BUSINESS STANDARD, Delhi, 4.7.2025
Page No. 12, Size:(51.67)cms X (18.47)cms.

# 'Crude oil price can drop to $55-60 a barrel by December'

**Q&A** It was a volatile first half of calendar year 2025 (H1CY25) for crude oil prices amid geopolitical developments and US' tariff-related threats. Singapore-based **Premasish Das**, executive director for oil markets research and analysis at S&P Global Commodity Insights, tells **Puneet Wadhwa** on the sidelines of the Commodity Market Insights Forum in New Delhi that oil markets are expecting oversupply and weak demand in the second half (H2). Edited excerpts:

**How are oil markets approaching the July 9 deadline on tariffs?**

■ It's very uncertain. Initially, the general thinking was that within 90 days of the pause, things would become clearer. But we weren't too optimistic. Getting multiple countries on board for deals in such a short span was always going to be difficult — and that's exactly what's playing out.

What worries me is the uncertainty of what happens if US President Donald Trump is unhappy with the progress. He could react strongly, and countries like the EU and Canada have made it clear that they are willing to retaliate.

So, overall, the outcome is unpredictable. And this will likely weigh on the second half of the year, which we already believe will be challenging. Much of the economic activity was frontloaded into the first half because of the known 10 per cent tariff. As a result, we expect a noticeable slowdown in activity and oil demand in H2CY25.

**What's your average price forecast for oil in H2CY25?**

■ We're projecting Brent to be between $55 and $60 per barrel by December 2025, with an average for the second half slightly above $60 due to the current high starting point. Our base case assumes that OPEC+ will not aggressively defend prices in this environment of muted demand growth. If they change course, of course, the forecast would shift.

**What's already priced into the oil market at this point?**

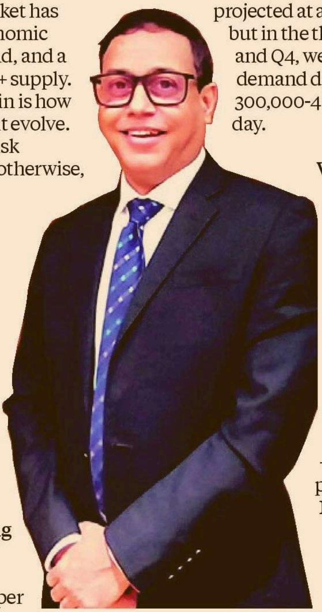
■ A fair amount of uncertainty is priced in. That's why oil had dropped below $60 for a time before the West Asia tensions pushed it back up. The market has priced in slower global economic activity, sluggish oil demand, and a potential increase in OPEC+ supply.

What is not fully priced in is how the West Asia conflict might evolve. There's still a geopolitical risk premium built into prices, otherwise, they'd be lower, based on supply-demand fundamentals.

So yes, markets are already expecting oversupply and weak demand. But what's unpredictable is how the US, especially President Trump, might respond to developments.

**Can you shed some light on the current total global oil demand, and how do you see it changing in the second half?**

■ Global oil demand is around 105 million barrels per day (mbpd). We're expecting that growth will slow in H2. Annual growth was projected at around 0.8 mbpd, but in the third quarter (Q3) and Q4, we may see quarterly demand drop by about 300,000-400,000 barrels per day.



**What about the demand from China and India — two of the largest oil consumers?**

■ China's oil demand is around 16 mbpd. Demand for traditional transport fuel — gasoline and diesel — has already peaked there. Refined products demand in India was 5.3 mbpd in 2024. In 2025, we expect it to be 5.4 mbpd, registering a year-on-year (Y-o-Y) growth of 110 thousand bbl/d, which is not much. On the other hand, refined products demand in China was 16.9 mbpd in 2024. In 2025, we expect it to be 17.1 mbpd, which again is not much. That said, almost all of the growth is likely to be in the petrochemical feedstocks like LPG (liquefied petroleum gas) and naphtha as the demand for gasoline and diesel is likely to dip. All this is below expectations.

**Why is India's demand growth falling short despite being a long-term growth market?**

■ It's puzzling. Alternative fuels are certainly part of the story — CNG (compressed natural gas) buses, autos, and cars are now quite common. Electric vehicle (EV) penetration, while still small, is growing rapidly. These factors are chipping away at liquid fuel demand.

Also, automobile sales, especially four-wheelers, have slowed recently, which could be another factor. But overall, we view these as temporary speed bumps. India remains the strongest long-term growth market among emerging economies.

**If the demand is slowing, why is OPEC+ increasing production? Isn't that counterproductive?**

■ It's complex. Some OPEC+ countries — like Kazakhstan and the UAE — have seen significant foreign investment in oil projects and are under pressure to increase production to justify those investments.

Even though Saudi Arabia is taking on the biggest burden in production cuts, not all members are adhering to the pact equally. So, there's resentment — Saudis may be thinking why are they taking the pain alone? Hence, there's a strategy emerging: let production rise, allow prices to drop, see how the market responds, and return to the table later.

There could also be an attempt to push out marginal producers — particularly from the US — like they tried in 2014-15. Back then, it didn't work, but now US producers are more focused on returning value to shareholders, which may limit their reinvestment capacity. So, the outcome could be different.

BUSINESS STANDARD, Delhi, 4.7.2025
Page No. 4, Size:(16.72)cms X (21.68)cms.

# EAM flags concern on US Bill seeking 500% levy on Russian oil buyers

External Affairs Minister (EAM) S Jaishankar suggested that India has shared its concerns with US Senator Lindsey Graham over his bill proposing a 500 per cent tariff on nations buying oil from Russia. "I think our concerns and our interests in energy security have been made conversant to him," Jaishankar said in Washington DC on Wednesday. A legislation proposed by Graham calls for imposing 500 per cent tariffs on nations buying oil from Russia if Moscow refuses to participate in peace negotiations with Ukraine. Jaishankar said that the Indian Embassy and officials have been in touch with Graham over the issue while adding that "we'll then have to cross that bridge when we come to it, if we come to it." PTI

गेल GAIL

TIMES OF INDIA, Mumbai, 4.7.2025

Page No. 1, Size:(8.63)cms X (10.05)cms.

# In talks with senator seeking to tariff Russia oil buyers: Govt

TIMES NEWS NETWORK

**New Delhi:** India has conveyed its concerns to US Senator Lindsey Graham who is sponsoring a sanctions bill that will, if approved, impose 500% tariffs on India, China and others who purchase Russian oil, external affairs minister S Jaishankar said.

Graham was quoted as saying earlier this week that President Donald Trump had told him to bring to vote the bill that might help the US force Russia to join peace negotiations on Ukraine. Kremlin, however, has warned that it could adversely impact peace efforts.

"Any development in the US Congress is of interest to us if it impacts or could impact our interests. We have been in touch with Senator Graham. The embassy and our ambassador have been in contact as well," Jaishankar said.

> Our concerns and our interests on energy security have been communicated to him (senator Graham). So, we'll then have to cross that bridge when we come to it, if we come to it
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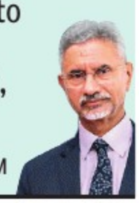
> **—S Jaishankar** | EAM



While India has traditionally sourced its oil from West Asia, it ramped up purchase from Russia after the invasion of Ukraine in Feb 2022.

▶**Grew dramatically, P 18**

## India's import of Russian oil grew dramatically from less than 1% to 40% in 3 yrs

▶**Continued from P 1**

This was mainly because of the discount offered by Russia to offset the impact of western sanctions. India's import of Russian oil grew dramatically from less than 1% of its total crude oil imports to 40% in three years.

"Our concerns and our interests on energy security have been communicated to him (Graham). So, we'll then have to cross that bridge when we come to it, if we come to it," Jaishankar said.

"Russia's stronghold over new markets has solidified in the third year of the invasion. The three biggest buyers, China (€78 billion), India (€49 billion) and Turkiye (€34 billion) were responsible for 74% of Russia's total revenues from fossil fuels in the third year of the invasion," global think tank Centre for Research on Energy and Clean Air said in a report earlier this year.

TIMES OF INDIA, Delhi, 4.7.2025
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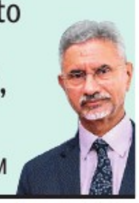

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ECONOMIC TIMES, Delhi, 4.7.2025
Page No. 2, Size:(19.63)cms X (13.56)cms.

**PROPOSED US BILL SEEKS 500% TARIFF ON RUSSIAN OIL BUYERS**

# India Conveys Concerns to US Senator on Russian Oil 'Tariff'

## Countries not supporting each other 'enough' on countering terrorism: Jaishankar

**Dipanjan Roy Chaudhury**

**New Delhi:** External Affairs Minister S Jaishankar said India has officially expressed its concerns to US senator Lindsey Graham on a proposed bill seeking to impose a 500% tariff on countries importing crude oil from Russia.

"Regarding Senator Lindsey Graham's bill, any development which is happening in the US Congress is of interest to us if it impacts our interest or could impact our interest. So we have been in touch with Senator Lindsey Graham. The embassy, ambassador have been in touch," Jaishankar told reporters in Washington on Wednesday.

He said Graham has been made aware of India's concerns and interests in the energy and security space. "We'll then have to cross that bridge when we come to it, if we come to it," he added.

Jaishankar with Tulsi Gabbard (L) and Kash Patel, in Washington DC –PTI

**Experts on Russian-US affairs indicated that India could be seeking a waiver under the bill.**

The bill proposes to levy a 500% tariff on any nation that buys Russian oil, natural gas, uranium, and other products. The bill has over 80 co-sponsors in the Senate, potentially making it veto-proof.

Speaking to ABC news on Sunday, Graham claimed US President Trump told him that the sanctions bill should be brought forward for a vote.

Earlier in May, Graham said he is in touch with Trump about the bill. Republican lawmakers have indicated they are worried about moving the bill but are waiting for Trump's approval before bringing it to the floor of the Senate.

**The proposed bill comes amid efforts by the White House to stabilise ties with the Kremlin.**

Meanwhile, Jaishankar also acknowledged the challenge of finding consensus among international partners. He said countries are not supporting each other "sufficiently enough" when countering terrorism.

"Part of diplomacy is to exhort them, encourage them, persuade them, motivate them to do that, and which is why it's important to speak up, and which is why it's important to carry them with us to the best possibility," he said.

INDIAN EXPRESS, Delhi, 4.7.2025
Page No. 13, Size:(8.08)cms X (18.84)cms.

AMID US BILL PROPOSING TARIFFS ON RUSSIA'S TRADING PARTNERS

# India's Russian oil imports touch 11-mth high in June

**SUKALP SHARMA**
NEW DELHI, JULY 3


File

INDIA'S RUSSIAN oil imports rose to an 11-month high in June, further cementing Moscow's continued dominance in New Delhi's oil import basket. According to tanker data, Russian crude accounted for a massive 43.2 per cent of India's total oil imports in June, outweighing the next three suppliers — West Asian majors Iraq, Saudi Arabia, and the United Arab Emirates — put together. This comes at a time when concerns have surfaced in India over a controversial bill in the US that proposes 500 per cent tariffs on countries that continue to trade with Russia. India and China are the top importers of Russian crude, and New Delhi is engaging with American lawmakers to voice concerns regarding its energy security and the bill.

In a recent press conference in Washington, Foreign Minister S Jaishankar said that India's concerns and interests on energy have been "made conversant" to Republican Senator Lindsey Graham, who is a key sponsor of the bill. Jaishankar added that India will "have to cross the bridge when we come to it, if we come to it". In a recent interview with *ABC News*, Graham had said that US President Donald Trump encouraged him to advance the bill after the July break of the US Congress.

It is yet to be seen if the bill, which Graham says would equip the US to force Russia to negotiate the end of the war in Ukraine, will turn into law in its current form. If that does happen, India would be pushed to cut down oil imports from Russia and increase imports from other suppliers, which could increase the cost of imports. It could also lead to complications in India's ongoing trade pact negotiations with the US, its largest trading partner. Currently, Indian refiners are adopting a wait-and-watch approach on the matter, while keeping Russian oil flows into India robust.

India depends on imports to meet around 88 per cent of its crude oil needs, and Russia has been the mainstay of India's oil imports for nearly three years now. With much of the West shunning Russian crude following the country's February 2022 invasion of Ukraine, Russia began offering discounts on its oil to willing buyers. Indian refiners were quick to avail the opportunity, leading to Russia—earlier a peripheral supplier of oil to India—emerging as India's biggest source of crude, displacing the traditional West Asian suppliers. While the discounts have varied over time, Russian oil flows to India have remained robust despite Western pressure and limited sanctions on Russia's oil trading ecosystem. Booming oil trade with Russia has also catapulted the country to the list of India's biggest trading partners. On its part, India has maintained that it is willing to buy oil from whoever offers the best price, as long as the oil is not under sanctions. To be sure, Russian oil itself is not sanctioned, but the US and its allies have imposed a price cap of $60 per barrel, as per which Western shippers and insurers cannot participate in Russian oil trade if the price of Moscow's crude is above that level.

EXPLAINED

**India depends on imports to meet 88% of crude oil needs**

INDIA DEPENDS on imports to meet around 88 per cent of its crude oil needs, and Russia has been the mainstay of India's oil imports for nearly three years now. With much of the West shunning Russian crude following the country's February 2022 invasion of Ukraine, Russia began offering discounts on its oil to willing buyers.

In June, India imported 2.08 million barrels per day (bpd) of Russian crude, the highest since July 2024, and higher by 12.2 per cent on a month-on-month basis, according to vessel tracking data from global commodity market analytics firm Kpler.

"This resurgence in Russian volumes reflects both commercial incentives and geopolitical realignments. Russian barrels have remained highly competitive due to discounts, payment mechanisms, and logistical flexibility via alternative shipping and insurance networks. Despite mounting Western sanctions, Indian refiners have managed to maintain—and even expand—procurement from Russia. Barring any severe logistical or regulatory disruptions, this trend is likely to persist in the coming months," said Sumit Ritolia, lead research analyst, Refining & Modeling at Kpler. "Looking ahead, Russia will likely remain India's largest crude supplier (35-40%) supported by price competitiveness and techno-economics. However, this dominance could face pressure if the West escalates enforcement of secondary sanctions targeting financial or shipping facilitators. Such a scenario could either reduce Russian volumes or push Indian refiners to seek greater compliance safeguards," Ritolia added.

Imports from West Asia remain significant but show signs of increasing volatility. Oil imports from Iraq — India's second-largest crude supplier — were around 893,000 bpd in June (down 17.2 per cent sequentially), followed by Saudi Arabia with 581,000 bpd (flat sequentially), and the UAE at 490,000 bpd (up 6.5 per cent from May). Despite having lost market share to Russia in recent years, proximity and reliability of West Asian suppliers—particularly Saudi Arabia, Iraq, and the UAE — mean that they will remain core contributors to India's crude slate. In June, Iraq had an 18.5 per cent share in India's oil imports, followed by Saudi Arabia with 12.1 per cent, and the UAE with 10.2 per cent. The US retained its position as India's third-largest supplier of crude oil in June, with import volumes of around 303,000 bpd and a market share of 6.3 per cent.

According to Kpler's analysis, oil imports from West Asia are expected to stabilise in the 35-40 per cent range, and meanwhile India is expected to sustain its diversification efforts by tapping additional volumes from Africa, Latin America, and the US to optimise refinery economics, balance geopolitical exposure, and enhance energy security. Geopolitical shifts, freight economics, and refinery economics are expected to continue shaping India's crude sourcing decisions.

FULL REPORT ON www.indianexpress.com

MINT, Delhi, 4.7.2025
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# Indian Oil plans to set up green hydrogen fuel retail network

Rituraj Baruah
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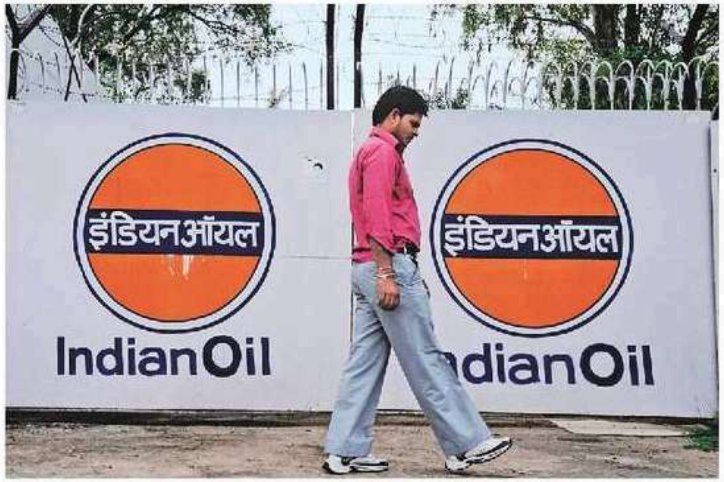
NEW DELHI

Indian Oil Corp. Ltd (IOC), the country's largest oil-marketing company with over 37,500 petrol stations, is working on a new business plan to set up green hydrogen fuel dispensing pumps across India, chairman Arvinder Singh Sahney said in an interview.

Sahney said that apart from captive consumption at its refineries, where Indian Oil would look at replacing grey hydrogen with green hydrogen, the company aims to eventually cater to the mobility demand in the country, thereby retailing green hydrogen fuel cells.

He believes that due to critical safety requirements for hydrogen, separate and enhanced safety norms would be necessary for green hydrogen stations. This would require oil marketing companies (OMCs) to establish dedicated infrastructure for retail sales of the fuel. The playbook is part of Indian Oil's $30 billion investment plan to achieve net zero by 2046, and involves the refiner to meet its captive demand, followed by catering to mobility requirements and exports. The plan being worked upon by the country's largest refiner's strategy group involves setting up these carbon emission-free fuel dispensing stations at new locations, and not at its current network points. Green hydrogen is used as a clean fuel for vehicles, especially in fuel cell electric vehicles, as a zero-emission alternative to fossil fuels. Without divulging further detail of its retail plans for green hydrogen, Sahney said: "Everything is on our strategy table."



The playbook is part of Indian Oil's $30 billion investment plan to achieve net zero by 2046.
MINT

The plan involves selling green hydrogen from Indian Oil's 10,000 tonne per annum green hydrogen generation unit at Panipat refinery to be commissioned by December next year. Referring to the planned green hydrogen plant at its Panipat refinery, Sahney said: "I am putting up this plant at Panipat, I want to take it to its logical conclusion, that is increased use in mobility. Till the time mobility is there, I can use that in my refineries also. I can replace the grey hydrogen with the green one."

He noted that it would be the largest green hydrogen facility in India. Recently, Indian Oil discovered the levelized cost of green hydrogen at $4.66 per kg for the proposed green hydrogen plant. This is a key breakthrough as the government has been eyeing green hydrogen prices to come below $5 per kg, with an eventual target of bringing it to $1 per kg. The development assumes significance in the backdrop of India targeting 5 million tonne annual green hydrogen production by 2030.

Noting that technology for use of green hydrogen in automobiles is already available and that the state-run OMC is supplying hydrogen to about 15 fuel cell buses in New Delhi, he stressed on the need for having dispensing stations or retail outlets dedicated to supplying new-age fuel to customers.

"We don't have enough (green hydrogen) dispensing stations in India. I think only three or four dispensing stations are there. Two of them are with us—one in Gujarat and one in Faridabad...But with those four, you can't run a proper automobile (ecosystem), so it's a chicken and egg story. If I can develop an ecosystem, if I can develop green hydrogen first and then our number of dispensing stations in a particular area in a particular state in a particular distance, and then encourage people to buy those automobiles there. And then we can develop an ecosystem," he said.

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

MORNING STANDARD, Delhi, 4.7.2025
Page No. 10, Size:(15.94)cms X (14.13)cms.

# Oil imports dip in Jun; Russia top supplier

RAKESH KUMAR @ New Delhi

INDIA imported 4.66 million barrels per day (mbd) of crude oil and condensates in June 2025, which is slightly down from 4.72 mbd in May, according to data from shipping analytics firm Vortexa.

Russia continued to be India's top crude supplier, followed by Iraq, Saudi Arabia, the United Arab Emirates (UAE), and the United States. The report highlights a marginal month-on-month increase in crude imports from the US, rising to 2.98 mbd in June from 2.63 mbd in May.

In May, the country's crude oil imports reached an all-time high of 23.32 million metric tonnes in May, up 10% from the previous month. Russia accounted for nearly 40% of these imports, followed by Iraq at 22%, while imports from Saudi Arabia continued to decline.

Despite the ongoing conflict in the Middle East, particularly tensions between Israel and Iran, India's crude imports from the region remained largely unaffected. While imports from the Middle East Gulf (MEG) declined slightly in June, Vortexa noted that this was likely not linked to the geopolitical situation, as there were no observed disruptions through the Strait of Hormuz.

The drop, instead, appears to be driven by India increasing purchases of Russian grades like ESPO. Import of crude from the Middle East Gulf decreased slightly month-on-month in June, but that might not be due to the Israel-Iran conflict as we did not see any disruptions in flows across the Strait of Hormuz.

The drop in MEG crude intake by India last month might be due to India taking more Russian crude, particularly ESPO grade," said said Ivan Mathews, Head of APAC Analysis Vortexa..

Meanwhile, Petroleum Minister Hardeep Singh Puri on Tuesday said that crude oil prices are expected to stabilize around $65 per barrel going forward. His remarks came after Brent crude briefly rose to $78 per barrel following the recent conflict between Israel and Iran.

# Crude price can fall below $60/barrel by 2025-end

**Market well supplied**

The oil market is currently well-supplied, primarily due to higher output from OPEC+ and weak global demand

**Possible supply cuts**

The report also cautioned against potential geopolitical risks, including the Iran-Israel conflict and the possibility of OPEC+ reinstating supply cuts

ENS ECONOMIC BUREAU @ New Delhi

CRUDE oil prices are expected to fall below $60 a barrel by the end of 2025, driven by robust supply and subdued global demand, according to S&P Global.

Premasish Das, executive director of S&P Global Commodity Insights, speaking on the sidelines of S&P's Commodity Market Insights event, stated that crude prices are expected to slide by year-end and hover in the $55-$60 range.

The oil market is currently well-supplied, primarily due to higher output from The Organisation of the Petroleum Exporting Countries (OPEC+) and weak global demand. Beginning April, OPEC+ decided to unwind its 2.2 million barrels per day production cut on a monthly basis.

This decision initially caused crude to slump to $60 before recovering to around $70. The cartel had implemented these cuts in 2022 to support prices. Global oil demand, on the other hand, remains muted, largely due to a slowdown in China, the world's biggest oil importer.

However, he also cautioned against potential geopolitical risks, including the Iran-Israel conflict and the possibility of OPEC+ reinstating supply cuts. In such a scenario, oil prices could climb to $70-$75, he added. Das noted that India's oil demand is expected to remain robust in the second half of the year. The country's oil demand growth is anticipated to rise by 110-120 thousand barrels per day in the second half of 2025.

MILLENNIUM POST, Delhi, 4.7.2025
Page No. 11, Size:(24.90)cms X (18.34)cms.

# ONGC inks pact with Japan's Mitsui OSK for ethane carriers

## ONGC said it signed a Heads of Agreement with Mitsui to enter into a partnership to build, own & operate two very large ethane carriers

**OUR CORRESPONDENT**

**NEW DELHI:** State-owned Oil and Natural Gas Corporation (ONGC) has signed an agreement with Japan's Mitsui OSK Lines to enter into a partnership to build two very large ethane carriers that will be used to import petrochemical feedstock for its subsidiary.

In a regulatory filing, ONGC said it signed a Heads of Agreement on Thursday with Mitsui "to enter into a partnership to build, own and operate two very large ethane carriers (VLECs).

It, however, did not give financial details of the partnership, including the equity stake the two firms would hold.

"The VLECs shall be shipping imported ethane to ONGC Petro Additions Limited (OPaL), a subsidiary of ONGC, for captive use as feedstock," the filing said. "This arrangement is subject to Board approval and further details shall be shared after signing of the partnership agreement.


**It, however, did not give financial details of the partnership, including the equity stake the two firms would hold**

ONGC plans to import ethane starting in mid-2028 to compensate for the altered composition of liquefied natural gas (LNG) sourced from Qatar, according to a tender that the state-owned firm floated in March this year for selecting a partner for building the VLECs.

**Key Points**

- 'VLECs shall be shipping imported ethane to ONGC Petro Additions Ltd (OPaL), a subsidiary of ONGC, for captive use as feedstock'
- ONGC plans to import ethane from mid-2028 to compensate altered composition of LNG sourced from Qatar
- India imports 7.5 million tonnes per annum of LNG from Qatar

India imports 7.5 million tonnes per annum of LNG from Qatar. Under the deal, QatarEnergy supplies 5 million tonnes a year of LNG that contains methane (used to produce electricity, make fertiliser, converted into CNG or used as cooking fuel) as well as ethane and propane -- feedstock to make LPG and petrochemicals -- on a firm basis and the rest on best endeavour basis.

This contract is coming to an end in 2028 and the revised contract signed last year envisages QatarEnergy supplying 'lean' gas (one that is stripped of ethane and propane).

ONGC had spent about Rs 1,500 crore in setting up a C2 (ethane) and C3 (propane) extraction plant at Dahej in Gujarat. The C2/C3 so extracted was used as a feedstock in its petrochemical subsidiary, OPaL.

With the changed composition of LNG, the company is now looking at importing ethane.

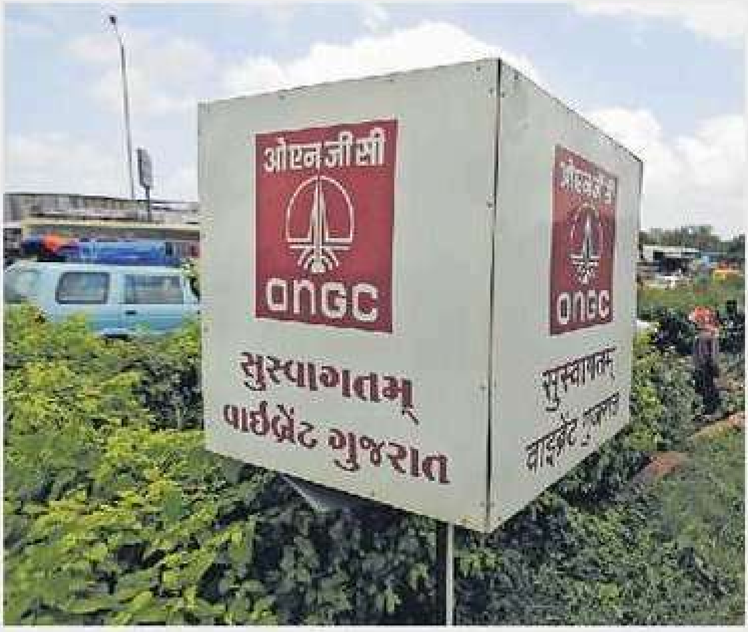
OPaL "is having a mega grassroot petrochemical complex and having the largest standalone dual feed cracker in Southeast Asia. Plant is having a dual feed cracker i.e. a mix of Naphtha and C2 (Ethane), C3 (Propane) & C4 (Butane) as feedstock," the tender document had said. "ONGC plans to source and supply 800,000 tonnes per annum of ethane to secure the feedstock for OPaL, from May 2028 onwards.

And to ship this ethane, it has formed a joint venture with Mitsui to build VLECs that could ship the feedstock.

ONGC will be responsible for sourcing ethane. It will hire the VLECs from the joint venture for the shipping of ethane.

MINT, Delhi, 4.7.2025
Page No. 9, Size:(10.42)cms X (8.65)cms.

# ONGC signs pact with Japan's Mitsui




ONGC, however, did not give financial details of the partnership. REUTERS

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VIRAT VAIBHAV, Delhi, 4.7.2025
Page No. 15, Size:(15.36)cms X (20.27)cms.

# ओएनजीसी जम्मू-कश्मीर में यात्री निवास परिसर का कर रही विकास

एजेंसी ■नई दिल्ली

सार्वजनिक क्षेत्र की ऑयल एंड नेचुरल गैस कॉरपोरेशन लि. (ओएनजीसी) कॉरपोरेट सामाजिक जिम्मेदारी के तहत जम्मू-कश्मीर में चार स्थानों पर आपदा प्रबंधन और यात्री निवास परिसर विकसित कर रही है। कंपनी ने बुधवार को बयान में कहा कि जम्मू-कश्मीर के बालटाल, नुनवान, बिजबेहरा व सिधरा में बन रही इन संपत्तियों का संचालन श्री अमरनाथ जी श्राइन बोर्ड द्वारा किया जाएगा। ओएनजीसी ने कहा कि ए सुविधाएं अमरनाथ यात्रा करने वाले लोगों को सुरक्षित आवास, साफ-सफाई और आपातकालीन सहायता प्रदान करेंगी। इस स्थाई बुनियादी ढांचे का फायदा पूरे साल स्थानीय लोगों को भी मिलेगा। हर साल पांच लाख से ज्यादा लोग अमरनाथ यात्रा पर जाते हैं। बयान के अनुसार, बालटाल यात्री निवास 6,315 वर्ग मीटर में फैला है और आपदा प्रबंधन परिसर अब पूरी तरह परिचालन में है। इसमें यात्री निवास, अतिथि गृह, सुरक्षा ढांचा और आपदा-प्रतिक्रिया सुविधाएं शामिल हैं। बयान के अनुसार, बालटाल सुविधा का औपचारिक उद्घाटन शुक्रवार चार जुलाई को केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी और उपराज्यपाल मनोज सिन्हा करेंगे। इस मौके पर ओएनजीसी के चेयरमैन एवं मुख्य कार्यपालक अधिकारी (सीईओ) अरुण कुमार सिंह भी उपस्थित रहेंगे। कंपनी ने बताया कि नुनवान (8,500 वर्ग मीटर) और बिजबेहरा (7,640 वर्ग मीटर) में निर्माण कार्य प्रगति पर है। दोनों स्थलों पर निर्माण कार्य सितंबर, 2025 तक पूरा होने की उम्मीद है। जम्मू में सिधरा परिसर को बोर्डिंग, आपातकालीन प्रबंधन और लॉजिस्टिक समन्वय हेतु एक अहम केंद्र के तौर पर काम करने के लिए तैयार किया गया है। इसे सितंबर, 2026 तक पूरा करने का लक्ष्य रखा गया है।

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# पुराने वाहनों को नो फ्यूल नीति पर रोक

पंजाब केसरी/नई दिल्ली

राजधानी में 15 साल पुरानी पेट्रोल और 10 साल पुरानी डीजल गाड़ियों को तेल नहीं देने और उन्हें जब्त करने के फैसले पर दिल्ली की रेखा गुप्ता सरकार ने रोक लगा दी है। आम जनता की बढ़ती परेशानियों को देखते हुए दिल्ली सरकार ने एंड ऑफ लाइफ (ईओएल) वाहनों को जब्त करने के फैसले को लागू होने के दो दिन बाद ही स्थगित कर दिया है। दिल्ली के पर्यावरण मंत्री मनजिंदर सिंह सिरसा ने गुरुवार को वायु गुणवत्ता प्रबंधन आयोग (सीएक्यूएम) को पत्र लिखकर निर्देश संख्या 89 को लागू पर रोक लगाने को कहा है, जिसमें दिल्ली में एंड ऑफ लाइफ वाहनों को ईंधन देने से मना करने का आदेश दिया गया है।

## पर्यावरण मंत्री सिरसा ने लिखा सीएक्यूएम को पत्र

● लाखों लोगों की आजीविका इन वाहनों को निर्भर है इसलिए पुराने व्हीकल्स जब्त नहीं किए जाएंगे और ट्रांसपोर्ट व्यापार में बढ़ने लगी थी मुश्किलें...

मनजिंदर सिंह सिरसा ने गुरुवार को घोषणा की कि राजधानी में पुराने वाहनों को जब्त नहीं किया जाएगा। उन्होंने कहा कि दिल्ली की मुख्यमंत्री ने लोगों को आश्वासन दिया है कि पुरानी गाड़ियों को मनमाने ढंग से जब्त नहीं किया जाएगा। पत्र में मंत्री सिरसा ने आग्रह किया है कि लाखों नागरिकों की रोजमर्रा की जिंदगी और आजीविका इन वाहनों पर निर्भर है। अचानक ईंधन आपूर्ति पर रोके जाने से ट्रांसपोर्ट, व्यापार, और निजी जीवन में गम्भीर अव्यवस्था उत्पन्न हो रही है। दिल्ली सरकार मानती है कि वायु गुणवत्ता के संरक्षण के प्रयासों के साथ-साथ आम जनता की कठिनाइयों को भी मानवीय दृष्टिकोण से देखना जरूरी है। दिल्ली सरकार ने अनुरोध किया है कि सीएक्यूएम इस निर्णय पर पुनर्विचार करे और जनहित में इसे वापस ले ताकि नागरिकों को राहत मिल सके। हम पुरानी गाड़ियों को जब्त नहीं होने देंगे। साथ ही हम दिल्ली में प्रदूषण को नियंत्रित करने के लिए प्रतिबद्ध हैं। उन्होंने कहा कि दिल्ली के निवासी पहले से ही एंड-ऑफ-लाइफ वाहनों से जुड़ी समस्याओं का सामना कर रहे हैं। सरकार ने वायु गुणवत्ता प्रबंधन आयोग के अध्यक्ष को लिखे पत्र में कहा कि नीति को लागू करने के लिए उसके पास जरूरी इंफ्रास्ट्रक्चर की कमी है। मंत्री ने आगे कहा कि पुरानी गाड़ियों के मालिकों को ऐसी कोई नीति न होने के कारण दिल्ली के पड़ोसी शहरों जैसे नोएडा, फरीदाबाद, गुरुग्राम आदि से फ्यूल लेना पड़ रहा है। वहीं सरकार के इस निर्णय का दिल्ली पैट्रोल डीलर्स एसोसिएशन (डीपीडीए) ने स्वागत किया है।

डीपीडीए के अध्यक्ष निश्चल सिंघानिया का कहना है कि सरकार का यह निर्णय काफी सकारात्मक है। उन्होंने कहा कि दिल्ली सरकार राजधानी से सटे एनसीआर शहरों में ईओएल वाहनों पर रोक लगाने के साथ ही दिल्ली में इस प्रतिबंध को लागू करे, तभी पर्यावरण प्रदूषण के दृष्टिकोण से यह योजना कारगर साबित होगी। इस प्रतिबंध के तहत पैट्रोल पंप डीलरों को दंडात्मक कार्रवाई से पूरी तरफ छूट दी जानी चाहिए।

(पृष्ठ 5 भी देखें)

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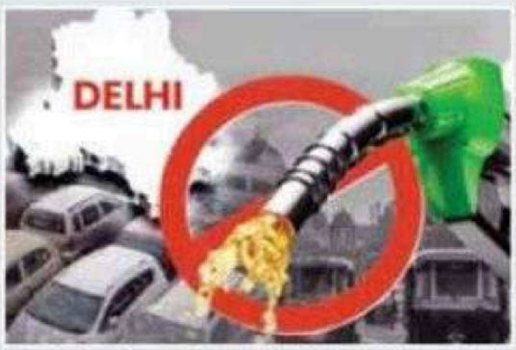
# पुराने वाहनों को तेल नहीं देने के फैसले पर दिल्ली सरकार ने लिया यू-टर्न

**दिल्ली सरकार ने ईओएल वाहनों को ईंधन नहीं देने के फैसले पर लगाई रोक**

**पुराने वाहनों पर प्रतिबंध के मुद्दे के समाधान के लिए सभी प्रयास करेगी : सीएम**

**पिछली सरकारों ने समस्या का समाधान नहीं किया इसीलिए समस्या अभी भी बरकरार: रेखा गुप्ता**




**नई दिल्ली, (पंजाब केसरी):** राजधानी में 15 साल पुरानी पेट्रोल और 10 साल पुरानी डीजल गाड़ियों (ईओएल) को तेल नहीं देने और उन्हें जब्त करने के फैसले पर दिल्ली सरकार ने यू टर्न ले लिया है। दिल्ली सरकार ने ईओएल वाहनों को ईंधन नहीं देने के फैसले पर रोक लगा दी है। दिल्ली की मुख्यमंत्री रेखा गुप्ता ने बृहस्पतिवार को कहा कि दिल्ली सरकार ईओएल वाहनों पर प्रतिबंध से संबंधित समस्याओं के समाधान के लिए सभी संभव प्रयास करेगी। सीएम गुप्ता ने कहा कि कुछ लोग अपने करीबियों द्वारा उपहार के रूप में दिये गये वाहनों से भावनात्मक रूप से जुड़ाव महसूस करते हैं। ऐसे में वाहन मालिक इन वाहनों को लंबे समय तक अपने पास रखकर चलाते हैं। मुख्यमंत्री ने कहा कि ऐसे वाहन केवल यादगार होते हैं और अक्सर उन्हें बहुत नहीं चलाया जाता। गुप्ता ने कहा कि दिल्ली के लोगों का यह दर्द समझा जा सकता है। दिल्ली सरकार इस समस्या के समाधान के लिए हरसंभव प्रयास करेगी। जहां भी जरूरत होगी हम लोगों की आवाज उठाएंगे। यहां वर्ष 2018 में उच्चतम न्यायालय के एक फैसले में दिल्ली में 10 साल से पुराने डीजल वाहनों और 15 साल से पुराने पेट्रोल वाहनों पर प्रतिबंध लगा दिया गया था। एनजीटी के 2014 के आदेश में सार्वजनिक स्थानों पर 15 वर्ष से अधिक पुराने वाहनों की पार्किंग पर भी प्रतिबंध लगाया गया है।

## पर्यावरण मंत्री सिरसा ने बताई बैन वापस लेने की असली वजह

**नई दिल्ली, (पंजाब केसरी):** दिल्ली में पुराने वाहनों को पेट्रोल-डीजल न देने पर बैन लगाने वाले आदेश को रेखा सरकार ने वापस ले लिया है। एक जुलाई से लागू इस आदेश को अभी महज दो दिन ही हुए थे कि पर्यावरण मंत्री मनजिंदर सिरसा ने वायु गुणवत्ता प्रबंधन आयोग (सीएक्यूएम) को पत्र लिखकर इसे रोकने को कहा है। सिरसा ने सीएक्यूएम को लिखे पत्र में इसकी वजह बताई है। उन्होंने आगे लिखा कि दिल्ली सरकार पूरी तरह से आयोग के उद्देश्य के अनुरूप है कि धीरे-धीरे प्रदूषण फैलाने वाले वाहनों को हटाया जाए और इसके लिए एक व्यापक वायु प्रदूषण शमन कार्य योजना भी लागू की गई है। दिल्ली उच्च न्यायालय भी ईओएल वाहनों के पंजीकरण रद्द करने और यह सुनिश्चित करने के निर्देश का पालन कर रहा है कि वे दिल्ली की सड़कों पर न चलें। हालांकि जहां तक डीएनपीआर (निर्देश संख्या 89) के कार्यान्वयन का संबंध है,इसमें ईओएल वाहनों को ईंधन के आधार पर (डीजल के लिए 10 साल और पेट्रोल के लिए 15 साल) पहचानना है,इसमें कई परिचालन और ढांचागत चुनौतियां हैं। वर्तमान में इस आदेश को लागू करना संभव नहीं होगा। वास्तव में निर्देश संख्या 89 का तत्काल कार्यान्वयन अपरिपक्व और संभावित रूप से प्रतिकूल होगा। बैन रोकने की मांग के पीछे एएनपीआर (स्वचालित नंबर प्लेट पहचान) सिस्टम में तकनीकी खामियां प्रमुख वजह है। एएनपीआर कैमरे अधिकांश स्थानों पर स्थापित किए गए हैं लेकिन इस प्रणाली में अपेक्षित मजबूती का अभाव है,जिसकी ऐसे महत्वपूर्ण सिस्टम के लिए आवश्यकता है। साथ ही इसमें तकनीकी गड़बड़ियां, कैमरा प्लेसमेंट सेंसर का काम न करना और स्पीकर का काम न करना जैसी गंभीर समस्याएं हैं।


मनजिंदर सिंह सिरसा

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# सख्ती: पुराने वाहनों को ईंधन आपूर्ति पर रोक लगाने संबंधी आदेश जारी, तैयारी शुरू

## एक नवंबर से पेट्रोल पंपों से चिह्नित वाहनों को ईंधन की आपूर्ति नहीं की जाएगी

भास्कर न्यूज़ | फरीदाबाद

राष्ट्रीय राजधानी क्षेत्र (एनसीआर) में वायु गुणवत्ता प्रबंधन आयोग (सीएक्यूएम) के निर्देश की अनुपालना में जिले में इंड ऑफ़ लाइफ (ईओएल) वाहनों से उत्पन्न होने वाले वायु प्रदूषण को नियंत्रित करने हेतु अहम कदम उठाया गया है। डीसी विक्रम सिंह की अध्यक्षता में हुई बैठक में यह निर्णय लिया गया कि ऐसे सभी वाहन जिनकी पहचान एएनपीआर (एएनपीआर) कैमरों या अन्य स्मार्ट सिस्टम के माध्यम से हुई है और जो 10 वर्ष से अधिक पुराने डीजल वाहन अथवा 15 वर्ष से अधिक पुराने पेट्रोल वाहन हैं, उन्हें 1 नवंबर 2025 से ईंधन की आपूर्ति नहीं की जाएगी। बैठक में पुलिस विभाग (ट्रैफिक), खाद्य एवं आपूर्ति विभाग, आरटीए व संबंधित विभागों के अधिकारी मौजूद थे। डीसी ने बताया यह आदेश विशेष रूप से फरीदाबाद, गुरुग्राम, सोनीपत, गाजियाबाद व गौतम बुद्ध नगर में लागू होंगे।

डीसी ने कहा पंप मालिकों को निर्देश दिए गए हैं कि वे उक्त पंजीकरण श्रृंखलाओं के वाहनों को ईंधन न दें तथा वाहन की पंजीकरण तिथि के आधार पर उसके रजिस्ट्रेशन सर्टिफिकेट (आरसी) की जांच कर सुनिश्चित करें कि वाहन 10 वर्ष (डीजल) या 15 वर्ष (पेट्रोल) से अधिक पुराना न हो। नियमों का उल्लंघन करने पर संबंधित पेट्रोल पंप मालिक के विरुद्ध कार्रवाई की जाएगी। डीसी ने कहा यह निर्णय जिले में बेहतर वायु गुणवत्ता सुनिश्चित करने के उद्देश्य से लिया गया है। उन्होंने आमजन से भी इस निर्णय में सहयोग करने की अपेक्षा की है।

### ईंधन आपूर्ति बंद करने के लिए चिन्हित वाहन पंजीकरण श्रृंखलाएं

| प्राधिकरण | वाहन पंजीकरण श्रृंखला | ईंधन प्रकार | प्रतिबंध स्थिति |
|---|---|---|---|
| RTA फरीदाबाद | HR38A से HR38U | डीजल | आपूर्ति नहीं की जाएगी |
| RTA फरीदाबाद | HR38A से HR38Q | पेट्रोल | आपूर्ति नहीं की जाएगी |
| SDM फरीदाबाद | HR51A से HR51BE | डीजल | आपूर्ति नहीं की जाएगी |
| SDM फरीदाबाद | HR51A से HR51AH | पेट्रोल | आपूर्ति नहीं की जाएगी |
| SDM बल्लभगढ़ | HR29A से HR29AK | डीजल | आपूर्ति नहीं की जाएगी |
| SDM बल्लभगढ़ | HR29A से HR29X | पेट्रोल | आपूर्ति नहीं की जाएगी |