HINDU, Delhi, 28.5.2025
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CPCL gets nod for petrol, diesel retailing

The Hindu Bureau
HYDERABAD

Oil refiner Chennai Petroleum Corporation (CPCL) has received Government of India approval for a foray into retail marketing of petrol and diesel.

The Petroleum and Natural Gas Ministry conveyed the government's approval to the company to exercise retail marketing rights to market motor spirit and high speed diesel, CPCL informed stock exchange on Tuesday.

CPCL to soon sell petrol and diesel in retail outlets

TE Raja Simhan
Chennai

Chennai Petroleum Corporation Ltd (CPCL) will soon sell petrol and diesel in their own retail outlets. The Ministry of Petroleum & Natural Gas, on Tuesday, gave its approval to CPCL to exercise the Retail Marketing Rights to market Motor Spirit (MS) and High Speed Diesel (HSD), according to CPCL announcement to the National Stock Exchange.

CPCL, a subsidiary of Indian Oil Corporation, has a refining capacity of 10.5 million tonnes per annum at its Manali factory in North Chennai.

This entire volume is given to Indian Oil as various products, including petrol, diesel and LPG, to be sold in retail.

"CPCL will soon start selling petrol and diesel in retail outlets and compete with IOCL, HPCL, BPCL and private players like Reliance, Shell and Nayara," said a source. "We are yet to come up with a road map on the number of retail outlets to be set up and the locations," CPCL sources said.

MRPL'S RETAIL OPS

Mangalore Refinery and Petrochemicals Ltd (MRPL), a division of ONGC, began its retail marketing operations in 2005 with its first outlet at the Cargo Gate of MRPL. Its expansion into retail was facilitated by ONGC, which has broader approval to set up retail outlets.

BUSINESS LINE, Delhi, 28.5.2025
Page No. 10, Size:(2.99)cms X (6.13)cms.

Crude oil steadies ahead of OPEC+ meeting

London: Crude oil prices were little changed as easing trade war concerns offset expectations OPEC+ will decide to increase their output at a meeting later this week. Brent crude futures were up 26 cents at $65 a barrel by 0920 GMT, while US West Texas Intermediate crude rose 25 cents to $61.78. REUTERS

ECONOMIC TIMES, Delhi, 28.5.2025
Page No. 9, Size:(11.02)cms X (17.04)cms.

Delhi Energy Mix Tilts to Petrol, CNG, EVs as Diesel Demand Falls 9% in FY25

Maharashtra saw a 5.3% sales increase, MP 5.5%, and Rajasthan 5.8% in FY25

Sanjeev Choudhary

New Delhi: Diesel consumption fell 9% in Delhi in 2024-25 while increasing 5% in Maharashtra and 9% in Chhattisgarh, reflecting divergent trends across states, with economic activity, rains, regulatory curbs, alternative energy supplies and the fading popularity of diesel cars all weighing on sales.

Delhi's diesel consumption has been heavily influenced by a rapid shift away from diesel vehicles to petrol, CNG and electric vehicles over the past decade. Diesel sales in the capital in 2024–25 were down 63% from their peak in 2015–16, according to petroleum and natural gas ministry data. Increasing air pollution, which stretches for months in winter and restricts the movement of diesel-powered vehicles as well as factory and construction activity in the National Capital Region, has also helped drive down fuel consumption. Neighbouring Haryana witnessed a barely 0.26% growth in diesel consumption, while Punjab and Himachal Pradesh registered a decline of 3.5% and 1%, respectively.

In the last financial year, state oil companies rationalised intra-state freight, lowering pump prices at many locations that traditionally had higher rates due to their greater distance from fuel depots. This, in some cases, made those pumps more attractive for consumers, shifting some sales from adjoining states, said an industry executive, explaining the decline in diesel sales in Punjab.

Three southern states—Andhra Pradesh (-3.5%), Karnataka (-1%) and Telangana (-0.6%)—witnessed a decline, while Tamil Nadu (0.9%) and Kerala (0.25%) registered marginal increase in sales. An increase in value-added tax by Karnataka, the third-largest diesel consumer in the country, may have weighed on the state's sales last year, the executive said.

Uttar Pradesh, the largest diesel consumer among states, witnessed a 3% increase in consumption in 2024–25, above the national average of 2%. The Maha Kumbh in Prayagraj last year, which drew millions of devotees from across the country for a holy dip in the Ganges, helped push up diesel consumption. UP accounts for about 11% of total national diesel consumption.

Maharashtra, the second-largest consumer of diesel, witnessed a 5.3% increase in sales, while Madhya Pradesh clocked a 5.5% rise and Rajasthan 5.8%. Chhattisgarh and Jharkhand, which have large mining operations, registered 9% and 7% diesel sales growth, respectively.

MINT, Delhi, 28.5.2025
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Energy security: We need not be staring at a $1 trillion import bill

India needs to move quickly to eliminate hurdles in the way of reducing its growing dependence on oil and gas shipments

VIJAY L. KELKAR & RAHOOL S. PAI PANANDIKER
are, respectively, vice president of Pune International Centre; and managing director with Boston Consulting Group and founder member of Pune International Centre.

REUTERS

As India races towards economic superpower status, a glaring vulnerability threatens to undermine our progress: our dependence on imported oil and gas. According to the Petroleum Planning & Analysis Cell (PPAC), India's crude oil import dependency has reached 87-88%, with projections suggesting it may exceed 90% by 2030. This trajectory could result in a staggering $1 trillion energy import bill over the next five years.

The decline in domestic production makes for disheartening reading. Our crude oil output has fallen from over 36.9 million tonnes in 2015-16 to just 29.7 million tonnes in 2023-24, even as our consumption stays on a relentless upward trajectory. Natural gas presents a slightly better picture, with import dependency at 50-55%, but rapidly rising demand threatens to widen this gap as well.

On paper, India holds significant hydrocarbon potential: around 210–215 billion barrels of oil and oil-equivalent gas across 3.14 million sq km of sedimentary basins. Yet, only half this area has been explored. Without aggressive efforts to explore and develop these reserves, this potential will remain untapped.

To its credit, India's government has implemented several policy initiatives to stimulate upstream activity. The Hydrocarbon Exploration and Licensing Policy (HELP), introduced in 2016, replaced the previous New Exploration Licensing Policy with a revenue-sharing contract (RSC) model, uniform licensing for all hydrocarbons and promised marketing and pricing freedom for new gas production. The Open Acreage Licensing Policy (OALP) allowed companies to select exploration blocks year-round, rather than waiting for formal bid rounds.

While more than 150 blocks have been offered across nine OALP rounds since 2018, the results have been modest. Participation has declined and international oil companies—crucial for capital and technology—remain largely absent. The recent OALP-IX round in 2024 saw only eight blocks awarded, primarily to national oil companies.

A core issue lies in the shift from production sharing contracts (PSCs) to the RSC model. This structure places greater upfront risk on explorers—particularly problematic in under-explored regions where geological uncertainty is high. Countries like Mexico, Brazil and Colombia offer counter examples. Mexico retained PSCs for high-risk areas following its 2013 reforms, attracting over $40 billion in investment. Brazil's PSCs for its pre-salt reserves brought in significant capital and innovation. Even Colombia, with less prospective geology, succeeded by aligning fiscal terms with investor expectations. In India, despite policy improvements on paper, practical challenges persist. Administrative delays, unclear fiscal terms and perceptions of high risk deter global participation. The exploration landscape remains dominated by national firms like ONGC and Oil India Ltd. While their efforts are commendable, a more diverse ecosystem—including international majors and specialized independents—is essential to scale exploration meaningfully.

Compounding this is the global energy transition. As decarbonization gains traction, traditional oil and gas investments face increasing scrutiny. Yet, in the context of India's economic growth and our long runway to net-zero by 2070, hydrocarbons will remain critical to India's energy mix for decades. Balancing immediate energy security with long-term sustainability requires strategic intervention for upstream exploration to attract capital.

To address these challenges, India must adopt a multi-pronged and strategic approach.

A key step is to revisit the fiscal regime and consider re-introducing PSCs, especially for frontier and high-risk basins where geological uncertainty is high. This model better balances risk and reward, as seen in countries like Mexico and Indonesia, which saw investment rebounds after adopting or enhancing PSC frameworks. Administrative complexities related to cost recovery—often cited as a drawback of PSCs—can be managed through appropriate delegation to tax authorities under the ministry of finance.

Also, the National Seismic Programme must be accelerated to map India's sedimentary basins comprehensively. Employing advanced technologies to reduce geological risk will enhance investor confidence and guide better targeted exploration efforts. In tandem, the government should offer more attractive fiscal incentives for technically challenging or less-proven areas. These could include reduced royalty rates, extended exploration timelines, tax holidays and cost recovery allowances. The UK and Norway offer instructive examples of how tailored financial structures can sustain exploration even in mature or complex basins.

Administrative streamlining is also essential. Simplifying approval processes and ensuring timely, transparent decision-making would go a long way in attracting investment. A single-window clearance system could help eliminate bottlenecks that frustrate developers and delay projects.

To support risk-taking in exploration, particularly by smaller firms and new entrants, the creation of specialized exploration funds with built-in risk-sharing mechanisms could play a catalytic role. These funds could help diversify participation and reduce capital constraints for technically capable but financially constrained players.

Additionally, strengthening the capabilities of national oil companies through strategic international partnerships would help accelerate technology adoption and improve operational efficiency. Institutions like the Directorate General of Hydrocarbons should be empowered with greater independence and resources, allowing them to function more effectively as regulators and facilitators of sectoral growth.

The recent Oilfields Regulation and Development Amendment Act of 2024 modernizes the outdated 1948 law, addressing several industry pain points. It introduces faster dispute resolution, clearer contractual definitions and incentives for enhanced recovery. Importantly, it recognizes new exploration technologies.

If the 2024 amendment is effectively implemented, it could reduce contractual uncertainty and unlock stalled projects. However, as global examples such as Kazakhstan show, legislative reforms must be accompanied by consistent administrative execution. Rules, notifications and clarity in application will determine the amendment's impact.

The $1 trillion that India may spend on energy imports by 2030 is not just a financial burden, it is a lost opportunity to generate domestic jobs, spur innovation and achieve energy sovereignty. The roadmap is clear; the urgency now lies in execution. This is India's trillion dollar question. Our response will shape the nation's energy future and economic destiny for generations to come.

BUSINESS STANDARD, Delhi, 28.5.2025
Page No. 4, Size:(21.95)cms X (41.68)cms.

New LNG norms raise costs, delay gas future

Experts question mandate to register LNG import terminals

S DINAKAR
Amritsar, 27 May

India's new regulations for the $15 billion LNG import business couldn't have come at a worse time for India's LNG stalwarts like state-run Petronet LNG, Shell, Adani-Total, Indian Oil, and Hindustan Petroleum.

For an industry, which, like the software sector, has grown relatively unsupervised for the last two decades, the fresh regulatory oversight adds costs and delays to adding LNG import capacity at a time when imports of the fuel are declining. LNG imports, which account for half of India's gas use, are expected to play a key role in India, which plans to more than double the share of natural gas in the energy mix to 15 per cent by 2030.

Top industry officials questioned the need for the Petroleum & Natural Gas Regulatory Board (PNGRB) to mandate registration of new, expanding and existing LNG import terminals, which receive chilled and liquefied natural gas, regasify the molecules, and transport the cleaner burning fuel via pipelines to fertiliser plants, city gas units, generators and industries.

India's LNG imports have declined this year because of high global prices after a 15 per cent surge year-on-year (Y-o-Y) in 2024-25 (FY25) to 27.7 million tonnes (mt), oil ministry data showed. Imports in Q4FY25 totalled 6.4 mt, 3 per cent lower from 6.6 mt/year a year earlier.

Along with a decline in imports, Petronet LNG's terminal business also suffered — it processed 14 per cent less LNG in its flagship 17.5 mt/yr Dahej processing facility in Gujarat at 189 trillion British thermal units, company data showed. Company Chief Executive Officer (CEO) A K Singh attributed the fall to lower processing because of high spot LNG prices.

"Barring Shell and Dahej terminals, nobody is operating at high levels of utilisation," said Prashant Vasisht, senior vice-president at Moody's affiliate Icra. Most operate at less than 30 or 40 per cent utilisation, he said.

Amid this mini-crisis brewing in the LNG business, PNGRB, the regulator for oil and gas pipelines, issued a 23-page notification on May 14, listing several rules that developers must follow to build new facilities. The notification mandates disclosure of regasification tariffs, fees to transport LNG by trucks, contracted capacity details, and other commercial matters.

Two industry officials from a state-run oil company and a private sector involved in LNG business said the regulation was "bad" in practice. They questioned the need for a regulation when the business was proceeding smoothly. "Market dynamics will take care of new terminals," Vasisht said. "Now that most infrastructure is in place, how do you regulate? The LNG sector is not in the initial stages like the city gas business industry."

Backdoor regulation

But PNGRB said the "regulations lay down a robust framework focused on registration and oversight of LNG terminals, promotion of competition among entities, and prevention of infructuous investments". India has eight LNG import terminals with a capacity of around 53 mt/yr. Ongoing projects include expansion of Dahej by 5 mt/yr by September, and a greenfield LNG import project in Gopalpur on the east coast.

PNGRB is trying to coordinate construction of LNG terminals with laying of pipeline infrastructure, so that both are ready at the same time, said IGX CEO Rajesh Mediratta. Hindustan Petroleum's Chhara LNG terminal, GSPC's Mundra, Indian Oil's Ennore, and Petronet LNG's Kochi were delayed and/or they operate below capacity because of incomplete pipeline networks, according to company data.

Industry officials fear that registration of LNG terminals could be a first step towards backdoor regulation. They are concerned that PNGRB will start interfering with regasification fees, and other charges after it secures such details from all the facilities.

But Petronet LNG executives said PNGRB has no regulatory reach over the LNG business in terms of interfering with tariffs. "There is no regulation. It is a registration process and they have defined the processes in line with the provision of the PNGRB Act passed by Parliament," Singh said, adding that PNGRB tried registering LNG terminals twice in the past but could not complete the process.

The 2007 PNGRB Act, which created the regulator, allows for the registration of LNG terminals. But it has no power to regulate the LNG sector unless the Act is amended by Parliament, industry officials said. A senior government official told *Business Standard* that there were no plans to amend the Act at the moment.

But Petronet must still seek the regulator's nod for the planned 4 mt/yr Gopalpur LNG import terminal in Odisha, adding to costs and delays, industry officials said. Applicants must furnish a bank guarantee for an amount equivalent to 1 per cent of the estimated project cost of the LNG terminal or ₹25 crore, whichever is less, a PNGRB note said.

Growing concern

LNG import terminals

	Capacity (mt)	Utilisation as of 11MFY25 (%)
Dahej	17.5	98
Hazira	5.2	32
Dabhol	5.0	45
Kochi	5.0	22
Ennore	5.0	25
Mundra	5.0	22
Dhamra	5.0	41
Chhara	5.0	*
Total	52.7	
Upcoming		
Dahej expansion	5.0	NA
Gopalpur	4.0	NA

India's LNG imports (mt)

15% Growth

24.0 mt 2023-24

27.7 mt 2024-25

*Recently started operations
Source: Oil Ministry

Oil market has bigger issue than a slowing China

INDIA IS THE stuff of dreams for the Organization of the Petroleum Exporting Countries (OPEC) and Big Oil: a rapidly developing nation of nearly 1.5 billion people where petroleum consumption is still in its infancy. It's the next China — so the theory goes. Perhaps one day, but in 2025 it's still the stuff of dreams. For years, energy economists have talked about "structural tailwinds" — including benign demographics, a burgeoning middle class and accelerating urbanisation and industrialisation — that would propel Indian oil demand.

Those phenomena turned China into the world's engine of petroleum demand growth (along with everything else) for a quarter century. From 2000 to 2025, the Asian giant added an average of 485,000 barrels a day every year to global consumption. Now, the boom is ending. Weighed down by slower economic growth and the rapid uptake of electric cars, Chinese oil demand will expand by 135,000 barrels a day this year, according to the International Energy Agency. Except for the pandemic period, that would be the smallest annual increase since 2005.

If the bulls were right, India would be taking over by now. But it isn't: For the last three months, its oil demand growth has been contracting. As things stand, India consumption may increase by as little as 130,000 barrels a day this year, about half what many thought a year ago; if confirmed, that would be the smallest annual increase in a decade, excluding the pandemic period.

Until now, the consensus—but perhaps optimistic—view was that New Delhi would add about 1 million barrels of extra demand from 2025 to 2030. No other country was expected to see such large increases.

JAVIER BLAS
Bloomberg

The expectation that India would add lots of extra oil consumption is in part anchored in comparing it today with China. The average Indian consumes today about 1.4 barrels of oil a year, well below the 4.3 barrels a year of the average Chinese.

Before we finish, here's a detour into commodity demand 101: The amount of oil that a country consumes is, for the most part, a function of two factors: population and incomes. The sweet spot for commodities demand starts when annual per capita income rises above $4,000. At that point, countries typically industrialise and urbanise, creating a strong, and sometimes disproportionate, relationship between further economic growth and extra commodity demand. China hit the commodity sweet spot around 2001. And oil demand boomed. India hit the sweet spot five years later, around 2006, but demand there didn't balloon. While China relied on oil-intensive heavy industries, manufacturing, and large investment in public infrastructure, India did the opposite, growing its services, which use comparatively less energy.

Cuneyt Kazokoglu, director of energy economics at consultancy FGE Energy, notes two other key factors. First, India hasn't urbanised nearly as rapidly as China did, with the urban-to-rural population at around 35%-65%; it's almost the other way around in China. Second, labour force participation, particularly among women, is notably lower in India than in China. That has an impact that's often overlooked. Even though India is today more populous than China, and the total population of the latter is declining, the labour force in India will remain smaller for decades to come, reducing the need for extra energy consumption.

There are two additional problems: First, China benefited from globalisation, when governments embraced the Asian nation as the world's workshop. India wouldn't be welcomed playing that role. Second, India has an alternative to oil than China didn't in the early 2000s: electric vehicles. In India, a significant chunk of gasoline demand comes from two-wheelers rather than cars, making the shift to EVs relatively easy.

As the world's third-largest consumer, ahead of Japan, and behind only the US and China, India is still a power in the oil market. But it increasingly looks like India will be a large force inside a smaller global oil growth muscle: good, but not game changing.

The oil bulls knew that China was a problem. But few have recognised that India may be a bigger problem.

ECONOMIC TIMES, Delhi, 28.5.2025
Page No. 11, Size:(12.20)cms X (5.48)cms.

Oil Prices Dip on Supply Concerns

HOUSTON Oil prices eased 1.5% on Tuesday, spurred by worries of a supply glut after Iranian and US delegations made some progress on their talks and on expectations that OPEC+ will decide to increase output at a meeting later this week.

Brent crude futures were down 99 cents, or 1.5%, at $63.73 a barrel by 1457 GMT. US West Texas Intermediate crude fell $1.02, or around 1.7%, to $60.48 a barrel.

The Organisation of the Petroleum Exporting Countries and its allies, known as OPEC+, is not expected to change policy at a meeting on Wednesday.

However, another meeting on Saturday is likely to agree to a further accelerated oil output hike for July, three delegates from the group told Reuters.

If nuclear talks between the US and Iran fail, it could mean continued sanctions on Iran, which would limit Iranian oil supply, while any resolution could add Iranian supply to the market.

—**Reuters**

BUSINESS LINE, Delhi, 28.5.2025
Page No. 9, Size:(2.99)cms X (6.65)cms.

OPEC+ set to agree on July output hike this week

London/Dubai: OPEC+ is likely to agree to a further accelerated oil output hike for July this week, three delegates from the group told *Reuters*. When the 22-member group meets on Wednesday to review the market, it is not expected to change policy, the sources said. But they said they expected an output hike to be agreed for July when the OPEC+ members meet on Saturday. REUTERS

BUSINESS LINE, Delhi, 28.5.2025
Page No. 9, Size:(15.35)cms X (6.39)cms.

Qatar's share in India's LNG imports hits 3-year low as US gains ground

Rishi Ranjan Kala
New Delhi

India's move to procure more liquefied natural gas (LNG) cargo from the US to compensate for trade imbalances is eating into the share of its top supplier Qatar, which hit a three-year low in CY24.

The Arab country, which usually accounts for half of India's LNG imports, saw its share dip below 50 per cent last year. GIIGNL, the international association of LNG importers, pointed out in its 2025 annual report that India recorded the second-largest rebound among LNG importers, with shipments hitting 27 million tonnes (mt) last year, an increase of 5 mt or 23 per cent y-o-y.

At the end of 2024, the US share grew to almost one-fifth of India's cumulative inbound cargoes, more than doubling in a span of five years and accounting for 19 per cent of the total imports.

QATAR'S SHARE DOWN

Qatar remained India's top LNG supplier but its share declined to 42 per cent, compared to 50 per cent in 2023 and 53 per cent in 2022.

The UAE, which lost its spot as India's second-largest LNG supplier to the US in 2023, cornered a little over one-tenth of the volumes procured by the world's fourth-largest LNG importer last year.

Qatar, the US and the UAE accounted for almost three-fourths (72 per cent) of India's LNG imports in 2024.

KEY REASON. India's liquefied natural gas imports from the US surged in 2024, significantly reducing Qatar's share to a three-year low of 42 per cent, down from 50 per cent in 2023

Analysts attribute the rise in US LNG supplies to India's efforts to address trade imbalances with the North American country.

This is part of US President Donald Trump's election promise to address the high tariffs imposed on the US by its trading partners.

GIIGNL said India's LNG procurement mix evolved slightly in 2024, adding that imports of US LNG rose significantly from 3 mt to 5 mt, increasing its market share from 14 per cent to 19 per cent. "As a result, Qatar's share in Indian LNG imports declined from 50 per cent to 42 per cent. The UAE remained India's third-largest LNG supplier, maintaining an 11 per cent share. Notably, India remains the primary export destination for UAE LNG, accounting for 50 per cent of the UAE's total LNG exports," it added.

SHARE OF MIDDLE EAST

GIIGNL's annual LNG report shows that the share of the Middle East (Qatar, the UAE and the rest of the Middle East) fell to its lowest levels in the last five years.

A senior executive with a top oil and gas company said that LNG supplies from the US to India will appreciate further in FY26 as the new US administration views LNG as a growth driver and a geopolitical lever.

The US is pushing hard and wants to move deeper into India, Japan, South Korea and Taiwan.

The US pushing countries to buy LNG will affect negotiations between Gulf countries and prospective buyers as prices (spot and long term) are likely to soften in 2-3 years due to excess capacity by 2027-28.

American LNG imports are more efficient as associated gas production has helped it to export the commodity at competitive terms.

PIONEER, Delhi, 28.5.2025
Page No. 10, Size:(15.57)cms X (12.09)cms.

Sit-in by employees' union of ONGC Assam Asset completes 7 days over nine demands

PRESS TRUST OF INDIA ■ Guwahati

The indefinite sit-in by the employees' union of ONGC's Assam Asset completed a week on Tuesday with no immediate solution in sight to solve a slew of demands, including restarting a recruitment process, overtime allowance and regularisation of a section of temporary staff. The ONGC Purbanchal Employees' Association (OPEA) initially protested by wearing black badges for a few days and then started a sit-in from May 21 at Assam Asset's head office in Nazira of Sivasagar district.

It, however, has not affected the company's operation as of now, the employees' union said. "Our main focus is to restart the recruitment process. Nowadays, all work is being outsourced to private parties. Our local youths are being deprived of job opportunities due to this decision of the management," OPEA General Secretary Sanjeeb Boruah said.

He alleged that despite having thousands of vacancies, the management has stopped the recruitment process since 2023, severely impacting operations and denying vital employment opportunities to the youths of Assam. "It is known that in the year 2022, the Executive Committee of the PSU had sanctioned nearly 300 regular posts (unionised category) for ONGC Assam Asset, ONGC Jorhat and ONGC Silchar. But this process was halted due to unknown reasons," Boruah claimed.

As a Maharatna company operating in the state, ONGC has a "greater responsibility towards local employment generation, which is being undermined by this continued inaction", he added. "After we announced our agitation programmes last month, a team from ONGC headquarters visited Assam and held talks with us on April 29. However, a solution to the impasse could not be found," Boruah said. When contacted, a senior official of ONGC Assam Asset declined to comment on the development, saying that "it is an internal matter between the union and the management".

Boruah said if the company does not accept their demands, the employees' union will go to the next step of a 'hunger strike', followed by a 'tool-down strike'.

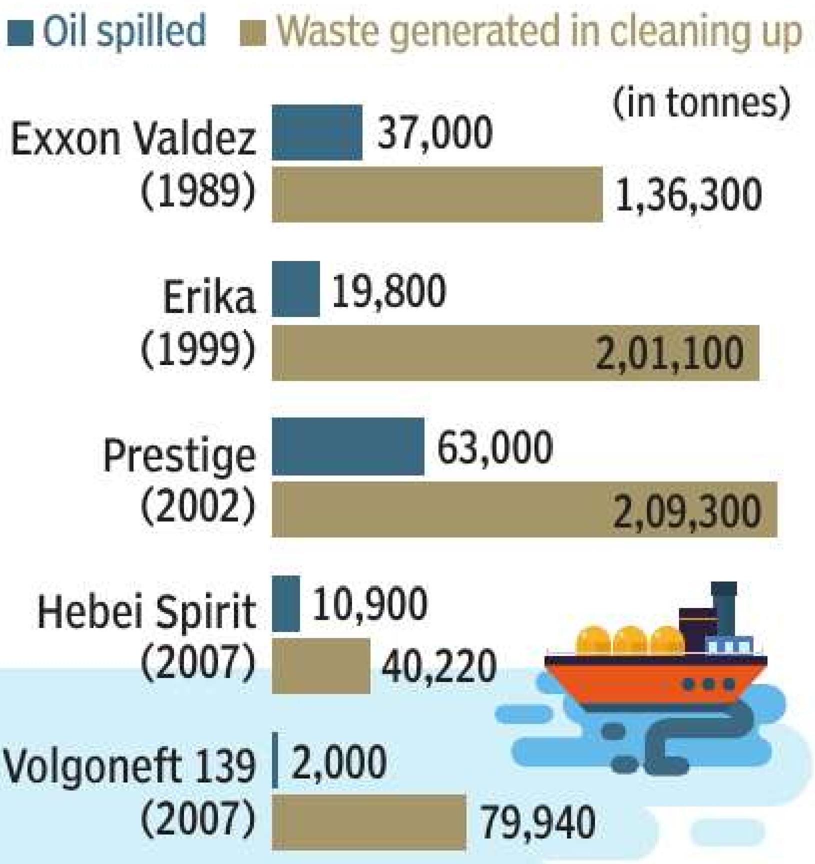
"The union has already served a notice for the hunger strike. We just hope that the management will listen to our legitimate demands before that," he added.

TIMES OF INDIA, Delhi, 28.5.2025
Page No. 12, Size:(9.10)cms X (8.97)cms.

STATOISTICS A slice of life in numbers

Why oil is not the only problem in a spill

A shipwreck off Kochi port has raised fears of an oil spill. Waste generated while cleaning up big spills is often massive — to the point that scientists often have to be careful that their oil spill "cleanup" doesn't cause additional harm. This is what has come of some major spills



Source: International Tanker Owners Pollution Federation

DAINIK JAGRAN (JAGRAN CITY), NOIDA, 28.5.2025
Page No. 3, Size:(8.45)cms X (10.04)cms.

आइजीएल की चार घंटे गैस सप्लाई बंद होने से निवासी रहे परेशान

जागरण संवाददाता, ग्रेटर नोएडा: ग्रेटर नोएडा वेस्ट स्थित ग्रीनआर्च सोसायटी में इंद्रप्रस्थ गैस लिमिटेड (आइजीएल) की गैस सप्लाई बंद होने से निवासियों को परेशानी का सामना करना पड़ा। निवासियों का आरोप है कि शाम साढ़े चार बजे सप्लाई बंद हो गई। इसकी कोई सूचना भी निवासियों को नहीं दी गई। उन्होंने बताया कि सोसायटी के करीब 1640 फ्लैट मालिकों को शाम को नाश्ता से लेकर अन्य चीजें बनाने में परेशानी हुई। सोसायटी में रहने वाली रश्मि पांडेय ने बताया कि शाम साढ़े चार बजे से गैस की सप्लाई बंद है। सप्लाई बंद होने की जानकारी भी सोसायटी में किसी को नहीं दी गई। जब सभी निवासियों ने पूछना शुरु किया तब मेंटेनेंस की ओर से जानकारी दी गई है कि रात आठ बजे तक सप्लाई सुचारु हो सकेगी। उन्होंने बताया कि सप्लाई बाधित होने के कारण काम करने आने वाले कर्मचारियों को भी छुट्टी देनी पड़ी। इसके साथ ही बाहर से नाश्ता मंगाया गया है। उन्होंने बताया कि टोल फ्री नंबर पर फोन करने पर जानकारी दी गई है कि कुछ टेक्निकल फाल्ट की वजह से पीएनजी की सप्लाई कुछ देर के लिए प्रभावित हुई है। जल्द से जल्द गैस की सप्लाई शुरु कर दी जाएगी।

1640 फ्लैट मालिकों को शाम को नाश्ता व अन्य चीजें बनाने में परेशानी हुई

RASHTRIYA SAHARA, Delhi, 28.5.2025
Page No. 13, Size:(15.00)cms X (27.03)cms.

ओएनजीसी की असम एसेट के कर्मचारी संघ का धरना

गुवाहाटी (भाषा)।

ओएनजीसी की असम एसेट से जुड़े कर्मचारियों के अनिश्चितकालीन धरने का मंगलवार को एक सप्ताह पूरा हो गया लेकिन भर्ती प्रक्रिया दोबारा शुरू करने, ओवरटाइम भत्ता बहाल करने और अस्थायी कर्मचारियों को नियमित करने जैसी मांगों का कोई तात्कालिक समाधान नहीं नजर आ रहा है।

ओएनजीसी के पूर्वांचल कर्मचारी संघ (ओपीईए) ने कुछ दिन तक काली पट्टी पहनकर विरोध करने के बाद 21 मई से शिवसागर जिले के नाज़िरा में स्थित असम में कंपनी के मुख्यालय में धरना शुरू किया था। अब इस धरने के एक सप्ताह पूरे हो चुके है।

गांव-गांव पहुंची PNG, लेकिन कनॉट प्लेस अब भी इंतज़ार में

■ NBT रिपोर्ट, नई दिल्ली

दिल्ली के गांवों में अब पीएनजी की पाइपलाइन पहुंच चुकी है, लेकिन कनॉट प्लेस को अब तक पीएनजी की सुविधा नहीं मिल पाई है। हैरत की बात है कि कनॉट प्लेस में पीएनजी योजना को 2006 में ही मंजूरी मिल चुकी थी। नाराज कारोबारियों ने मुख्यमंत्री और प्रधानमंत्री से यहां पीएनजी की सुविधा शुरू करने की गुहार लगाई है।

नई दिल्ली ट्रेडर्स एसोसिएशन (NDTA) के जनरल सेक्रेटरी विक्रम बधवार ने बताया कि कनॉट प्लेस में 2006 में पाइप्ड नेचुरल गैस लाइन बिछाने की मंजूरी मिली थी, जिसमें दावा था कि 2012 तक काम पूरा हो जाएगा। अब करीब 19 साल बाद भी यह काम पूरा नहीं हो पाया। इसके चलते दुकानदारों को गैस सिलिंडर पर निर्भर रहना पड़ रहा है, जिससे गर्मी में आग लगने का खतरा बना रहता है। विक्रम ने बताया कि 2024 में कनॉट प्लेस के ए और जी ब्लॉक तक पीएनजी लाइन बिछी थी, लेकिन फिर काम रुक गया। 200 से ज्यादा रेस्टोरेंट के व्यापारी इस सुविधा के इंतजार में हैं।

उन्होंने कहा कि इंद्रप्रस्थ गैस लिमिटेड (IGL) से कई बार शिकायत की गई, लेकिन कोई जवाब नहीं मिला। इसके बाद सीएम रेखा गुप्ता और पीएम नरेंद्र मोदी से पीएनजी सुविधा शुरू करने की मांग की गई है। वहीं, IGL का कहना है कि सुविधा शुरू करने के लिए कई बार NDMC को पत्र भेजे गए हैं, लेकिन अनुमति नहीं मिली।

कारोबारियों ने बताया कि कनॉट प्लेस के 200 से अधिक रेस्टोरेंट में एलपीजी सिलिंडर का इस्तेमाल होता है, जो पीएनजी की तुलना में महंगा और खतरनाक है।

AI Image

■ कनॉट प्लेस के 200 से ज्यादा रेस्टोरेंट में हो रहा गैस सिलिंडर का इस्तेमाल

■ व्यापारियों ने पीएम और सीएम से PNG की सुविधा उपलब्ध कराने की लगाई गुहार

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पेट्रोनेट एलएनजी 5,275 करोड़ पीबीटी दर्ज किया

नई दिल्ली (वि)। पेट्रोनेट एलएनजी लिमिटेड ने वित्त वर्ष 2024-25 में अब तक का सबसे अधिक 934 टीबीटीयू का समग्र वॉल्यूम थ्रूपुट हासिल किया है। इस अवधि में अब तक का सबसे अधिक कर से पहले लाभ (पीबीटी) 5,275 करोड़ रुपये और कर के बाद लाभ (पीएटी) 3,926 करोड़ रुपये दर्ज किया है। गत वित्त वर्ष की तुलना में पीबीटी और पीएटी में 11 प्रतिशत की वृद्धि हुई है। पहली बार पीबीटी ने एक वित्तीय वर्ष में 5,000 करोड़ रुपये का आकड़ा को पार किया। वहीं कंपनी ने वित्त वर्ष 2024-25 की चौथी तिमाही में भी अब तक का सर्वाधिक पीबीटी और पीएटी क्रमशः 1,446 करोड़ रुपये और 1,070 करोड़ रुपये अर्जित किया है। इस मजबूत प्रदर्शन को देखते हुए कंपनी के निदेशक मंडल ने 3.00 रुपये प्रति शेयर के अंतिम लाभांश की सिफारिश की है।