Business Standard, Delhi, 08/09/2025
Page No: 8, Size: 103.35cm × 43.10cm

Amid tariff heat, Indian refiners ramp up US, UAE oil purchases

S DINAKAR
Amritsar, 7 September

India's strong relations with West Asian nations and the compulsion by President Donald Trump to ramp up crude oil purchases led to Indian refiners clocking multi-year high imports from the US as well as the United Arab Emirates (UAE) in August, according to industry sources and market data.

The surge in purchase of costly, higher quality US oil comes even as Industry Minister Piyush Goyal expressed optimism of concluding a bilateral trade agreement with the US by November. After this pact, purchase of oil and US LNG would play a key role. And, the move to source more oil from the UAE, which markets crude varieties that can substitute India's staple Russian Urals, offers a hedge to state oil companies, which are often caught in geopolitical crossfires, a senior official from a state refiner said.

The US loaded nearly 400,000 barrels per day (bpd) of predominantly light, sweet grades like WTI Midland last month, the highest since November 2022, when loadings from US ports averaged 486,000 bpd, maritime intelligence agency Kpler data showed (data as of September 5). That compares to 222,000 bpd loadings a year earlier and just 166,000 bpd in July. West Asian oil producers like Saudi Arabia and UAE are located close to India and have the volumes to offer in case of crises, said R Ramachandran, former head of refining at Bharat Petroleum.

US oil is an opportunistic buy, and typically booked two months in advance to accommodate longer transport times, he added. Russia was the biggest supplier of crude oil to India this year, accounting for around 37 per cent until August followed by Iraq, Saudi Arabia, UAE and the US.

Russian exports to India in the January-August period declined by only 3.3 per cent from a year earlier period but supplies from the US and UAE jumped by 26 per cent and 22 per cent, respectively. Shipments to India increased year-on-year (Y-o-Y) in six of the eight months this year for both nations, according to calculations based on data from Kpler.

Russian exports have slumped since a 2025 high in March. March and August witnessed a spurt in UAE supplies to India, coinciding with stringent sanctions by Washington in both cases — the outgoing Joe Biden administration imposed severe strictures on Russian oil flows in January-February and Trump's tariff threats began mid-year. US purchases jumped in August, led by competitive prices.

But the composition of trade has changed. State refiners, led by Indian Oil and Bharat Petroleum, denied ample access to Russian crude because of shrinking supplies and discounts have leaned on UAE's Murban grade. This is a potential substitute for Russian Urals, a senior trader at a state refiner said. In addition, it has scooped up most of the light, sweet US grades on offer, used to blend with heavier oils.

In contrast, Reliance Industries and Rosneft-run Nayara Energy have primarily sourced Russian oil and some heavy, high sulphur cheap oil from Canada and exported via the US because of their advanced refinery configurations.

Exports of US oil to India increased by an average 71,000 bpd until August compared to the entire 2024, the data showed. The value of incremental volumes calculated on the basis of this year's average landed price of US oil at $79.3 per barrel in India amounted to $1.2 billion.

India paid $6.4 billion for US crude during the January-July period, according to data from Directorate General of Commercial Intelligence and Statistics. India's overall imports from the US in FY25 totalled $45.6 billion, and the resulting $40.9 billion trade surplus has been a source of friction with Washington. The UAE, with whom India has a free trade agreement and strong trade ties, shipped 532,000 bpd last month, the highest since it loaded 542,000 bpd in May 2022. Exports from UAE were also around 24 per cent higher compared to a year earlier and 12 per cent higher month-on-month (M-o-M).

Different price points

But, UAE and US grades are much more expensive than Russian oil on a landed basis in India, Directorate General of Commercial Intelligence and Statistics (DGCIS) data showed. Russian oil averaged $71.3 per barrel in January-July 2025, $7 per barrel cheaper than UAE grades and $8 per barrel cheaper than US oil. Russian oil, despite shrinking discounts of around $2.50/barrel, half of last year's average levels, is still competitive. That partly explains why Russian oil flows to India are still holding up.

Russia shipped around 1.5 million bpd of crude oil in August despite the imposition of secondary tariffs by the Trump administration and European Union sanctions in July, according to Kpler and Vortexa. These levels are just 14 per cent lower than the average 1.75 million bpd that Russia shipped to India this year until August, calculations based on shipping data shows.

Indian refining officials said the Centre does not give directions on oil imports except that the most economical oil should be sourced, while avoiding sanctioned nations Iran and Venezuela. They emphasised that light US crude grades were very competitive because of weaker US WTI crude benchmark levels compared to a stronger Dubai benchmark, used to price Gulf crude oils.

Prices of light Sweet Ice Brent crude futures dipped below Medium Sour Dubai crude swaps in August for the first time in four months. This increased the viability of shipping arbitrage crude from the Atlantic basin to Asia-Pacific, UK-based market intelligence agency Argus said in a report.

Indian Oil and Bharat Petroleum purchased at least 6 million barrels of spot WTI crude for November arrival in late August, the agency said, reflecting continuing interest among Indian refiners for US oil.

Balancing act

Delivered crude prices ($/barrel)

Crude oil loadings to India ('000 bpd)

	FY24			FY25		
	Russia	US	UAE	Russia	US	UAE
Jan	1,633	97	313	1,579	195	399
Feb	1,450	155	370	1,813	356	363
March	1,766	252	277	2,092	294	524
April	2,126	295	379	1,856	339	307
May	1,890	292	446	1,792	381	465
June	2,067	328	365	1,687	254	417
July	1,790	259	286	1,689	166	475
August	1,709	222	428	1,437	400	532
8-mth avg	1,803	237	358	1,743	298	435

*Average, Source: Indian commerce ministry data, Kpler (data as of September 5)

Mint, Delhi, 08/09/2025
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Key Opec+ nations boost oil output

Eight key members of the Organization of the Petroleum Exporting Countries and its allies (Opec+) said on Sunday that they have agreed to again boost oil production, in a strategy analysts saw as a bid to gain a bigger market share of crude sales.

Oil ministers in the V8 grouping—comprising Saudi Arabia, Russia, Iraq, the United Arab Emirates, Kuwait, Kazakhstan, Algeria and Oman—decided to increase production by 137,000 barrels a day (bpd) from next month, they said in a statement.

Those countries had already increased production by 2.2 million bpd in recent months.

In their statement issued after an online meeting on Sunday, they said that the new incoming cycle could see up to an extra 1.65 million bpd eventually coming onto the market. **AFP**

Millennium Post, Delhi, 08/09/2025
Page No: 9, Size: 15.48cm × 19.90cm

OPEC+ to raise oil output from October to regain market share

LONDON/MOSCOW/BAGHDAD: OPEC+ has agreed to further raise oil production from October as its leader Saudi Arabia pushes to regain market share, while slowing the pace of increases compared with previous months due to an anticipated weakening of global demand.

OPEC+ has been increasing production since April after years of cuts to support the oil market, but the Sunday decision to further boost output came as a surprise amid a likely looming oil glut in the northern hemisphere winter months.

Eight members of OPEC+ agreed on Sunday in an online meeting to raise production from October by 137,000 barrels per day, it said in a statement, much lower than the monthly increases of about 555,000 bpd for September and August and 411,000 bpd in July and June, *Reuters* reported.

The Sunday deal also means OPEC+ has begun to unwind a second tranche of cuts of about 1.65 million bpd by eight members more than a year ahead of schedule.

The group has already fully unwound the first tranche of 2.5 million bpd since April, equivalent to about 2.4 percent of global demand.

"The barrels may be small,

but the message is big," said Jorge Leon, analyst at Rystad and a former OPEC official. "The increase is less about volumes and more about signalling – OPEC+ is prioritizing market share even if it risks softer prices."

OPEC+, made up of the Organization of the Petroleum Exporting Countries plus Russia and other allies, found it easy to raise production when demand was growing in summer, but the real test will come in the fourth quarter with expected slowing demand, Leon said.

OPEC+ said it retained options to accelerate, pause or reverse hikes at future meetings. It scheduled the next meeting of the eight countries for Oct. 5.

OPEC's output increases this year also come as Saudi Arabia has sought to punish other members such as Kazakhstan for overproducing, and as the United Arab Emirates has built new capacity and sought higher targets.

Earlier this year, U.S. President Donald Trump put pressure on the group to boost output as he sought to fulfil his election promise to bring down domestic gasoline prices.

The increases in output have led to a fall in oil prices of around 15% so far this year, pushing oil companies' profits to their lowest since the pandemic and triggering tens of thousands of job cuts.

Oil prices have not collapsed, however, trading at around $65 a barrel, supported by Western sanctions on Russia and Iran. That has emboldened OPEC+ to continue increasing output.

OPEC+'s hikes have fallen short of the pledged amounts because most members are pumping near capacity.

As a result, only Saudi Arabia and the United Arab Emirates are able to add more barrels into the market, analysts have said and data have shown.

OPEC+ had two layers of cuts before the Sunday deal - the 1.65 million bpd cut by the eight members, and another 2 million bpd cut by the whole group in place until the end of 2026. AGENCIES

Millennium Post, Delhi, 08/09/2025
Page No: 9, Size: 25.35cm × 20.19cm

BPCL's Andhra refinery complex gets EAC's nod to prepare ToR

As per the minutes of the EAC's meeting held on August 29, the project cost would be Rs 1.03 lakh cr with a completion schedule of 42 months

OUR CORRESPONDENT

HYDERABAD: A committee under the Ministry of Environment and Forest and Climate Change has accorded permission to BPCL to prepare terms of reference (ToR) for its proposed 9 million metric tons per annum (MMTPA) Greenfield Refinery and Petrochemical Complex in Andhra Pradesh.

According to the minutes of the meeting of the Expert Appraisal Committee (EAC) under the ministry held on August 29, the project cost would be Rs 1.03 lakh crore with a completion schedule of 42 months.

Total Employment generated will be 3,400 for the Construction Phase (out of which 400 permanent and 3,000 temporary) and 3,750 Operational Phase (out of which 1250 permanent & 2500 temporary), it said.

Bharat Petroleum Corporation Limited is proposing to set up the plant at Chevuru Village, Gudlur Mandal, Sri Potti Sriramulu Nellore District in AP.

'Total Employment generated will be 3,400 for Construction Phase (out of which 400 permanent & 3,000 temporary) and 3,750 Operational Phase (out of which 1250 permanent & 2500 temporary)'

"EAC found the compliance status and justification satisfactory. After deliberations, the Committee recommended the project proposal for prescribing the following specific ToRs for along with public hearing in Sri Potti Sriramulu Nellore District, for undertaking a detailed EIA (Environmental Impact Assessment) and EMP (Environmental Management Plan) study in addition to the standard ToR applicable for the project," the committee said.

The EAC asked the petroleum major to conduct a public hearing and prepare a report with details of proceedings duly signed by the presiding officer, attendance sheets, action plan to address the issues raised during public hearing along with budget allocation and timeline, among others.

Total land requirement for the proposed project will be 2,109.62 hectares. No forest land will be acquired.

Out of the total land required, 703.34 ha greenbelt shall be developed inside the complex, which is 33.3 per cent of the total area.

The total power requirement of the proposed refinery cum petrochemical complex will be 600 MW, out of which 100 MW will be generated through in-house captive power plant and remaining 500 MW shall be met through State Grid.

There are no National Parks, Wildlife Sanctuaries, Biosphere Reserves, Tiger/Elephant Reserves within 10 km distance from the project site. The Bay of Bengal is located at a distance of 3 km in the East direction. Buckingham canal is flowing 50 meters east of the refinery, the EAC said.

Key Points

- BPCL is proposing to set up the plant at Chevuru Village, Gudlur Mandal, Sri Potti Sriramulu Nellore District in AP
- Total land requirement for the proposed project will be 2,109.62 hectares. No forest land will be acquired
- Out of the total land required, 703.34 ha greenbelt shall be developed inside the complex, which is 33.3% of the total area

Business Line, Delhi, 08/09/2025
Page No: 3, Size: 5.98cm × 8.55cm

GST rate cuts to boost biogas investment

New Delhi: The reduction of Goods and Services Tax on biogas plants and devices will boost private investment in the sector, the Indian Biogas Association said. Biogas plants and devices should become cheaper and more accessible and more financially attractive for investment, said the Indian Biogas Association in a statement. PTI

Business Line, Delhi, 08/09/2025
Page No: 1, Size: 18.94cm × 26.59cm

As discounts remain key, Russian crude supply to India may continue

Rishi Ranjan Kala
New Delhi

FLOWING STEADILY. Russian cargoes stood at roughly 1.67 mb/d in August, higher by 6% m-o-m, but fell 4% y-o-y

India's crude oil imports from Russia have remained stable, with August figures reflecting cargoes booked well before the recent geopolitical tensions escalated. Despite pressure from the US, government officials, analysts and traders indicate that future supplies from Russia will continue.

India's stance is clear; economics and energy security are the top priorities. A top government official emphasised that the country will continue to purchase crude that is economically viable.

STRATEGIC AUTONOMY

"India will continue to buy crude that meets economics. That apart, it's also about energy security and strategic autonomy in a multi-polar and volatile world," the official said. This sentiment is echoed by analysts who point out that India is unlikely to abruptly pivot away from Russian crude because Russian barrels are the cheapest option available.

For Indian refiners, the math is simple. With Russian crude currently offering a discount of over $3 a barrel, and signals of a potential 5 per cent discount on future cargoes, it remains the most commercially viable choice. Urals discount has risen (against Brent) since the second week of August, a refinery official said.

Global real-time data and analytics provider Kpler's data support this, showing that while India's intake of Russian crude has been steady, this is due to contract timing. August and early September arrivals reflect agreements made in July. Any real impact from tariffs or shipping issues won't be seen until late September onwards.

According to Kpler data, Russian cargoes stood at roughly 1.67 mb/d (provisionally) in August, higher by almost 6 per cent m-o-m, but fell 4 per cent y-o-y. India imported around 1.769 mb/d Russian crude in 2024 on average. During January to August, it imported roughly 1.768 mb/d, Kpler data show.

August crude procurement is generally on the lower side as domestic consumption is low due to rain.

The decline in crude oil imports is also due to lower cargoes at Nayara Energy's Vadinar refinery for the second consecutive month in August, said a trade source.

"India is unlikely to abruptly pivot away from Russian crude," stressed Sumit Ritolia, Kpler's Lead Research Analyst for Refining & Modeling.

US CARGOES

India has also increased its crude oil purchases from the US during 2025. American cargoes to India during 9M 2025 averaged at around 282,000 b/d, Kpler data show.

America's crude oil market share, which stood at 6.92 per cent in April (of total Indian imports), fell to 5.49 per cent a month later. In August, the share stood at a little over 5 per cent.

Opec+ to raise oil output from Oct

AGENCIES
7 September

Opec+ has agreed to further raise oil production from October as its leader Saudi Arabia pushes to regain market share, while slowing the pace of increases compared with previous months due to an anticipated weakening of global demand.

Opec+ has been increasing production since April after years of cuts to support the oil market, but the Sunday decision to further boost output came as a surprise amid a likely looming oil glut in the northern hemisphere winter months.

In a meeting that lasted 11 minutes, key alliance members approved adding about 137,000 barrels a day from October during a video call on Sunday as they accelerates the unwinding of its next tier of supply cuts. The group said in a statement it will return all or part of 1.65 million a day, without giving a period or increments, depending on market conditions. Delegates said it will be added in monthly stages until September next year.

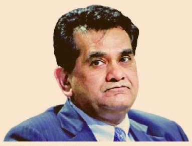
The Sunday deal also means Opec+ has begun to unwind a second tranche of cuts of about 1.65 million bpd by eight members more than a year ahead of schedule.

"The barrels may be small, but the message is big," said Jorge Leon, analyst at Rystad and a former Opec official. "The increase is less about volumes and more about signalling Opec+ is prioritising market share even if it risks softer prices."

Business Standard Sec -II, Delhi, 08/09/2025
Page No: 4, Size: 55.14cm × 97.92cm

OPINION

Finalising CAFE standards: The missing piece in India's green transport puzzle



AMITABH KANT

CAFE STANDARDS ARE THE REGULATORY BACKBONE OF AUTOMOTIVE EFFICIENCY. THEY REQUIRE CARMAKERS TO ACHIEVE SPECIFIC AVERAGE FUEL CONSUMPTION AND EMISSION TARGETS ACROSS THEIR FLEETS

Last month marked a watershed moment in India's journey towards sustainable transportation. Two landmark policy interventions underscored the government's commitment to decarbonise freight movement — one of India's fastest-growing and most emissions-intensive sectors.

First, the Ministry of Heavy Industries rolled out the much-anticipated e-truck scheme under the PM e-DRIVE initiative, allocating ₹500 crore to incentivise the adoption of electric trucks. Second, the Bureau of Energy Efficiency (BEE) issued a draft proposal for revised fuel efficiency norms that, for the first time, include medium- and heavy-duty vehicles (MDVs and HDVs), alongside light-duty vehicles (LDVs). Together, these crucial interventions could reshape India's carbon-intensive freight ecosystem.

India's transportation sector carries a heavy carbon footprint. Responsible for an estimated 300 million tonnes (mt) of CO_2 emissions in 2019, the sector ranks as the third-largest contributor to national greenhouse gas (GHG) emissions, trailing only electricity generation and industry. The trajectory is alarming: According to The Energy and Resources Institute, this figure could quadruple to 1,200 mt by 2050 under business-as-usual scenarios. Freight transport, dominated by diesel-powered trucks, accounts for more than 60 per cent of energy use. Targeted policy interventions are both urgent and strategically sound.

However, these landmark policies remain incomplete. One missing piece could determine the success or failure of India's entire transport decarbonisation agenda: The finalisation of India's Corporate Average Fuel Efficiency (CAFE) standards for passenger cars. This is not just a parallel requirement; it is the cornerstone of effective transport regulation. BEE's proposed HDV fuel efficiency regulation follows the same regulatory and institutional path as CAFE norms for cars. If CAFE remains trapped in bureaucratic limbo, HDV fuel efficiency standards face the same fate. This would represent a stunning policy failure, stalling both critical policy instruments precisely when India needs bold, decisive action. Until we finalise and complete the twin pillars of CAFE and HDV fuel efficiency norms, the promise of meaningful decarbonisation for India's transport sector will remain unfulfilled.

Why CAFE matters

CAFE standards are the regulatory backbone of automotive efficiency. They require carmakers to achieve specific average fuel consumption and emissions targets across their fleets. This market-based mechanism drives innovation by allowing manufacturers flexibility in how they meet targets, whether through advanced engine technologies or accelerated electric vehicle adoption. India first introduced CAFE norms in 2017; Stage 1 targets became effective in 2017–18, followed by Stage 2 norms in 2022–23. Yet while BEE released draft Stage 3 norms in June 2024, these critical norms are still languishing in draft form more than a year later. Automakers are left to operate in a regulatory vacuum, uncertain about future expectations.

The ramifications extend far beyond administrative delays — they cascade through India's entire clean mobility ecosystem in three critical ways.

Unchecked emissions growth: India's passenger vehicle segment is expanding rapidly, fuelled by rising prosperity and urbanisation. Without modern fuel efficiency mandates, emissions from this segment will grow unchecked, effectively negating the gains achieved through freight sector reforms.

Innovation paralysis: Regulatory uncertainty is the enemy of innovation. When automakers cannot predict future regulatory requirements, they defer investments in breakthrough technologies like electric vehicles. The CAFE delay sends contradictory market signals, undermining investor confidence and slowing domestic roll-out of globally competitive clean vehicle technologies.

Institutional gridlock: Most critically, stalled CAFE norms threaten to derail HDV fuel efficiency standards (still in draft form) through institutional inertia. Both policies share identical compliance mechanisms, monitoring systems, and enforcement frameworks. Without CAFE Stage 3 in place as a proven precedent, implementing freight fuel efficiency norms becomes exponentially more complex and uncertain.

The cost of delay

The opportunity costs of delay mount daily. Without strong fuel economy standards, India's automotive market drifts towards fuel-guzzlers, which deteriorate average fleet efficiency. This trend creates a vicious cycle of higher emissions, greater dependence on foreign oil imports, and deeper energy security vulnerabilities.

Equally troubling is India's vulnerability to becoming a dumping ground for obsolete vehicle technologies. As global markets embrace modern fuel efficiency and emissions standards, India risks becoming a destination for inferior, inefficient vehicles that no longer meet regulations elsewhere. A comprehensive CAFE framework protects Indian consumers and positions the country's auto industry to compete globally.

The way forward

To build a comprehensive, future-ready transport decarbonisation strategy, finalising CAFE and fuel efficiency standards must be a priority. These are not isolated technical regulations — they are foundational pillars that will enable the transition to cleaner mobility.

Three decisive actions are needed:

1. Notify CAFE Stage 3 norms immediately: These should include realistic but ambitious targets that push manufacturers towards fuel-efficient and low-emission technologies, including rapid adoption of EVs.

2. Accelerate the finalisation of fuel efficiency norms for HDVs: With CAFE as the blueprint, BEE should move quickly to notify and implement fuel efficiency norms for freight vehicles, ensuring institutional capacity is ready for compliance tracking.

3. Build synergy between policies: Rather than treating demand incentive schemes like PM e-DRIVE and fuel efficiency standards as separate silos, align them under a unified transport decarbonisation framework. Support both with fiscal incentives, consumer awareness, and infrastructure investments like electric vehicle charging and green logistics hubs.

The window for low-cost, high-impact climate intervention is narrowing rapidly. India's transport sector stands at an inflection point where the next 12–18 months will determine whether we lead the global clean mobility revolution or remain perpetually reactive to technological changes shaped elsewhere.

The recent e-truck scheme and draft HDV efficiency standards demonstrate genuine governmental commitment to emission reductions. Yet we risk losing momentum without the regulatory foundation of modern CAFE norms. We cannot afford a scenario where freight decarbonisation progresses while passenger vehicle emissions continue their unchecked upward trajectory.

The moment for incremental action has passed. Only integrated, ambitious policy implementation can secure India's position as a clean mobility pioneer. CAFE norms are not just another regulation; they are the cornerstone that will determine whether India's transport sector becomes a climate solution or remains a persistent problem.

The writer is India's former G20 Sherpa

Indian Express, Delhi, 08/09/2025
Page No: 11, Size: 5.21cm × 5.79cm

OPEC+ agrees further oil output boost from Oct

London: OPEC+ has agreed to further raise oil production from October as its leader Saudi Arabia pushes to regain market share. REUTERS

OPEC+ Agrees on Output Boost from Oct

Bloomberg

London: OPEC+ agreed to accelerate the return of another chunk of oil that it's been withholding from the market, as the group sticks with a strategy of prioritising market share over prices.

In a virtual monthly meeting that lasted just 11 minutes, key alliance members approved returning 137,000 barrels a day from October. It's the first sliver of a bigger 1.65 million barrels a day tranche of supply that was meant to be held back until the end of next year, suggesting cautious optimism about the market.

The Organization of the Petroleum Exporting Countries and its partners stunned oil markets in recent months by reviving 2.2 million barrels of halted production a year ahead of schedule in a bid to reclaim market share, and despite widespread expectations of an approaching glut. That restoration has only just been completed and it didn't cause prices to plunge or a buildup of inventories in the West, where the world's key oil-price benchmarks are located.

OPEC+ said in a statement it will return all or part of 1.65 million a day, without giving a period or increments, depending on market conditions. Delegates said the supply will be added in monthly stages until September next year. The group's next meeting will be October 5.

Crude prices have fallen 12% this year, pressured by increased output from OPEC+ countries and elsewhere, and as US President Donald Trump's trade war weighs on demand. Yet the market has overall proven surprisingly resilient to the alliance's strategy shift, giving Saudi Arabia and its allies added confidence to return even more barrels.

Business Standard, Delhi, 08/09/2025
Page No: 9, Size: 68.37cm × 45.64cm

Govt goes into action mode on National Deepwater Mission

SUDHEER PAL SINGH
New Delhi, 7 September

The Centre is ramping up action on the ambitious plan for rolling out the National Deepwater Mission. It would quickly start production from mega oil and gas reserves locked in deepwater and ultra deepwater areas of the country's offshore basins, and boost self-reliance in the hydrocarbon sector.

As part of the preparatory activity under the mission, announced by Prime Minister Narendra Modi in his August 15 speech, the petroleum ministry and top oil and gas public sector undertakings (PSUs) are discussing action on multiple fronts. These include identification and allocation of reserves, drilling of stratigraphic wells, seismic surveys under the National Seismic Programme (NSP), and creating a dedicated corpus of funds for works under the mission.

With an objective to encourage exploration in deep and ultra deep offshore areas, the Ministry of Petroleum and Natural Gas (MoPNG) has allocated ₹3,200 crore to undertake works for four stratigraphic wells.

They would be executed jointly by state-run Oil and Natural Gas Corp (ONGC) and Oil India Ltd (OIL). "For this, studies are underway, including identification of well locations and well designs for deep and ultra deep wells in collaboration with international oil companies," OIL chairman and managing director Ranjit Rath told *Business Standard*.

The quest

- Identification and allocation of reserves
- Drilling of stratigraphic wells, carrying out seismic surveys
- Creating a corpus of funds

The four basins identified to be covered under this initiative are Andaman & Nicobar Basin, Mahanadi Basin, Bengal Basin and Saurashtra Basin where drilling of wells will be done over the next one-two years.

"These wells will be drilled to generate databases about Indian deepwater and ultra deepwater sedimentary basins. They will provide insights to the future exploration campaigns of the Indian subcontinent," Rath said.

As part of the bidding strategy for Open Acreage Licensing Policy (OALP)-X, which covers deepwater and ultra deepwater basins, extensive petroleum system model (PSM) studies have been carried out simultaneously for Andaman & Nicobar and Mahanadi basins.

OALP X will be the largest bidding round for offshore exploration, entailing 192,000 square km of area, out of which, 175,000 square km is for offshore areas.

This involves Deepwater Andaman Nicobar, Deepwater Mahanadi, Deepwater KG Basin and Deepwater Western Offshore. "We are also seeking collaboration of International Oil Companies (IOC) and National Oil Companies (NOC) for joint bidding in ongoing OALP X rounds and for farm-in opportunities in our awarded acreages secured under the last OALP IX bidding round," added Rath.

The government plans to carry out extensive 2D seismic surveys under the National Seismic Programme (NSP) in these deepwater areas.

The collection of seismic data, identification of well locations, PSM studies, and drilling of stratigraphic wells are part of the larger strategy-driven approach being followed under the National Deepwater Mission. For this, a mission document will be launched soon.

Simultaneously, discussions are on for the creation of a corpus. These would be based on size, sources and the disbursement methodology and would support strategic oil and gas exploration efforts in deepwater and ultra-deepwater areas.

The government will soon launch the first bidding round for oil and gas blocks under the mission.

They would be covering more than a million square km of geographical area in Andaman Nicobar, and ultra-deep KG and Cauvery basins, ONGC had stated last month.

Dainik Tribune, Delhi, 08/09/2025

Page No: 1, Size: 3.76cm × 19.71cm

नवारो ने फिर भारत के खिलाफ उगला जहर

न्यूयॉर्क (एजेंसी) : व्हाइट हाउस
के व्यापार सलाहकार पीटर नवारो
ने रूसी तेल की खरीद जारी रखने
के लिए एक बार फिर भारत की
आलोचना की है। उन्होंने शनिवार
को 'एक्स' पर पोस्ट में कहा, 'वा
एलन मस्क लोगों के पोस्ट से
दुष्प्रचार को बढ़ावा दे रहे हैं। नीचे
दिया गया बकवास नोट भी यही ह
बकवास। भारत रूस से तेल सिर्फ
मुनाफा कमाने के लिए खरीदता ह
रूस के यूक्रेन पर आक्रमण करने
से पहले वह तेल नहीं खरीदता थ
भारत सरकार की प्रचार मशीन ते
से आगे बढ़ रही है। यूक्रेनियों को
मारना बंद करो। अमेरिकियों की
नौकरियां छीनना बंद करो।' भारत
का कहना है कि उसकी ऊर्जा
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गतिशीलता से प्रेरित है। नवारो ने
उनकी पिछली पोस्ट पर किए गए
एक 'कम्युनिटी पोस्ट' के उत्तर मे
यह जवाब दिया था। कम्युनिटी
पोस्ट में नवारो के दावों को पाखं
बताया गया। इसमें कहा गया,
'ऊर्जा सुरक्षा के लिए भारत द्वारा
रूसी तेल की वैध, संप्रभु ख़रीद
अंतर्राष्ट्रीय कानून का उल्लंघन न
है। अमेरिका भारत पर दबाव डाल
रहा है, जबकि खुद अरबों डॉलर
रूसी सामान जैसे यूरेनियम का
आयात जारी रखे हुए है, जो उसके
दोहरे मापदंड को साफ तौर पर
उजागर करता है।' उधर व्यापार
और टैरिफ पर ट्रंप की नीति को
लेकर भारत और अमेरिका के बीच
संबंधों में आए तनाव की पृष्ठभूमि
में, राजनीतिक लॉबिस्ट जेसन
मिलर ने वाशिंगटन में अमेरिकी
राष्ट्रपति डोनाल्ड ट्रंप और उनके
प्रशासन के कुछ अधिकारियों से
मुलाकात की। मिलर एसएचडब्ल
पार्टनर्स एलएलसी के प्रमुख हैं।

Dainik Savera, Delhi, 08/09/2025
Page No: 7, Size: 22.62cm × 17.70cm

ओपेक+ देशों का बड़ा फैसला; अक्तूबर से बढ़ाएंगे तेल उत्पादन

बढ़ते उत्पादन से पैट्रोल और डीजल के दाम घटने के आसार

सवेरा न्यूज/इंट

नई दिल्ली, 7 सितंबर : तेल उत्पादक देशों के समूह ओपेक+ ने अक्तूबर से कच्चे तेल का उत्पादन बढ़ाने का ऐलान किया है। इस फैसले से भारत जैसे बड़े तेल आयातक देशों को राहत मिलने की उम्मीद है। बढ़ते उत्पादन से वैश्विक बाजार में तेल की कीमतें गिर सकती हैं, जिससे भारत में पैट्रोल, डीजल और रसोई गैस के दामों में कमी आ सकती है। अमरीकी राष्ट्रपति डोनाल्ड ट्रंप लंबे समय से तेल की कीमतें घटाने के लिए दबाव बना रहे थे। इसी के चलते ओपेक+ ने अप्रैल से अब तक करीब 25 लाख बैरल प्रति दिन (बीपीडी) उत्पादन बढ़ाया है, जो वैश्विक मांग का लगभग 2.4% है, हालांकि रूस और ईरान पर पश्चिमी देशों के प्रतिबंधों के कारण कीमतें अभी भी 66 डॉलर प्रति बैरल के आसपास बनी हुई हैं। ओपेक+ देशों का मानना है कि वैश्विक अर्थव्यवस्था में अनिश्चितता के कारण तेल की मांग में कमी आ सकती

अक्तूबर से नई बढ़ौतरी की तैयारी

सूत्रों के मुताबिक, ओपेक+ अक्तूबर से 1.35 लाख बैरल प्रति दिन उत्पादन बढ़ाने पर सहमत हो चुका है। यह बढ़ौतरी 2 से 3.5 लाख बैरल प्रति दिन तक हो सकती है। अगस्त में समूह ने सितंबर के लिए 5.47 लाख बीपीडी उत्पादन बढ़ाने का फैसला भी किया था। फिलहाल, तेल की कीमतों में स्थिरता लाने के लिए उत्पादन को मासिक किश्तों में बढ़ाने की योजना है।

देश पर सीधा असर

भारत दुनिया के सबसे बड़े तेल आयातक देशों में से एक है। यहां ऊर्जा जरूरतों का बड़ा हिस्सा आयात पर निर्भर है। अगर वैश्विक बाजार में तेल की कीमतें गिरती हैं तो इससे भारत का आयात बिल कम होगा, महंगाई पर काबू मिलेगा और रुपए पर दबाव भी घटेगा। आम लोगों के लिए पैट्रोल, डीजल और गैस के दाम कम होने से सीधी राहत मिलेगी।

Dainik Bhaskar, Delhi, 08/09/2025
Page No: 11, Size: 9.37cm × 14.39cm

कंपनी को जानें

36 हजार करोड़ मुनाफा, 3 लाख करोड़ का एमकैप

ओएनजीसीः देश में 71% क्रूड, 84% गैस उत्पादन कर रही

भास्कर न्यूज़ | मुंबई

ऑयल एंड नेचुरल गैस कॉरपोरेशन (ओएनजीसी) वित्त वर्ष 2021-22 तक देश की सबसे ज्यादा मुनाफा कमाने वाली कंपनी थी। 2024-25 में इसका मुनाफा 26% घटने के बावजूद 36,226 करोड़ रहा। रूस-अमेरिका तनाव के चलते एनर्जी सेक्टर की कंपनियां चर्चा में हैं। इस बीच, ओएनजीसी के चेयरमैन अरुण कुमार सिंह ने कहा है कि जब तक रूसी तेल किफायती है, ओएनजीसी ग्रुप खरीदता रहेगा।

14 अगस्त 1956 को स्थापित ओएनजीसी भारत की सबसे बड़ी सरकारी तेल और गैस कंपनी है। घरेलू कच्चे तेल (क्रूड) के उत्पादन में करीब 71% और प्राकृतिक गैस के घरेलू उत्पादन में 70-84% हिस्सेदारी है। फिलहाल यह बीएसई पर करीब 3 लाख करोड़ रुपए मार्केट कैप के देश की 26वीं सबसे मूल्यवान कंपनी है। ओएनजीसी की सहायक कंपनियां, मंगलौर रिफाइनरी एंड पेट्रोकेमिकल्स और हिंदुस्तान पेट्रोलियम कॉर्पोरेशन रूस-यूक्रेन संघर्ष के बाद से लगातार रूसी कच्चा तेल खरीद रही हैं। इन दोनों कंपनियों की कुल रिफाइनिंग क्षमता 4 करोड़ टन सालाना से ज्यादा है।

महारत्न कंपनी का कारोबार 15 देशों में फैला

ऐतिहासिक खोजः 1974 में, ओएनजीसी ने 'बॉम्बे हाई' की खोज की, जो भारत का पहला ऑफशोर ऑयल फील्ड है।

वैश्विक उपस्थितिः इसकी सहायक कंपनी ओवीएल 15 देशों में तेल-गैस से जुड़े प्रोजेक्ट में सक्रिय है। 26 हजार लोगों की टीम है।

शेयर 52 वीक के हाई से 26.2% नीचेः बीएसई पर ओएनजीसी का शेयर 234 रुपए पर है। 52 हफ्तों के निचले स्तर से 14% ऊपर और 52 हफ्तों के हाई से 26% नीचे है।