL's loss was at ₹11,526 crore.

Business Line, Delhi, 24/07/2026
Page No: 3, Size: 25.43cm × 23.92cm

HPCL's under recovery on fuel and LPG hits ₹26,000 crore in April-June quarter

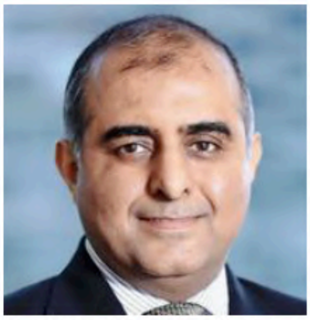
Rishi Ranjan Kala
New Delhi

State-run Hindustan Petroleum Corporation (HPCL) on Thursday said that its cumulative under recovery on petrol, diesel and liquefied petroleum gas (LPG) stood at around ₹26,000 crore in the April-June quarter as the conflict in West Asia.

Responding to an analyst query at a post-results call, HPCL CMD Vikas Kaushal said: "For the whole quarter, there is a significant under-recovery on this... Just to give you a sense, the marketing under-recovery for the whole quarter was upwards of ₹26,000 crore... It was a significant under-recovery for the whole quarter. Every litre which you and I were buying from petrol pump was being subsidised by one of the three OMCs."

HPCL reported a consolidated net loss of around ₹12,265 crore in Q1 FY27 as the West Asia conflict pushed up crude oil prices while PSU OMCs sold petrol, diesel and LPG at below market cost impacting margins.

Due to the closure of the


Vikas Kaushal, CMD, HPCL

Strait of Hormuz (SoH), crude oil prices surged as West Asian cargoes got stranded. Besides, it also impacted supply of LPG and LNG with India among the major impacted countries. PSU oil marketing companies (OMCs) have incurred high under recoveries as they sold peril, diesel and LPG at below market rates.

The OMC attributed the impact to suppressed marketing margins on certain petroleum products.

According to Equirus Securities, the average Brent price: stood at $97 per barrel, an over 25 per cent growth Q-o-Q and around 45 per cent Y-o-Y in Q1 FY27. The average Saudi propane prices stood at $682 per tonne, growing by over 26 per cent Q-o-Q and over 17 per cent Y-o-Y.

HPCL's under recoveries on LPG as on June 30, 2026 were around ₹16,405.92 crore, against ₹12,798.67 crore as of March 31, 2026 and ₹13,042.56 crore on June 30, 2025.

LPG LOSS

To another analyst query, Kaushal said that for the entire Q1 FY27, HPCL's LPG loss stood at around ₹510 per cylinder. The loss is around ₹680 crore in June 2026 and ₹490 per cylinder in July 2026.

HPCL's standalone and consolidated debt increased sharply by ₹ 25,000 crore Q-o-Q to ₹72,600 crore and ₹75,900 crore, respectively. Increase reflects significant working-capital and funding burden created by elevated crude costs and marketing under-recoveries, Equirus added.

The HPCL management said that debt reduction is a top priority, with a goal of bringing the debt-to-equity ratio back toward 0.8 over time. The OMC has also initiated measures to optimise its operations through project Samriddhi. In FY26, HPCL launched Samriddhi 1.0, which is a structured EBITDA improvement programme that delivered accruals of ₹1,691 crore.

Building on this success, HPCL has now launched Samriddhi 2.0, an enterprisewide programme targeting at an EBITDA improvement by ₹1,500 crore, out of which ₹1,000 crore is targeted as accrual for FY27.

HPCL Spokesperson said: "The first quarter of FY27 presented a challenging operating environment, with heightened geopolitical uncertainties and volatility in global energy markets. Throughout this period, HPCL remained focused on its core responsibility of ensuring uninterrupted availability of petroleum products and LPG across the country.

"Our integrated refining, supply chain and marketing network demonstrated resilience and operational agility, enabling us to maintain reliable supplies while undertaking targeted measures to augment LPG production."

Mint, Delhi, 24/07/2026
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Centre lines up fresh CPSE stake sales through OFS

The government aims to fast-track ₹80,000-crore disinvestment goal for current fiscal year

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The government is preparing for another round of minority stake sales in listed state-run companies through the offer-for-sale (OFS) method. This move aims to accelerate progress towards its ₹80,000-crore disinvestment target for FY27, according to two people familiar with the matter.

The Department of Investment and Public Asset Management (Dipam) is evaluating a fresh set of listed central public sector enterprises (CPSEs) where the government's shareholding remains well above 60%, leaving sufficient headroom for stake dilution while retaining majority ownership, the people cited above said.

The move signals a renewed preference for market-based stake sales over privatization, allowing the government to mobilize resources quickly without giving up management control. They indicated that companies with adequate public float, strong investor appetite and favourable valuations are likely to be prioritized.

“The objective is to keep the disinvestment pipeline active throughout the year rather than bunching transactions towards the fiscal end. The government wants to raise a substantial portion of the target well before the close of FY27,” one of the persons cited above said.

Dipam is evaluating a fresh set of listed central public sector enterprises where the government's shareholding remains well above 60%, for stake dilution. ISTOCKPHOTO

₹80Kcr
The Centre's target for divestment in FY27

The development comes after a series of successful OFS transactions earlier this fiscal year, including stake sales in Central Bank of India, Coal India, NHPC, NLC India, General Insurance Corp. (GIC Re), Indian Railway Finance Corp. (IRFC) and Cochin Shipyard Ltd, which together mobilized more than ₹20,000 crore.

Queries sent to Dipam secretary and the finance ministry spokesperson remained unanswered till press time.

The government garnered ₹16,885.56 crore from disinvestment in FY26, compared with ₹10,163.02 crore in the previous fiscal year, according to Dipam data. In addition to disinvestment receipts, ₹28,420.49 crore was raised through asset monetisation in FY26. There were no asset monetization receipts before FY26.

₹16,885.56 cr
Sum the Centre garnered from divestment in FY26

The proposed strategy comes against the backdrop of the Centre's recent minority stake sales through the OFS route. Even after these transactions, the government continues to hold well over 60% in all seven CPSEs—81.19% in Central Bank of India, 61.13% in Coal India, 61.39% in NHPC, 69.47% in NLC India, 77.40% in GIC Re, 82.90% in IRFC and 63.33% in Cochin Shipyard.

“The process of identifying CPSEs for minority stake sales is ongoing. Dipam is evaluating firms where the government's shareholding remains sufficiently high to facilitate further dilution while retaining majority ownership and management control,” said the second person mentioned above. “Once the internal assessment is completed and the necessary approvals are in place, the selected CPSEs will be taken up for stake sales through the OFS route,” the person added.

The broad universe of CPSEs being evaluated for potential minority stake sales includes those where the government's shareholding is well above 60%, such as Rail Vikas Nigam Ltd (RVNL), Mazagon Dock Shipbuilders, Garden Reach Shipbuilders & Engineers (GRSE), Bharat Dynamics Ltd (BDL), RailTel Corporation, RITES, Ircon International, Manganese Ore (India) Ltd, Hindustan Copper and some fertiliser companies, according to both people cited above.

However, they clarified that these companies are only indicative of the broader universe under consideration and that no final decision has been taken on which CPSEs will eventually be selected for stake sales.

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

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Page No: 3, Size: 18.94cm × 25.51cm

Oil tops $100 again after Houthi attack on tankers worsens supply disruption

Reuters
New York

Oil prices climbed above $100 on Thursday, reaching their highest level in nearly two months,after Yemen's Houthis said they had attacked two Saudi oil tankers in the Red Sea, adding to concerns over global supply disruptions from a near-halt in trade through the Strait of Hormuz.

Brent futures rose $6.64, or 7 per cent, to $100.71 a barrel at 10.52 am ET (1452 GMT), exceeding $100 for the first time since late May. The global crude oil benchmark has risen nearly 40 per cent this month and was in technically overbought territory for a ninth day in a row, the first time since September 2023.

US West Texas Intermediate crude rose $5.18, or 6 per cent, to $92.01, trading above $90 for the first time since June 11. Both contracts were up for the fifth straight day.

"The (Saudi tankers) attack has sent world crude oil prices higher and into a higher gear as the ramifications of yet another chokepoint for crude oil trade originating from the Middle East is constricting trade," said Tim Snyder, chief economist at Matador Economics.

SAUDI TANKERS HIT

Yemen's Houthis have opened a new front in the Iran war by targeting vessels carrying Saudi oil in the Bab el-Mandeb Strait after stating they would impose a naval blockade on shipments from Saudi Arabia.

Houthi militia attacked two Saudi Arabian oil tankers in a military operation, the group said on Thursday,with a Saudi news agency later confirming that one of the two vessels was ablaze after an assault while sailing in the Red Sea.

Goldman Sachs said Brent might exceed $120 a barrel in the fourth quarter and average $100 next year if the Strait of Hormuz remains disrupted through 2027, with further upside if the Bab el-Mandeb Strait and Suez Canal also suffer persistent disruption.

Iran's Revolutionary Guards said an oil tanker caught fire after an explosion while attempting to follow a mined route in the southern area of the Strait of Hormuz near the coast of Oman and that two others had turned back.

The Guards said the strait was under their control and "completely closed" while US actions continued in the region, warning that no tanker would be allowed to enter or leave without coordination with Iran.

Iranian strikes on vessels crossing the Strait of Hormuz have resulted in a drop in non-Iranian oil tankers traversing the waterway.

At the same time, the reintroduction of a US naval blockade targeting Iranian ports has likely resulted in Iranian oil loadings falling to zero from 1.5 million to 2million barrels per day at the start of the month, Giovanni Staunovo, a UBS analyst, said.

As a result of fewer shipments exiting the strait, loading activity within the Gulf has fallen to 2.5 million bpd over the past seven days, compared with 6 million bpd over the past 30days, he added.

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Page No: 3, Size: 39.05cm × 35.40cm

सऊदी टैंकरों पर हूती हमलों से कच्चा तेल 100 डॉलर पर पहुंचा

रॉयटर्स

तेल की कीमतें गुरुवार को करीब एक महीने के उच्च स्तर पर पहुंच गईं। यमन के हूती विद्रोहियों ने कहा कि उन्होंने सऊदी अरब के दो तेल टैंकरों पर हमला किया है। इस कारण लगातार पांचवें दिन भी कीमतों में इजाफा हुआ। हमले से लाल सागर और स्ट्रेट होर्मुज स्ट्रेट दोनों ही जगहों से तेल परिवहन में रुकावट और बढ़ गई है। मई के आखिर के बाद पहली बार 100 डॉलर प्रति बैरल के स्तर को छूने के बाद ब्रेंट क्रूड फ्यूचर्स 5.83 डॉलर यानी 6.2 फीसदी बढ़कर 99.90 डॉलर प्रति बैरल पर पहुंच गए।

अमेरिकी वेस्ट टेक्सस इंटरमीडिएट क्रूड की कीमत 4.41 डॉलर यानी 5.08 फीसदी बढ़कर 91.24 डॉलर हो गई। इससे पहले इसने 11 जून के बाद अपना सबसे ऊंचा स्तर 91.19 डॉलर छुआ था। पेपरस्टोन के शोध रणनीतिकार अहमद असीरी ने कहा, क्रूड ऑयल के लिए अभी हालात सकारात्मक बने हुए हैं क्योंकि बाजार दूसरे चोकपॉइंट यानी लाल सागर से आपूर्ति में रुकावट की चिंता के मद्देनजर कीमतें तय कर रहे हैं।

होर्मुज स्ट्रेट पर नियंत्रण को लेकर फिर से शुरू हुए संघर्ष के अलावा यमन के हूतियों ने सऊदी अरब की शिपमेंटों पर नौसैनिक नाकाबंदी की घोषणा की थी। इसके बाद उन्होंने बाब अल-मंदेब स्ट्रेट में सऊदी तेल ले जाने वाले जहाजों को निशाना बनाकर नया मोर्चा खोल दिया।

ईरान समर्थक हूती विद्रोहियों ने गुरुवार को कहा कि उन्होंने सऊदी अरब के दो तेल टैंकरों पर हमला किया है। शिपिंग डेटा से पता चलता है कि सऊदी अरब का तेल ले जा रहे चीन के दो सुपरटैंकर, जिनमें कुल 40 लाख बैरल तेल है, गुरुवार को बाब-अल-मंदेब स्ट्रेट से होते हुए लाल सागर से बाहर निकल रहे थे। यहां तक कि इस इलाके में सऊदी अरब के एक जहाज पर भी हमला हुआ।

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Page No: 7, Size: 51.73cm × 56.12cm

कच्चा तेल 90 डॉलर पार रहा तो बीपीसीएल बढ़ा सकती है कीमतें

शुभांगी माथुर

अगर बाजार में कच्चे तेल की कीमतें 90 डॉलर प्रति बैरल के स्तर से ऊपर बनी रहती हैं तो सरकारी तेल कंपनी भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) तेल कीमतों में इजाफा कर सकती है। यह जानकारी कंपनी प्रबंधन ने बिज़नेस स्टैंडर्ड को दी। यह टिप्पणी उस समय आई है जब तेल कीमतें महीने के आरंभ के 72 डॉलर प्रति बैरल से बढ़कर 95 डॉलर प्रति बैरल तक जा पहुंची हैं। ऐसा अमेरिका और ईरान के बीच युद्ध विराम भंग होने और होर्मुज स्ट्रेट और लाल सागर में आपूर्ति के बाधित होने से जुड़ी चिंताओं के बीच हुआ है।

बीपीसीएल के निदेशक (वित्त) वेत्सा रामकृष्ण गुप्ता ने एक साक्षात्कार में कहा, 'तेल कीमतों को मौजूदा कीमतों के आधार पर संशोधित करने की आवश्यकता है। फिलहाल हम इंतजार करेंगे कि क्या कच्चा तेल इस स्तर पर स्थिर होता है या नीचे आता है। कच्चे तेल की मौजूदा बढ़ोतरी अस्थायी लगती है। यदि यह और बढ़ता है तो निश्चित रूप से कीमतों में कुछ इजाफा होगा। जब कच्चा तेल 80 डॉलर प्रति बैरल से ऊपर चला जाता है, तो हमारी बैलेंस शीट पर दबाव पड़ता है।'

पश्चिम एशिया से आपूर्ति बाधित रहने के कारण बीपीसीएल 2026 के अंत तक अमेरिका के साथ एक टर्म कॉन्ट्रैक्ट पर हस्ताक्षर करने पर विचार कर रही है जिसके तहत ऊर्जा उपलब्धता सुनिश्चित करने के लिए प्रति वर्ष 20 लाख बैरल कच्चे तेल की आपूर्ति होगी।

वर्तमान में बीपीसीएल अमेरिका से कच्चा तेल हाजिर आधार पर खरीदता है। यह सरकारी रिफाइनर अनुकूल मूल्य निर्धारण की स्थिति में वेनेजुएला और अंगोला के साथ भी टर्म डील पर विचार कर सकता है। बीपीसीएल मौजूदा आपूर्ति व्यवधानों से निपटने के लिए अच्छी स्थिति में है जो लाल सागर में हमलों के कारण उत्पन्न हुए हैं। कंपनी के अध्यक्ष और प्रबंध निदेशक संजय खन्ना ने कहा कि यह विविध स्रोतों से कच्चे तेल की आपूर्ति सुनिश्चित करने के प्रयासों से संभव हुआ है।

संजय खन्ना, सीएमडी

उन्होंने कहा, 'हम कई भौगोलिक क्षेत्रों को देख रहे हैं। कच्चे तेल के लिए रूस, वेनेजुएला, अमेरिका और तरल पेट्रोलियम गैस के लिए अल्जीरिया, अर्जेंटीना और अमेरिका। हमें पूरा विश्वास है कि हम आपूर्ति सुनिश्चित करेंगे।'

कंपनी को अप्रैल से जून तिमाही में ऊंची ऊर्जा कीमतों और ईंधन मूल्य वृद्धि में देरी के कारण लगभग 1,873 करोड़ का भारी नुकसान हुआ। तेल विपणन कंपनियों ने मई की शुरुआत तक पेट्रोल और डीजल की कीमतें नहीं बढ़ाईं जबकि कच्चे तेल की कीमतें 100 डॉलर प्रति बैरल से ऊपर चली गई थीं। मई में ईंधन खुदरा विक्रेताओं ने देशभर में चार बार कीमतें बढ़ाईं जिससे पेट्रोल की कीमत 7.38 रुपये प्रति लीटर और डीजल की कीमत 7.52 रुपये प्रति लीटर बढ़ गईं।

कंपनी ने पेट्रोल, डीजल और एलपीजी सिलिंडरों की बिक्री पर हुए भारी नुकसान के संबंध में सरकार से संपर्क किया है। 30 जून तक बीपीसीएल की कुल एलपीजी अंडर-रिकवरी 15,803 करोड़ रुपये तक पहुंच गई थी। केंद्र सरकार ने पहले भी घरेलू एलपीजी बिक्री पर हुए नुकसान की भरपाई के लिए सरकारी तेल कंपनियों को वित्तीय सहायता दी थी। 2022-23 में 22,000 करोड़ रुपये और 2023-24 में 30,000 करोड़ रुपये के अनुदान प्रदान किए गए।

गुप्ता ने कहा, 'सरकार ने पहले भी हमारे संचित एलपीजी नुकसान के लिए समर्थन दिया है। हमें इस वर्ष भी ऐसे ही समर्थन की उम्मीद है। पेट्रोल और डीजल के मामले में भी हम सरकार से संपर्क कर रहे हैं। हमें उनके जवाब का इंतजार करना होगा।'

इस बीच बीपीसीएल ने घरेलू ईंधन आपूर्ति में बाधा न आने देने के लिए अपनी रिफाइनरियों के निर्धारित रखरखाव शटडाउन को अप्रैल से सितंबर-अक्टूबर तक स्थगित कर दिया है। कंपनी आंध्र प्रदेश में प्रस्तावित ग्रीनफील्ड रिफाइनरी के लिए विस्तृत व्यवहार्यता रिपोर्ट तैयार करने के उन्नत चरण में है और इसे अगस्त के अंत तक इसे पूरा करने की उम्मीद कर रही है।

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Page No: 12, Size: 26.25cm × 45.22cm

ईरान पर अमेरिकी हमले जारी

हूती विद्रोहियों का दो तेल टैंकरों पर हमले का दावा

अमेरिकी सेना ने बुधवार को घोषणा की कि वह ईरान पर लगातार 12वीं रात भी हवाई हमले कर रही है। दोनों देश महत्त्वपूर्ण समुद्री व्यापार मार्गों पर नियंत्रण को लेकर आमने-सामने हैं। इस बीच, यमन के ईरान समर्थित हूती विद्रोहियों ने गुरुवार तड़के दावा किया कि उन्होंने लाल सागर में सऊदी अरब के दो तेल टैंकरों पर हमला किया है।

लाल सागर में हूतियों के इस हमले से उस युद्ध का दायरा और बढ़ने की आशंका पैदा हो गई है, जिसने पहले ही वैश्विक अर्थव्यवस्था को झकझोर दिया है तथा ईंधन और अन्य वस्तुओं की कीमतों में दुनिया भर में तेज वृद्धि हुई है।

खाड़ी क्षेत्र में दोनों पक्षों के बीच टकराव गहराने के साथ ही संघर्ष समाप्त कराने के लिए चल रहे कूटनीतिक प्रयासों में भी किसी प्रगति के संकेत नहीं मिले हैं। 'यूएस सेंट्रल कमांड' (सेंटकॉम) ने कहा कि इन हमलों का उद्देश्य 'क्षेत्रीय समुद्री मार्गों से गुजरने वाले असैन्य नाविकों और वाणिज्यिक जहाजों को खतरा पहुंचाने की ईरान की क्षमता को और कमजोर करना है।' अमेरिका, होर्मुज स्ट्रेट पर फिर से नियंत्रण स्थापित करने और अंतरराष्ट्रीय समुद्री व्यापार को सामान्य करने का प्रयास कर रहा है। अमेरिका के राष्ट्रपति डॉनल्ड ट्रंप ने बुधवार को चेतावनी दी थी कि यदि ईरान होर्मुज में किसी जहाज पर हमला करेगा तो अमेरिका उसके जवाब में एक पुल या बिजली संयंत्र को नष्ट कर देगा। ट्रंप ने सोशल मीडिया पर पोस्ट किया, 'अब से, इस्लामी गणराज्य ईरान जब भी होर्मुज स्ट्रेट में किसी जहाज पर मिसाइल, रॉकेट, ड्रोन या किसी अन्य हथियार से निशाना साधेगा, अमेरिका उसके एक पुल या बिजली संयंत्र पर बमबारी करेगा और उसे नष्ट कर देगा।'

वहीं, ईरान के विदेश मंत्री सैयद अब्बास अराघची ने कहा कि उनका देश 'जैसे को तैसा' की रक्षा नीति अपनाएगा। **भाषा**

Jansatta, Delhi, 24/07/2026
Page No: 10, Size: 11.11cm × 12.44cm

भारत तेल भंडार के दूसरे चरण का निर्माण पीपीपी माडल से करेगा

नई दिल्ली, 23 जुलाई (भाषा)।

ओडिशा और कर्नाटक में दो भंडारण सुविधाएं 14,527 करोड़ रुपए की लागत से स्थापित की जाएंगी

मंत्री सुरेश गोपी ने लोकसभा में एक लिखित जवाब में दी जानकारी

भारत सरकार रणनीतिक पेट्रोलियम भंडार (एसपीआर) कार्यक्रम के दूसरे चरण को सार्वजनिक-निजी भागीदारी (पीपीपी) माडल के तहत विकसित करेगी। इस परियोजना की अनुमानित लागत 14,527 करोड़ रुपए है। पेट्रोलियम एवं प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने गुरुवार को लोकसभा में एक लिखित जवाब में बताया कि जुलाई 2021 में मंजूर एसपीआर कार्यक्रम के दूसरे चरण के तहत ओडिशा और कर्नाटक में दो भंडारण सुविधाएं स्थापित की जाएंगी। इससे कुल 65 लाख टन वाणिज्यिक-सह-रणनीतिक कच्चे तेल भंडारण क्षमता बढ़ेगी।

उन्होंने बताया कि ओडिशा में 40 लाख टन और कर्नाटक में 25 लाख टन क्षमता की सुविधाएं विकसित की जाएंगी। सरकार अतिरिक्त रणनीतिक पेट्रोलियम भंडार स्थापित करने के लिए नए स्थानों का लगातार आकलन भी कर रही है। मंत्री ने कहा कि पहले चरण के तहत इंडियन स्ट्रैटेजिक पेट्रोलियम रिजर्व लिमिटेड (आईएसपीआरएल) के माध्यम से विशाखापत्तनम (13.3 लाख टन), मंगलुरु (15 लाख टन) और पादुर (25 लाख टन) में कुल 53.3 लाख टन क्षमता वाले रणनीतिक पेट्रोलियम भंडार स्थापित किए गए हैं।

ये सुविधाएं 2016 से 2018 के बीच चालू की गई थी। उन्होंने कहा कि इन भूमिगत भंडारों में रखे जाने वाले कच्चे तेल की मात्रा बाजार की मौजूदा परिस्थितियों के अनुसार बदलती रहती है। गोपी ने कहा, पहले चरण के तहत एसपीआर सुविधाओं के विकास और निर्माण के लिए सरकार की ओर से कोई बजटीय सहायता नही दी गई थी। दूसरे चरण के लिए कुल 14,527 करोड़ रुपए की परियोजना लागत के साथ सार्वजनिक-निजी भागीदारी माडल प्रस्तावित है। इसमें सरकार की ओर से दी जाने वाली व्यवहार्यता अंतर वित्तपोषण (वीजीएफ) सहायता कुल परियोजना लागत के 60 प्रतिशत तक सीमित होगी।

Dainik Bhaskar, Delhi, 24/07/2026
Page No: 1, Size: 6.69cm × 10.85cm

ईरान-यूएस युद्ध और भड़का

कच्चा तेल 100 डॉलर पार, एक दिन में 7% बढ़ा भाव

भास्कर न्यूज़ | न्यूयॉर्क

ईरान-अमेरिका के बीच बढ़ते सैन्य तनाव के कारण कच्चे तेल का भाव फिर से 100 डॉलर प्रति बैरल के पार पहुंच गया। गुरुवार को भाव 7% चढ़े। यह मई के बाद सबसे ऊंचा स्तर है। यदि दाम और बढ़े तो कच्चा तेल और गैस सप्लाई में रुकावट की आशंका है। क्रूड के दाम में आई तेजी की बड़ी वजह यमन के हूती विद्रोहियों द्वारा दो सऊदी ऑयल टैंकरों पर हमले की जिम्मेदारी लेना है। गोल्डमैन सैक्स ने चेताया है कि अगर होर्मुज जलमार्ग से एक्सपोर्ट बहाल नहीं हुआ तो ब्रेंट क्रूड 120 डॉलर प्रति बैरल तक जा सकता है।

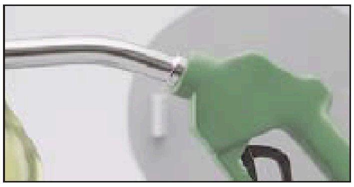
ट्रम्प की ईरान को चेतावनी: हूती विद्रोहियों द्वारा जहाज पर हमला करने के बाद अमेरिकी राष्ट्रपति डोनाल्ड ट्रम्प ने ईरान को नई चेतावनी दी। उन्होंने कहा कि अगर ऐसा दोबारा हुआ तो अमेरिका इसके लिए ईरान को जिम्मेदार मानेगा।

Virat Vaibhav, Delhi, 24/07/2026
Page No: 9, Size: 16.59cm × 13.15cm

पेट्रोल में 20 प्र. से अधिक एथेनॉल ब्लेंडिंग बढ़ाने पर अभी तक कोई निर्णय नहीं लिया गया है: सरकार

एजेंसी ■ नई दिल्ली

केंद्र सरकार ने गुरुवार को संसद को बताया कि फिलहाल पेट्रोल में 20 प्रतिशत से अधिक एथेनॉल ब्लेंडिंग बढ़ाने पर अभी तक कोई निर्णय नहीं लिया गया है। सरकार ने स्पष्ट किया कि भविष्य में यदि एथेनॉल की मात्रा बढ़ाने पर विचार किया जाता है, तो उससे पहले विस्तृत वैज्ञानिक और तकनीकी अध्ययन किए जाएंगे तथा ऑटोमोबाइल मैन्युफैक्चरर्स, ऑयल मार्केटिंग कंपनियों और रिसर्च संस्थानों सहित सभी संबंधित पक्षों से व्यापक चर्चा की जाएगी। सरकार ने यह भी स्पष्ट किया कि ई85 फ्यूल (85 प्रतिशत



एथेनॉल और 15 प्रतिशत पेट्रोल) केवल फ्लेक्स फ्यूल व्हीकल्स (एफएफवी) के लिए शुरू किया गया है, जिन्हें विशेष रूप से इस फ्यूल के लिए डिजाइन और सर्टिफाई किया गया है। पेट्रोलियम एवं प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने लोकसभा में लिखित जवाब में कहा कि इसका मतलब देश भर में पेट्रोल की सामान्य एथेनॉल ब्लेंडिंग को 20 प्रतिशत से आगे बढ़ाना नहीं है। मंत्री ने बताया कि एथेनॉल का उपयोग दुनिया के कई देशों में पिछले सौ वर्षों से किया जा रहा है और ब्राजील जैसे देशों में लंबे समय से अधिक एथेनॉल ब्लेंड फ्यूल का इस्तेमाल हो रहा है। भारत में एथेनॉल-ब्लेंडेड पेट्रोल प्रोग्राम को चरणबद्ध, वैज्ञानिक और व्यापक परामर्श प्रक्रिया के तहत लागू किया गया है, जिसमें नीति आयोग, ऑटोमोटिव रिसर्च एसोसिएशन ऑफ इंडिया, सोसायटी ऑफ इंडियन ऑटोमोबाइल मैन्युफैक्चरर्स, इंडियन इंस्टीट्यूट ऑफ पेट्रोलियम, ऑटोमोबाइल कंपनियों और ऑयल मार्केटिंग कंपनियों की भागीदारी रही है।

Virat Vaibhav, Delhi, 24/07/2026
Page No: 9, Size: 29.42cm × 17.97cm

सरकार ने ई20 पेट्रोल के सुरक्षित होने का किया दावा, इंजन में खराबी का नहीं मिला सबूत

एजेंसी ■ नई दिल्ली

केंद्र सरकार ने गुरुवार को संसद को बताया कि फिलहाल पेट्रोल में 20 प्रतिशत से अधिक एथेनॉल ब्लेंडिंग बढ़ाने पर अभी तक कोई निर्णय नहीं लिया गया है। सरकार ने स्पष्ट किया कि भविष्य में यदि एथेनॉल की मात्रा बढ़ाने पर विचार किया जाता है, तो उससे पहले विस्तृत वैज्ञानिक और तकनीकी अध्ययन किए जाएंगे तथा ऑटोमोबाइल मैन्युफैक्चरर्स, ऑयल मार्केटिंग कंपनियों और रिसर्च संस्थानों सहित सभी संबंधित पक्षों से व्यापक चर्चा की जाएगी। सरकार ने यह भी स्पष्ट किया कि ई85 फ्यूल (85 प्रतिशत एथेनॉल और 15 प्रतिशत पेट्रोल) केवल फ्लेक्स फ्यूल व्हीकल्स (एफएफवी) के लिए शुरू किया गया है, जिन्हें विशेष रूप से इस फ्यूल के लिए डिजाइन और सर्टिफाई किया गया है। पेट्रोलियम एवं

प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने लोकसभा में लिखित जवाब में कहा कि इसका मतलब देश भर में पेट्रोल की सामान्य एथेनॉल ब्लेंडिंग को 20 प्रतिशत से आगे बढ़ाना नहीं है। मंत्री ने बताया कि एथेनॉल का उपयोग दुनिया के कई देशों में पिछले सौ वर्षों से किया जा रहा है और ब्राजील जैसे देशों में लंबे समय से अधिक एथेनॉल ब्लेंड फ्यूल का इस्तेमाल हो रहा है। भारत में एथेनॉल-ब्लेंडेड पेट्रोल (ईबीपी) प्रोग्राम को चरणबद्ध, वैज्ञानिक और व्यापक परामर्श प्रक्रिया के तहत लागू किया गया है, जिसमें नीति आयोग, ऑटोमोटिव रिसर्च एसोसिएशन ऑफ इंडिया (एआरएआई), सोसायटी ऑफ इंडियन ऑटोमोबाइल मैन्युफैक्चरर्स (एसआईएएम), इंडियन इंस्टीट्यूट ऑफ पेट्रोलियम (आईआईपी), ऑटोमोबाइल कंपनियों और ऑयल मार्केटिंग कंपनियों की भागीदारी रही है। वैज्ञानिक अध्ययन, फील्ड वैलिडेशन और वास्तविक उपयोग के अनुभवों से यह साबित हुआ है कि निर्धारित मानकों और वाहन निर्माता की सिफारिशों के अनुसार इस्तेमाल किए जाने पर ई20 पेट्रोल सुरक्षित, स्वच्छ और तकनीकी रूप से बेहतर फ्यूल है। सरकार का कहना है कि यह निष्कर्ष केवल लैब रिसर्च पर नहीं, देश भर में इसके व्यापक उपयोग के अनुभव पर आधारित है। सुरेश गोपी ने बताया कि ई15+ ब्लेंडेड पेट्रोल का देश में साढ़े तीन साल से अधिक समय से और ई19-ई20 फ्यूल का ढाई साल से अधिक समय से उपयोग हो रहा है। 20 करोड़ से अधिक दोपहिया वाहन और 3 करोड़ से ज्यादा पेट्रोल कारें इन फ्यूल्स पर चल चुकी हैं, लेकिन एथेनॉल ब्लेंडिंग के कारण बड़े पैमाने पर इंजन खराब होने या वाहन में खराबी आने का कोई सत्यापित मामला सामने नहीं आया है। वाहन निर्माताओं के सर्विस रिकॉर्ड में भी ई20 के कारण असामान्य जंग, घिसावट या वाहन की उम्र कम होने के प्रमाण नहीं मिले हैं और कंपनियां ई20 इस्तेमाल करने वाले वाहनों पर सामान्य रूप से वारंटी भी दे रही हैं। सरकार ने बताया कि देश की एक प्रमुख पैसेंजर व्हीकल कंपनी ने वित्त वर्ष 2025-26 के दौरान 2.84 करोड़ वाहनों की सर्विसिंग की, जिनमें लगभग 1.5 करोड़ ऐसे पुराने वाहन भी शामिल थे जो ई20 सर्टिफाइड नहीं थे। ई20 की वजह से इंजन डैमेज या किसी असामान्य घिसावट का कोई मामला सामने नहीं आया। ई20 इस्तेमाल करने वाले वाहनों में पुराने फ्यूल की तुलना में नुकसान की दर अधिक नहीं पाई गई।