

## PNG PUSH ON WAR FOOTING

Shefali Parab-Pandit & Kalpesh Mhamunkar

MUMBAI

Acting on a Ministry of Petroleum and Natural Gas directive, the BMC has moved to fast-track PNG connections in Mumbai amid an LPG crunch.

It has granted deemed approval to all pending applications from MGL and instructed ward offices to issue road-digging permits within 24 hours for new applications across all categories of roads.

▶ See also | city

# BMC grants deemed nod to pending MGL applications

Shefali Parab-Pandit & Kalpesh Mhamunkar

MUMBAI

In a comprehensive directive to all 26 administrative wards, the BMC has said existing and pending Mahanagar Gas Limited (MGL) applications for PNG connections will be deemed approved, allowing immediate commencement of pipeline work across the city. Fresh applications will be cleared within 24 hours for both DLP and non-DLP roads to ensure rapid infrastructure rollout.

For cases where demand notes have not yet been issued, MGL may undertake trench reinstatement on its own in line with prescribed guidelines, upon submitting a performance bank guarantee of 20% of the reinstatement cost. If it opts out, the BMC will recover the charges and carry out restoration as per standard norms.

A one-time access charge of ₹1,000 per kilometre will be levied for such new applications. MGL has been permitted to operate round the clock, with the pipeline-laying season extended till June 30,



### FAST TRACK

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**Reinstatement charges have been fixed at ₹5,000 per running metre for cement concrete roads, passages and CC-finished footpaths**

**₹3,500 per running metre fixed for asphalt roads, paver blocks and similar surfaces**

2026. The requirement for no-objection certificates from the Chief Fire Officer and Traffic Police has been temporarily relaxed, subject to submission of a daily work schedule.

Reinstatement charges

have been fixed at ₹5,000 per running metre for cement concrete roads, passages and CC-finished footpaths, and ₹3,500 per running metre for asphalt roads, paver blocks and similar surfaces.

Food and Civil Supplies Minister Chhagan Bhujbal said the government has waived road restoration charges levied by local bodies and allowed gas companies to work 24x7. In a significant relaxation, firms will no longer require NOCs from fire or traffic departments, with PNG now classified as an essential service on par with water and electricity.

The Director of Civil Supplies has been appointed nodal officer to coordinate between departments. The orders will remain in force till June 30, 2026.

Residents and hotel operators in areas with existing pipelines can apply through ration shops and are expected to receive connections within three months.

While domestic consumers will be prioritised, commercial users such as hotels, schools and hospitals will receive gas at regulated rates.



# Amid LPG crisis, norms eased for MGL to facilitate PNG connections

**Nayonika Bose**

*Mumbai, April 1*

AMID THE ongoing LPG crisis in the city, the Brihanmumbai Municipal Corporation (BMC) has eased norms for Mahanagar Gas Limited (MGL) to facilitate PNG pipeline connections. From granting clearances to permitting 24x7 work, the civic body has directed ward offices to fast-track PNG connections till June 30.

In a circular issued on March 30, the BMC has said that all pending applications from MGL, which provides PNG in Mumbai jurisdiction,

will now be deemed “approved”, directing ward offices to permit work while also calling them to issue permits for new applications within 24 hours. To ensure faster access to PNG supply, the civic body has permitted MGL to work 24x7 till June 30.

“The condition of obtaining NOC from CFO and Traffic Police is temporarily relaxed and work can be carried out by intimating work schedule daily to the CFO and Traffic Police,” reads the circular issued by the municipal commissioner.

The BMC has circulated the notice among assistant com-

missioners of all wards alongside the deputy chief engineer (roads) of eastern suburbs, western suburbs and island city.

The circular by BMC come along the heels of the central government, through Ministry of Petroleum and Natural Gas, issuing directives for facilitating PNG connections in an order dated March 24. Following this, the state government in Maharashtra also issued directives on March 27.

The move amid scarcity of commercial LPG cylinders that triggered a crisis among citizens as well as restaurateurs, hoteliers, dabbawalas and dhobis.

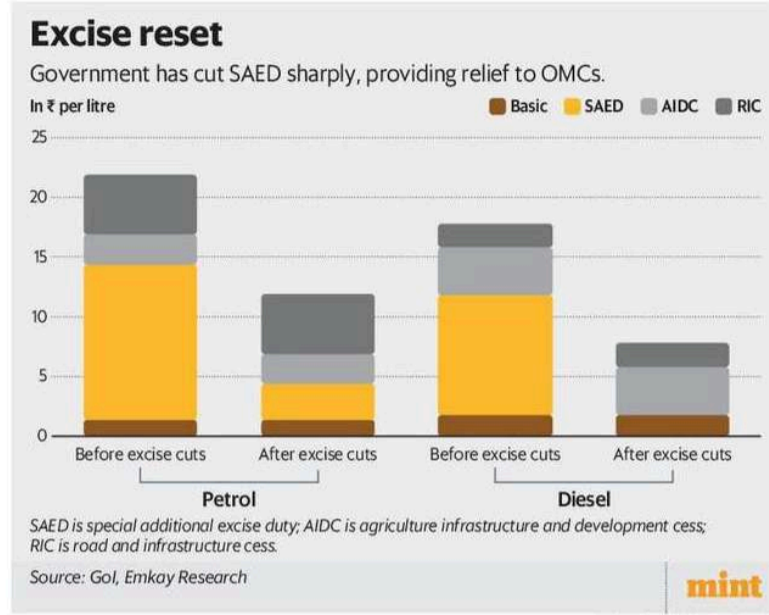
# How excise cuts change oil math

Ananya Roy  
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**D**espite Brent crude at \$115 a barrel, shares of oil marketing companies (OMCs) Indian Oil Corp. Ltd (IOCL), Hindustan Petroleum Corp. Ltd (HPCL), and Bharat Petroleum Corp. Ltd (BPCL) held up better than the broader market during Monday's selloff. Markets see the government's ₹10-per-litre excise duty cut from Friday as exactly what the doctor ordered for a sector starting at steep under-recoveries: ₹26 per litre and ₹82 per litre for petrol and diesel, respectively.

The policy move could cost the exchequer nearly ₹14,000 crore in revenue per month. But it has shifted the breakeven crude price for OMCs refining and retail operations from about \$90 a barrel earlier to roughly \$106 a barrel now if retail prices of petrol & diesel stay unchanged, said CareEdge Ratings. That is a decent cushion, given crude's jump from about \$70 to \$115 a barrel this month.

That said, exports, which had provided respite amid indirectly capped



domestic pump prices, have become less lucrative. Export duties of ₹21.5 a litre on diesel and ₹29.5 a litre on aviation turbine fuel (ATF) have been imposed to ensure domestic fuel availability, and partially offset revenue losses to the government. Reports suggest that Reliance's SEZ (special economic zone) refinery is

likely to be left out of the duty net. Its stock held up better than those of OMCs on Monday.

But all this just means the excise adjustment has only reduced OMCs' stress, not eliminated it. According to a report by JM Financial Institutional Securities, "at spot Brent of around \$111/bbl, OMCs auto-fuel integrated

gross margin is still -₹15/litre below historical level (at negative ₹2.5/litre versus historical average of positive ₹12.5/litre); this is likely to result in decrease in OMCs book value by 3.4% to 7% per month." Emkay Global Financial Services' estimates suggested OMCs' under-recoveries may have declined from ₹29-45 a litre to ₹17-28 a litre, but remain far from sustainable if crude stays elevated.

As special additional excise duties have been brought down to ₹3 a litre for petrol and nil for diesel, it leaves little room for further policy support. Agriculture infrastructure and development cess (AIDC) and road and infrastructure cess (RIC) can be reduced, but they are already low at ₹2-5 a litre.

OMCs had raised prices of bulk diesel and premium petrol earlier this month. But these constitute a small portion of their sales, with retail pump sales making up the lion's share. Retail fuel price hikes remain

an available lever, but only after state elections. The excise-cut safety valve has managed to buy the sector time, even as markets remain hopeful of a timely end to war-led crude spike.

Valuations for HPCL, BPCL and IOCL are trading near or below their recent historical averages, according to Motilal Oswal Financial Services' estimates, suggesting that much of the near-term stress may already be priced in.

The biggest structural beneficiaries of the policy shift are upstream oil companies. No windfall tax has been imposed on upstream producers, which strengthens earnings visibility for Oil and Natural Gas Corp. Ltd (ONGC) and Oil India Ltd

as higher crude prices aid realizations. While ONGC's subsidiary HPCL operates downstream, and Oil India too has downstream exposure through Numaligarh Refinery, their businesses are primarily upstream. ONGC stock was among the few patches of green on Monday.

## THE WINNERS

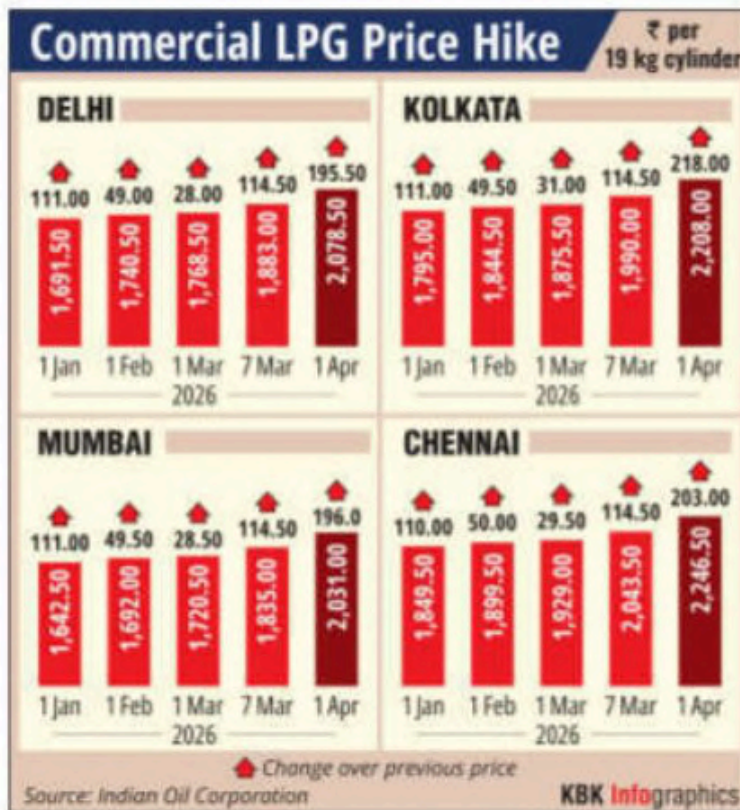
**NO** windfall tax levied on upstream oil firms, boosting earnings visibility for ONGC, Oil India

**HIGHER** crude prices support realizations for these upstream oil companies

mint

MANU CHOUDHARY/MINT

# Commercial LPG prices hiked by ₹195.50, domestic rates unchanged



19-kg commercial LPG cylinder will now cost Rs 2,078.50 in Delhi. The hike is expected to impact commercial establishments that rely heavily on bulk LPG supplies.

However, the price of domestic LPG cylinders has been kept unchanged. A 14.2-kg household cylinder continues to be priced at Rs 913, while beneficiaries under the Pradhan Mantri Ujjwala Yojana will continue to receive cylinders at Rs 613. In a statement, the Ministry of Petroleum and Natural Gas said that prices of commercial LPG cylinders are deregulated and market-determined, and are revised on a monthly basis. It attributed the price hike to a steep 44 per cent increase in the Saudi Contract Price (CP), which rose from USD 542 per metric tonne in March to USD 780 per metric tonne for April.

The Ministry, meanwhile, announced a 25 per cent increase in Aviation Turbine Fuel (ATF) prices for domestic scheduled carriers.

**PANKAJ JAIN**  
New Delhi, 1 April

The price of commercial LPG cylinders were increased by Rs 195.50 on Wednesday, driven

by a sharp rise in global oil and gas benchmarks amid the escalating situation in West Asia, according to state-owned oil marketing companies.

Following the revision, a

## War means profits for LNG producers, but long-term challenges

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Stocks of U.S. liquefied-natural-gas companies have been on a tear, as higher gas prices will juice profits. But investors are ignoring the flip side of the Iran crisis: High prices are likely to rewire demand in ways that hurt the industry's expansion plans.

LNG has the same chokepoint as oil. Around a fifth of global supply is trapped behind the Strait of Hormuz, and most of this LNG comes from a single Qatari facility that has been struck by Iranian missiles. Qatar says it will take up to five years to repair damage to the Ras Laffan site, which will delay how soon flows go back to normal and keep global prices high.

This is good for U.S. LNG producers whose supplies are still flowing. Shares in Venture Global, which has higher exposure to surging spot prices, have risen 74% since the start of the war. Cheniere Energy, which has more of its supply locked into long-term contracts, is up 25%.

But higher-for-longer prices muddy the long-term outlook for LNG. Exports of the fuel are marketed around the world as affordable and helpful for energy security. The U.S. Department of Energy has even referred to the fuel as "molecules of U.S. freedom."

If pipeline gas is a marriage between two countries, scabrous cargoes of the superchilled gas allow for a less committed relationship. This flexibility is valuable in a tense world.

A fresh price jolt, four years after the outbreak of war in Ukraine

caused a massive run-up in LNG prices, undermines the affordability pitch. Prices for LNG are more volatile than oil because supply is tight and trading is less liquid. Spot prices in Europe and Asia have gained 67% and 84%, respectively, since the first U.S. strikes on Iran, compared with an increase of 48% for Brent.

U.S. LNG cargoes have helped keep the lights on in Europe since Russia turned off the taps in 2022. But the European Union is a mature, slow-growing market. The industry's real opportunity is in Asia, where it hopes LNG can be a substitute for coal.

Prices need to be low to unlock certain cost-conscious markets. According to Shell, Asian LNG prices need to be less than \$10 per metric million British thermal units to spark demand in India.

Prices are currently twice this level. Last year India imported 24.9 million metric tons of LNG, data from Kpler shows—only 4% above the amount it bought in 2021, the last full year before the Ukraine war broke out. Indian



LNG facilities in Ras Laffan Industrial City in Ras Laffan, Qatar.

buyers have been holding out for an LNG glut that was expected later this year to negotiate a better deal, which now won't arrive.

Prices may need to fall even further, perhaps below \$5 per mmBtu, to have a shot at replacing coal in power generation in China, Cambodia and the Philippines, says Sam Reynolds, a researcher at the Institute for Energy Economics and Financial Analysis.

If these countries can no longer afford LNG, the risk is that they stick with coal or turn to renewable power. Take what happened in Pakistan. Between 2015 and 2021, the country's LNG imports rose 50% a year on average until Pakistan was effectively priced out of the market during the 2022 energy crisis.

Consumers and companies switched to renewable energy. Solar installations began to tick up in 2023 and exploded over the next two years, data from BloombergNEF shows. As battery costs have fallen, short-duration energy storage can

now offset the intermittence of wind and solar for some users. Pakistan's LNG imports last year were a fifth below their 2021 peak.

Governments are in crisis mode, scrambling to get their hands on whatever energy is available. A legacy of the war is likely to be a focus on producing more energy at home. Countries may invest in local production if they have oil, gas or coal resources, or double down on renewable energy or nuclear power. Ramping up reliance on imports will be seen as risky, which isn't a good sign for LNG demand.

Interest rates are a wild card, says Ali Haidri-Najafabadi, head of APAC at BloombergNEF. If the war goes on for a long time and forces central banks to raise interest rates to fight inflation, utility-scale renewable energy projects could be a casualty. Developments with high upfront costs like wind farms are more expensive to install when borrowing costs are high.

LNG producers are in for a windfall, but this is now priced into their stocks. The lingering effects of war are likely to be less favorable.

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**DRIVEN BY CAUTIOUS SENTIMENT**

# Crude oil futures fall over 3% after Trump signals Iran exit

**MPOST BUREAU**

**NEW DELHI:** Crude oil prices fell more than 3 per cent to Rs 9,265 per barrel in futures trade on Wednesday as investors booked profits after US President Donald Trump said the military could end its Iran offensive in two to three weeks.

On the Multi Commodity Exchange (MCX), crude oil for the April delivery decreased Rs 302, or 3.16 per cent, to Rs 9,265 per barrel.

Similarly, the May contract also declined Rs 320, or 3.56 per cent, to Rs 8,661 per barrel, reflecting broad-based weakness across near-term contracts.

Analysts said crude prices faced selling pressure during the session as markets turned cautious.

Crude oil prices faced selling pressure on Wednesday session as cautious sentiment emerged despite persistent tensions in West Asia, Kaveri More, Commodity Analyst at



Choice Broking, said.

The decline tracked global energy benchmarks, where crude futures slipped below the USD 100-per barrel mark. West Texas Intermediate for the May contract slipped USD 2.23, or 2.2 per cent, to USD 99.15 per barrel, while Brent Crude for the June contract slipped 1.59 per cent, to USD 102.32 per barrel. Crude oil prices remained volatile as escalating geopolitical tensions in West Asia continued to dominate market sentiment, she added.

Meanwhile, oil prices have been highly sensitive to developments in the Strait of Hor-

muz, a key shipping route for global energy supplies.

OPEC's oil output reportedly plunged by 7.3 million barrels per day (bpd) month-on-month to 21.57 million bpd in March the lowest level since June 2020 after the Iran conflict disrupted exports through the Strait of Hormuz, forcing significant supply cuts from key producers including Kuwait, Iraq, Saudi Arabia, and the UAE. However, prices found some support from comments made by President Trump amid ongoing tensions in Persian Gulf, while concerns over troop build-ups, stalled diplomatic negotiations, and strikes on key infrastructure such as Kuwait International Airport kept risk premiums elevated, More said.

At the same time, Iran's conditional openness to ending hostilities and improved vessel traffic through the Strait of Hormuz eased immediate supply concerns, limiting further upside.

# Don't waste the oil price shock

The current oil crisis has emphasised the need for energy security. India must take urgent action to deal with the crisis, which may aggravate further. What are our options?

About 85 per cent of our consumption of petroleum products is based on imported crude oil. So, the obvious option is to reduce consumption of petroleum products. In 2025-26, India's consumption (including projections for March 2026) will be about 270 million tonnes (Mt). Of this, 132 Mt, or about 54 per cent, is accounted for by transport fuels, of which 60 Mt of high-speed diesel (HSD) is used by heavy and light commercial trucks, 22 Mt of diesel by other vehicles, 40 Mt for motor spirit, and around 10 Mt for aviation fuel.

Crude oil imports alone in 2025-26 are around 225 Mt. At \$120 per barrel, the annual import bill for crude oil will be around \$160 billion, compared with \$80 billion at a crude price of \$60 per barrel. This has already depreciated the Indian rupee to 95 per dollar. The following needs to be done urgently.

Of the 60 Mt of HSD, 50 Mt is used by heavy-duty trucks, largely for long-distance freight movement. This could be shifted to railways if we carry out some reforms. The same level of investment and focus, as spent on high-tech railways, should also be put into making them viable for efficient, on-time, point-to-point intercity delivery.

Goods transport by trucks rather than rail is preferred for a number of reasons: Railways cost more; truck movement is more reliable and on time; trucks deliver goods door to door; trucks ensure secure movement of goods; movement by railways involves extra loading and unloading.

The Railways can take care of all these. In fact, the Western Dedicated Freight Corridor (DFC) between Palanpur in Gujarat and Rewari in Haryana covers the

630 km distance in 12 hours. It is also facing a shortage of flat wagons on which trucks can be wheeled. Scheduled goods trains in the T-o-T (Trucks-on-Train) mode, where fully loaded trucks are wheeled onto the train and, at the destination, wheeled out, can address this.

A boost can be given to such movements by reducing freight tariff, which is currently higher than justified to subsidise passenger transport. The current oil crisis is an opportunity to rationalise train fares and goods tariff. Currently, the Railways is facing a shortage of flat cars. This can be quickly expanded.

The other DFCs under construction should be speeded up, and scheduled goods trains should run even on shorter routes between major cities. We should target shifting 50 per cent of long-distance goods traffic currently carried by trucks to railways by 2030, and 90 per cent by 2035. This will reduce diesel consumption by trucks by 25 Mt by 2030, reducing total petroleum product consumption by around 10 per cent by 2030 and 20 per cent by 2035.

Large opportunities exist in replacing 82 Mt of petroleum products used in other vehicles. India is already promoting electric vehicles (EV) in cars, taxis, three-wheelers and buses. Also, a 20 per cent blending of ethanol with petrol has already been mandated and achieved. Ethanol has a calorie density that is half of petrol. So the 20 per cent blending would reduce miles per gallon of blended fuel by 10 per cent. Assuming people drive the same distance, total fuel consumption will rise by about 10 per cent, but petrol consumption will decline. The net reduction in petrol consumption will be 12 per cent.

India is producing the required ethanol domestically. However, a lot of this is from corn. This is not the best option. It should be produced from agricultural waste. Fortunately, new enzymes have made cellulosic ethanol much cheaper. The government provides

incentives to set up such plants. The PM-JI-VAN scheme provides viability gap funding up to ₹150 crore to offset high capital cost. It also provides interest subvention of up to 6 per cent for five years on loans taken to set up such plants.

Two large plants were recently commissioned: One by Bharat Petroleum Corporation Ltd at Bargarh and another by Hindustan Petroleum Corporation Ltd at Bathinda. The economics of such plants can be improved by selling the by-products, such as lignin for green plastics and biochar. In the United States, companies are now producing aviation fuel from ethanol, incentivised by the clean fuel production tax credit. Still, the logistics of collecting and transporting agricultural waste have to be improved. Village-level briquette plants, operated by entrepreneurs who buy straw and make briquettes, can facilitate collection and transport.

However, electric vehicles provide a much larger opportunity. India aims to achieve 30 per cent private car electrification, 70 per cent commercial vehicle electrification, 40 per cent bus electrification, and 80 per cent two/three-wheeler electrification by 2030, totalling 30 per cent of all road vehicles. This goal targets 80 million EVs by 2030. This will reduce diesel consumption by trucks even further, as many light commercial vehicles would be EVs.

The long lines observed recently at petrol and diesel pumps in many cities should further boost EV adoption and make it more likely that India will achieve its strengthened NDCs (Nationally Determined Contributions), adopted by the Union Cabinet on March 25, 2026.

Such a multi-pronged effort can get India closer to energy security. The present oil crisis is an opportunity that we should fully use and streamline India's development pathway.

The author is chairman, Integrated Research and Action for Development



KIRIT S PARIKH

# Commercial LPG, jet fuel rates up amid Iran crisis

Major metro cities hit with a price hike of more than 10% for commercial cylinders; price of aviation turbine fuel up 9% for domestic travel; no change in prices for household LPG cylinders

**Saptaparno Ghosh**  
**Jagriti Chandra**

NEW DELHI

**S**tate-run oil marketing firms hiked the price of commercial liquefied petroleum gas (LPG) cylinders by more than 10% in major metro cities on Wednesday, while the price of aviation turbine fuel (ATF) was more than doubled for international air travel and chartered flights.

On the other hand, travellers flying within the country faced a smaller ATF rate increase of around 9%.

The Centre defended the hikes, noting that its oil marketing companies (OMCs) are bearing the brunt of the spike in global oil prices.

There has been a 44%

## Fuels on fire

According to the government, the LPG hike has been necessitated by a 44% spike in benchmark Saudi Contract prices as 20-30% of global LPG remain stranded in the conflict-hit Strait of Hormuz



**Commercial LPG prices hiked by ₹196-218 per cylinder across the country**

Aviation fuel prices more than doubled for international flights; up **8.6%** for domestic

Under-recoveries of oil marketing companies projected to cross **₹40,484 crore** by May-end

**Commercial LPG consumption less than 10% of total LPG consumption in India, says Centre**

IndiGo increases fuel surcharges up to **₹950** for domestic and to **₹10,000** for international flights

spike in benchmark Saudi Contract prices between March and April, as 20% to 30% of global LPG is stranded in the Strait of Hormuz amid the ongoing U.S.-Iran war in West Asia.

The Indian Oil Corporation set the new price of a 19 kg commercial cylinder

in Delhi at ₹2,078.5, a hike of ₹195.5 from the ₹1,883 price set on March 7.

Similarly, Mumbai woke up to a ₹196 hike on each commercial cylinder, while a ₹203 price increase was seen in Chennai, and ₹218 hike in Kolkata. The effect of the hike is expect-

## Tehran denies Trump's claim of seeking ceasefire

**CHENNAI**

U.S. President Donald Trump said on Wednesday that Iran asked for a ceasefire and he would consider it once the Strait of Hormuz is open. Iran said it has not made any such proposal and will continue the war "until the aggressor is punished and compensation is paid". **» PAGE 14**

ed to be felt across the country. There has been no change to the prices of LPG cylinders meant for household use.

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**INDIGO RAISES LEVY**  
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## Commercial LPG, jet fuel rates increased

For domestic flights, the price of ATF in Delhi was increased by about 8.6% to ₹1,04,927 per kilolitre (KL), with a similar 8.6% in Mumbai.

For international flights by Indian airlines as well as chartered flights, the price was more than doubled to a record ₹2.07 lakh per kilolitre.

The Ministry of Petroleum and Natural Gas defended the hike in ATF prices, saying that it has passed on only a partial increase in the prices to the airlines.

"In order to insulate the domestic travel costs from the substantial increase in international prices, PSU Oil Marketing Companies of the Ministry of Petroleum, in consultation with Ministry of Civil Aviation, have passed only a partial and staggered increase of 25% (only ₹15/litre) to the airlines," the Ministry said in a post on social media.

The Ministry noted that OMCs are bearing an average loss of ₹380 on the sale of every LPG cylinder, given current rates. "Cumulative losses by end-May will reach approximately ₹40,484 crore," the Ministry said in a social media post.

Public-sector OMCs are also incurring losses of about ₹24.4 for every litre of petrol and ₹104.99 for every litre of diesel sold, as of today, the Ministry added.

IndiGo responded to the hike by revising its fuel surcharges. Domestic surcharges have been rationalised, and now range between ₹275 and ₹950 per flight, depending on the distance being flown, effectively reducing the burden on shorter routes.

International fuel charges have seen a much steeper increase. Previously ranging from ₹900 to ₹2,300 per sector depending on region, the revised charges now go up to as high as ₹10,000 for long-haul routes such as India-Europe, reflecting the sharp rise in ATF prices for international operations. The ATF rate for scheduled domestic carriers has been increased by ₹21 per litre, whilst those for non-scheduled and international airlines are up more than ₹110 per litre, Ministry joint secretary Sujata Sharma told journalists. She clarified that these are retail prices, not the base prices of the fuel.

Though the government referred to a "staggered increase" in ATF rates, Ms. Sharma could not offer any clarity on the timing of the next such hike. "When will it happen next, I cannot say now," she said.

Commercial LPG rates, on the other hand, are deregulated, market-determined, and revised monthly. "Their consumption is less than 10% of the total LPG consumed in the country," the Petroleum Ministry said.

# Why is India pushing piped gas now?

Can PNG replace LPG for cooking? Why has LPG been preferred so far? How is LNG transported and used? What is holding back PNG expansion? Can domestic production meet demand? Will PNG reduce LPG import dependence?

## EXPLAINER

M. Kalyanaraman

**The story so far:** India has a total of 33 crore LPG connections. Recently, Anjan Kumar Mishra, Secretary at the Petroleum and Natural Gas Regulatory Board, said that domestic natural gas production alone could cater to 30 crore connections if all were to switch to piped natural gas (PNG).

**What is the difference between LPG, LNG, PNG, and CNG?** LPG is a co-product of oil refining and natural gas processing. That is, its production depends on the processing of both crude oil and natural gas.

Liquefied Natural Gas (LNG), as the name suggests, is natural gas that has been cooled to below -160 degrees Celsius to turn it into a liquid for shipping. Liquefaction reduces its volume by 1,000 times.

Compressed Natural Gas (CNG) is primarily used as a vehicular fuel. It involves compressing natural gas to a pressure of 200-250 kg/cm<sup>2</sup> (g) to reduce its volume and enable efficient distribution.

**How are LPG and natural gas transported to the user?**

Propane and butane gases are mixed, pressurised, and cooled to below 40 degrees Celsius, and then transported from the source to consuming countries via ships. LPG is bottled in cylinders and physically delivered to customers.

Piped natural gas is transported through pipelines. Before this, imported natural gas is liquefied and transported through LNG carriers. "LNG carriers use special cargo tanks and insulation systems designed for ultra-low temperatures," stated Mitsui O.S.K. Lines to *The Hindu*. "Put simply, the basic task is to move a very cold liquid onto the ship while preventing it from warming up too much."

At the destination, LNG is regasified and transported to the final consumer through pipes.

Last-mile delivery of LPG is easier through trucks and tricycles than building an extensive pipeline network covering every household for natural gas. This has been a key reason why India adopted LPG for domestic cooking.

**Why the push for piped gas against LPG now?**

India's dependence on LPG imports is currently higher. For instance, in natural gas, India's one-year import was about 27 million tonnes of LNG last year, and production was roughly the same, according to government data. On the other hand, India – until recently – imported three-fifths of its LPG requirements, of which 90% was routed through the Strait of Hormuz, which has now been blocked due to the war in West Asia. Typical annual LPG consumption is 34 million tonnes, out of which 12 million tonnes are produced in India.

If gas is to be imported, LNG has many more sources across the world. In LPG, India was largely reliant on Saudi Arabia and Qatar and the supplies had to pass through the Strait to reach India. "Globally large capacities of liquefaction plants for natural gas are coming online over the next few years, so availability should be healthy," said Prashant Vasishth, Senior Vice President of ICRA.



A domestic LPG cylinder supplier carries cylinders for delivery in Bengaluru on March 30. J. ALLEN EGENUSE

**Can natural gas replace LPG straight?** Natural gas is much lighter than LPG. But one kilogram of natural gas can deliver more energy than one kilogram of LPG. For cooking purposes, these differences are not significant, making PNG a drop-in replacement for LPG.

However, in industrial uses, the equipment may need to be tuned to a different setting or even altered. For instance, LPG is widely used by MSMEs for welding and cutting. Reports from the ground indicate that while the government is encouraging industrial users to switch, a lack of awareness and technical know-how may hamper adoption.

**How is the government pushing for natural gas?**

On March 26, *The Hindu* learnt from senior government officials that over the next two weeks, India could add another 15 lakh new PNG connections.

The official said that instituting last-mile connectivity amidst unfavourable city infrastructure in certain areas was among the major hurdles in expanding the piped gas network.

To speed it up, in a gazette notification, the Centre instituted provisions to help accelerate the uptake, which, among other things, included specific timelines for approving pipeline expansion in housing and non-housing areas.

The Ministry of Petroleum and Natural Gas (MoPNG) told the Parliamentary Standing Committee, which is assessing its demand for grants for FY 2026-27, that it is targeting to have in place a pipeline network that would cover 12 crore PNG connections by 2034.

The committee, in an earlier report, had asked the Ministry to help City Gas Distribution (CGD) entities to overcome difficulties in pursuing expansion, such as in obtaining permissions, land, bidding criteria, and NOC requirements from local authorities.

Across towns and cities, such as in Maharashtra or Coimbatore in Tamil Nadu, where the GAIL pipeline runs

close, the government is now pushing for piping infrastructure for local distribution.

As of December, the government announced that India's gas pipeline network spans about 25,000 kilometres, with an additional 10,500 kilometres under construction. The government is also ensuring that PNG pricing remains competitive with LPG.

"PNG connections have now crossed 1.5 crore. A recent government gazette notification reinforces this direction, mandating that households cannot hold both LPG and PNG connections. As a result, roughly 6 million households will be required to surrender their LPG connection and transition fully to PNG within a three-month timeframe. This will bring total household PNG connections to 2 crore soon," said Manish Sejwal, Senior Vice President at Rystad Energy. "Since the 2020-21, the compounded annual growth rate in connections has been some 18%. A CAGR of 24% would be needed to reach 12 crore connections by 2034-35," he added.

**What are the challenges?**

The GAIL pipeline network is currently concentrated in western and northern India, with some coverage in Kerala and Bengaluru. The 10,000-kilometre-plus pipelines under construction cover tier-2 and tier-3 cities in parts of central and eastern India, as well as some parts of Tamil Nadu connecting to the Bengaluru leg, and one section going to the northeast. However, large regions in central, southern, and northeastern India remain uncovered. Further, the alignment of the gas pipeline network is more intended to serve industrial needs than households.

The government has aggressively given CGD licences that would cover more than 300 geographical areas covering households, small industries, hotels and restaurants. As of now, some 90 of them are still not connected to the main trunk pipeline. Last-mile connectivity remains an immediate challenge.

Even if projections of 12 crore PNG connections are met in another 10 years, LPG connections will still be more than 20 crore, leaving India requiring to import significant amounts of LPG.

A little less than 30% of natural gas use goes into making fertilizers, while power plants account for 13% and city gas distribution around 20%, said ICRA's Mr. Vasishth. Some 35% goes to sectors like refineries and industries.

A major diversion from these sectors such as power may be needed to cater to cooking gas demand. Mr. Vasishth said industrial consumers can switch to naphtha and furnace oil.

PNGRB secretary Mr. Mishra had said that as of now some 1.2 crore PNG connections consume three million metric standard cubic metres of gas every day.

To supply 13 crore connections, India will have to increase domestic production by at least one-third.

Industry observers say that an increase in domestic production from Oil and Natural Gas Corporation (ONGC) fields is possible. Rystad Energy projects a 25% increase.

For instance, ONGC commenced production in the KG-DWN 98/2 Block in the KG basin in 2024. Peak production of the field is expected to be over 10 million metric standard cubic metres per day of gas, which would mean increasing today's overall gas production in India by 10%.

Site officials expect the 98/2 block to increase ONGC gas output by 15% through more wells. Increasing imports through LNG may well be required if natural gas consumption is ramped up. India has some nine import terminals covering both coasts.

It will have to truly ramp up the pipeline network to leverage the imports. Further, India's LNG system is even more of a just-in-time system than LPG, with little long-term storage, unlike in Europe. Any disruption in imports will have an immediate impact on availability. (With inputs from Saptararno Ghosh and Appala Naidu)

## THE GIST

India has 33 crore LPG connections, but domestic natural gas production could cater to 30 crore connections if households switch to piped natural gas (PNG).

LPG is delivered in cylinders, while natural gas is transported through pipelines or as LNG and regasified, with PNG emerging as a drop-in replacement for cooking.

The government is pushing PNG to reduce high LPG import dependence, but pipeline expansion, last-mile connectivity, and supply constraints remain key challenges.

# Ensure fertiliser availability to meet sowing season needs: PM

## Seeks Smooth Flow Of Info To Curb Rumours

TIMES NEWS NETWORK

**New Delhi:** A key meeting chaired by PM Modi Wednesday deliberated on interventions to be made to address emerging challenges due to the West Asia conflict in sectors such as agriculture, civil aviation, shipping and logistics, as govt emphasised that measures were being taken to ensure supply of petroleum products, especially LNG and LPG, and sufficient power availability.

Various efforts like maintaining urea production to meet requirements and coordinating with overseas suppliers for DAP/NPKS fertilisers are also being taken, with



PM chairs a meeting of the Cabinet Committee on Security, Wednesday

the PM calling for ensuring their availability in Kharif and Rabi seasons at a special meeting of the Cabinet Committee on Security (CCS).

The retail prices of food commodities have been stable over the past one month, a statement said, adding that control rooms were set up for monitoring and interaction with states and UTs on prices and enforcement of the Essential Commodities Act.

A day after he accused the Congress at a public meeting

of stoking fear by fanning false claims over the West Asia crisis, the PM at the CCS meeting also called for “timely and smooth flow of authentic information” to people to curb rumour-mongering.

The governing BJP has accused opposition parties, especially Congress, of spreading rumours of lockdown due to shortage of fuels and hike in their prices after the current round of assembly polls is over.

Modi assessed the availa-

bility of items of critical need for the common people and said all efforts must be made to safeguard citizens from the impact of the conflict. Sources are being diversified for procurement of LPG with new inflows from different countries, the statement said, adding that LNG is being sourced from several nations as well.

Cabinet secretary T V Somanathan said in his briefing that LPG prices for domestic consumers have remained unchanged and anti-diversion enforcement to curb hoarding and black marketing of LPG is being conducted regularly. Enough coal stock exists which will serve power needs adequately. Home minister Amit Shah, finance minister Nirmala Sitharaman and external affairs minister S Jaishankar were among those who attended the meeting.

# PM chairs CCS meet on tackling West Asia crisis

DEEPAK KUMAR JHA

■ New Delhi

Prime Minister Narendra Modi on Wednesday chaired a special meeting of the Cabinet Committee on Security (CCS) to review measures taken by various Ministries, Departments and also discussed further initiatives to be taken in the context of the ongoing West Asia conflict, at his residence in the national Capital. This was the second special CCS meeting on this issue.

Union ministers Rajnath Singh, Amit Shah, S Jaishankar, Nirmala Sitharaman, Piyush Goyal, Shivraj Singh Chouhan, J P Nadda, Ashwini Vaishnav, Manohar Lal Khattar, Pralhad Joshi, Kinjarapu Rammohan Naidu and Hardeep Singh Puri attended the meeting.

NSA Ajit Doval, the prime minister's two principal secretaries, P K Mishra and Shaktikanta Das, and Cabinet Secretary T V Somanathan were also present. The meeting was held soon after



Representative image

FILE PHOTO

PM returned from Assam, where he had gone for campaigning in the assembly election.

After the meeting PM shared on social media about holding the CCS. "Reviewed the steps being taken by various Ministries and Departments in the wake of the ongoing West Asia con-

flict and also discussed the next set of initiatives to be taken. Aspects relating to sectors like energy, agriculture, fertilisers, aviation, shipping and logistics were discussed," PM stated.

Sources said Cabinet Secretary TV Somanathan briefed about the action taken to ensure supply of

petroleum products, particularly LNG/LPG, and sufficient power availability. Sources are being diversified for procurement of LPG with new inflows from different countries. Similarly, Liquefied Natural Gas (LNG) is being sourced from different countries.

CONTINUED ON >> P4



## PM chairs CCS meet on tackling West Asia crisis

Measures like exempting the gas-based power plants with a capacity of 7-8 GW from gas pooling mechanism and increasing of rake for positioning more coal at thermal power stations etc. have also been taken to ensure availability of power during the peak summer months.

Further, interventions proposed to be taken for emerging challenges in various other sectors such as agriculture, civil aviation, shipping and logistics were also discussed, sources said.

Various efforts like maintaining urea production to meet requirements, coordinating with overseas supplies for DAP/NPKS suppliers are being taken to ensure fertilizer supply.

Sources said State governments are being requested to curb black marketing, hoarding, and diversion of fertilizers through daily monitoring, raids, and strict action.

The retail prices of food commodities have been stable over the past one month. Control Rooms have been set up for constant monitoring and interaction with States/UTs on prices and enforcement of Essential Commodities Act. The prices of agricultural products, vegetables and fruits are also being monitored.

Efforts to globally diversify our sources for energy, fertilizers and other supply chains, and international initiatives for securing safe passage of vessels through the strait of Hormuz and ongoing diplomatic efforts are being taken.

Enhanced coordination, real-time communication, and proactive measures across central, state, and district levels to drive effective information dissemination and public awareness amid the evolving crisis is being undertaken.

Prime Minister assessed the availability of critical needs for the common man. He discussed availability of fertilisers in the country and steps being taken to ensure its availability in the Kharif and Rabi seasons. He said that all efforts must be made to safeguard the citizens from the impact of this conflict. Prime Minister also emphasised smooth flow of authentic information to the public to prevent misinformation and rumour mongering. The PM directed all concerned departments to take all possible measures to ameliorate the problems of citizens and sectors affected by the ongoing global situation.

This was the second CCS meeting since outbreak of war in West Asia. On March 22, the prime minister held a similar meeting with the same set of ministers and offices and reviewed the situation arising out of the conflict in West Asia and a detailed assessment was made on the availability of critical needs of the common people, including food, energy and fuel security. Prior to this in a senior Cabinet ministers meeting on March 12, the PM had said that the war in West Asia has triggered a worldwide energy crisis, posing a critical test of national character that requires dealing with circumstances through peace, patience and increased public awareness.

Since the conflict, Modi has had telephonic conversations with leaders from Saudi Arabia, UAE, Qatar, Bahrain, Kuwait, Jordan, France, the Netherlands, Malaysia, Israel and Iran as well as US with President Donald Trump.

## Govt caps jet fuel hike; premium fuel, commercial LPG prices jump

RAJESH KUMAR ■ New Delhi

The Union Government on Wednesday capped the hike in jet fuel prices for domestic airlines while State-owned Oil Marketing Companies (OMCs) increased the price of commercial LPG and premium fuel. Prices of domestic LPG cylinders and normal fuel remains unchanged

The Government limited the increase in ATF prices for domestic airlines to 25 per cent while the price of commercial LPG was increased by ₹195.50 per 19-kg cylinder by OMCs. A 19-kg commercial LPG now costs ₹2,078.50 in Delhi. Rates were last increased by ₹114.5 per 19-kg cylinder on March 1.

Additionally, price of premium petrol and diesel, which make up for 2-5 per cent of all auto fuels sold in the country, too was increased by ₹1.50 a litre from ₹91.49 to ₹92.99 for 100 octane petrol and for Extra Green diesel by ₹11 to ₹160 a litre.

Explaining the rationale for the jet fuel price hike, the Ministry of Petroleum and Natural Gas, in a post on X, wrote, ATF prices in India



Representative image

ISTOCK

were deregulated in 2001 and are revised on a monthly basis based on a formula of international benchmarks. Price of Aviation Turbine Fuel (ATF) has surged by over 100 per cent in recent days with escalating tensions in West Asia.

The ministry explained that the decision comes in response to an "extraordinary situation in global energy markets," triggered by the closure of the Strait of Hormuz. To prevent a steep rise in airfares, public sector OMCs, in consultation with the Ministry of Civil Aviation, implemented only a partial and staggered increase.

"In order to insulate the domestic travel costs from the substantial increase in

international prices, PSU Oil Marketing Companies of the Ministry of Petroleum, in consultation with Ministry of Civil Aviation, have passed only a partial and staggered increase of 25 per cent (only ₹15/litre) to the airlines," the Ministry added on X.

However, the government clarified that international flight operations will not receive similar relief. "Foreign routes will pay for the full increase in ATF prices consistent with what they pay in other parts of the world," the statement added.

Jet fuel prices have risen by over two times to ₹2.07 lakh per kilolitre (kL) from ₹96,638.14/kL.

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## Govt caps jet fuel hike; premium fuel,...

The prices of jet fuel were hiked by 5.7 per cent (₹5,244.75/kL) on March 1 as well. Separately, ATF price for domestic airlines was hiked by 8.6 per cent to ₹1.04 lakh/kL. Indian Oil revised the hike in the ATF prices in metros for domestic airlines in Delhi from ₹96,638.14/kL on March 1, 2026 to ₹1,04,927/kL on April 1, 2026.

The rising prices will further strain airlines which are already burning more fuel in taking longer routes for flying to western destinations because of closure of airspace due to the war. Fuel makes up for around 40 per cent of an airline's operating cost. Significantly, this is the first time ever that aviation turbine fuel (ATF) prices have crossed ₹2 lakh per kl-mark. The earlier peak was in 2022 when rates were hiked Rs 1.1 lakh per kl after oil prices surged following Russia's military operation in Ukraine.



 Hindustan Times

## LPG VESSEL PINE GAS MAY DOCK AT VIZAG PORT TODAY

Zia Haq

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**NEW DELHI:** India-flagged LPG tanker Pine Gas hauling 47,000 tonnes of the cooking fuel from the Persian Gulf is expected to dock at the Vizag port in the early hours of Thursday after a change in its destination for quicker turnaround of its cargo, officials said.

"It is expected early tomorrow. We are fully prepared for its arrival," a spokesperson for the Vizag Port Authority said. The deep-water facility has fully equipped LPG handling units that comply with PESO (Petroleum and Explosives Safety Organisation) standards, he said.

LPG and natural gas tankers get berthing priority over other vessels, according to the shipping ministry's directive, as Asia's third-largest economy grapples with widespread disruptions in supplies due to the West Asian war.

The 227-metre-long refrigerated ship was earlier scheduled to arrive at Odisha's Dhamra port on April 1 but its original manifest destination was New Mangalore. The ship's east-coast route round the southern tip of the Indian peninsula is a much longer haul than for ships docking at ports on the western coastline.

Sailing north to Dhamra would have made the voyage even longer, a second official said. "Such changes happen due to operational reasons. Operators and the government are constantly coordinating. Sea condition is also a factor in navigation."

Amid a global shipping chaos, key Indian ports have created additional space to handle traffic, the second official said. These include Vizag port, Jawaharlal Nehru Port Authority, VO Chidambaram Port Authority, Mundra, Deendayal Port Authority, New Mangalore Port Authority, Cochin Port Authority and the Chennai Port Authority.

ATF PRICE FOR INTERNATIONAL FLIGHTS MORE THAN DOUBLES

# Jet fuel price for domestic flights hiked 8.6% as govt cushions shock

Sukalp Sharma  
New Delhi, April 1

EVEN AS the prices of aviation turbine fuel (ATF), or jet fuel, have surged globally due to the raging West Asia war, the price of the fuel for domestic scheduled flights in India has been hiked only partially by the public sector oil marketing companies (OMCs), according to the Ministry of Petroleum and Natural Gas (MoPNG).

According to the ministry, given the surge in international prices of jet fuel, the price in India was expected to more than double from Wednesday (April 1), but only a “partial and staggered” increase is being passed on for now for scheduled domestic airlines. For overseas flights, however, airlines will have to pay the full market-linked price for ATF. Non-scheduled operators, like private charter operators, will also have to pay the full price, which has gone up by almost 115% from March levels.

“ATF prices in India were deregulated in 2001 and are revised on monthly basis based on a formula of international benchmarks. Due to the closure of Strait of Hormuz and extraordinary situation in global energy markets, price of ATF for domestic markets was expected to increase by more than 100% on 1 April. In order to insulate the domestic travel costs from the substantial increase in international prices, PSU Oil Marketing Companies of the Ministry of Petroleum, in consultation with Ministry of Civil Aviation (MoCA), have passed only a partial and stag-



ATF prices vary across the country due to differences in levies charged by states. REUTERS

gered increase of 25% (only Rs 15/litre) to the airlines. Foreign routes will pay for the full increase in ATF prices consistent with what they pay in other parts of the world,” the MoPNG posted on social media platform X.

Following MoPNG’s announcement, ATF prices listed on the website of India’s largest OMC Indian Oil Corporation (IOC) were revised significantly downwards from levels that were published early Wednesday morning.

The price of ATF in Delhi had jumped almost 115% month-on-month to a record Rs 2.07 lakh per kiloliter as of early Wednesday; the price listed now specifically for scheduled domestic airlines is Rs 1.05 lakh, higher by just 8.6% from March levels. The new reduced price for domestic scheduled airlines in Mumbai

is Rs 98,247 per kilolitre, against the full price of Rs 1.95 lakh. For airlines on international run, the price of ATF in Delhi jumped 107% to \$1,690.81 per kilolitre. The OMCs usually revise jet fuel prices on the first of every month; ATF prices vary across the country due to differences in levies charged by states.

On being asked about the difference between the 25% increase announced by the government and the actual hike of 8.6% that was reflected on the IOC website, Petroleum Ministry Joint Secretary Sujata Sharma said that former was the increase on the base price of jet fuel, while the latter was the increase in the final price inclusive of all taxes and levies. MoCA Joint Secretary Asangba Chuba Ao said the decision to only partially pass on the price hike would help in keeping do-

• MITIGATING IMPACT

**TO INSULATE** the domestic travel costs, PSU Oil Marketing Companies have passed only a partial and staggered increase of 25% to the airlines

**FOR OVERSEAS** flights, airlines will have to pay the full market linked price for the jet fuel

**NON-SCHEDULED** operators, like private charter operators, will also have to pay the full price, which has gone up by almost 115% from March levels

**JET FUEL** accounted for over 40% of Indian airlines’ operating costs even before the war

Commercial LPG, premium fuel prices hiked too

Sukalp Sharma  
New Delhi, April 1

THE PRICE of commercial liquefied petroleum gas (LPG) was hiked by Rs 195.50 per 19-kg cylinder on Wednesday, even as the price of LPG for households was kept unchanged despite mounting under-recoveries on cooking gas sales by public sector oil marketing companies (OMCs).

With the latest price revision, the 19-kg commercial LPG cylinder now costs Rs 2,078.50 in Delhi, while the 14.2-kg cylinder used by households continues to be sold at Rs 913 in the capital. Fuel prices vary across the country due to differences in levies charged by states.

Prices of a couple of variants of premium petrol and diesel have also been hiked, although prices of regular petrol and diesel—that account for 95% of petrol and diesel sales in India—remain unchanged even as the OMCs are incurring heavy losses on the sale of these essential transportation fuels.

Currently, the OMCs are incurring under-recoveries of over Rs 24 per litre on petrol and almost Rs 105 per litre on diesel. The government last week slashed excise duty on petrol and diesel by Rs 10 per litre to provide some relief to the OMCs as they have not hiked retail prices of the two fuels.

domestic airlines’ costs manageable, and expressed hope that it would lead to a rethink on the fuel surcharges that some airlines had announced in anticipation of a steep fuel price hike. He added that the measure is expected to dissuade airlines from imposing further fuel surcharges on domestic flight tickets.

Anticipating a surge in jet fuel prices in India in line with the jump in other countries, major Indian airlines like IndiGo, Air India group, and Akasa Air had imposed or hiked fuel surcharges on tickets, varying from around Rs 200 for domestic flights to \$200 for long-haul international routes. The surcharges and fares could go up further, particularly for international flights, industry insiders said.

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## LPG, LNG sources diversified: At CCS, PM flags efforts to 'safeguard' citizens

Harikishan Sharma  
New Delhi, April 1

TAKING STOCK of government efforts to source LPG and LNG supplies from different countries and ensuring availability of power and fertilisers, Prime Minister Narendra Modi Wednesday directed all departments concerned to "take all possible measures to ameliorate the problems of citizens and sectors affected by the ongoing global situation" in the wake of



PM Narendra Modi chairs a CCS meeting, Wednesday. @NARENDRAMODI

the war in West Asia. At a meeting of the Cabinet Committee on Security, chaired

by the Prime Minister, Cabinet Secretary T V Somanathan

•CONTINUED ON PAGE 2

### PM chairs CCS meet

briefed members on the action being taken to ensure supply of petroleum products, particularly LNG/LPG, and sufficient power availability.

This was the second special meeting of the CCS on this issue.

A statement from the Prime Minister's Office said the Prime Minister "assessed the availability of critical needs for the common man" and "discussed availability of fertilisers in the country and steps being taken to ensure its availability in the kharif and rabi seasons".

"He said all efforts must be made to safeguard citizens from the impact of this conflict. Prime Minister also emphasised smooth flow of authentic information to the public to prevent misinformation and rumour mongering," the PMO said.

"Sources are being diversified for procurement of LPG with new inflows from different countries. Similarly, Liquefied Natural Gas (LNG) is being sourced from different countries," it said, adding that the Cabinet Secretary informed the CCS that "LPG prices for domestic consumers have remained the same and anti-diversion enforcement to curb hoarding and blackmarketing of LPG is being conducted regularly".

"Initiatives have also been taken to expand Piped Natural Gas connections. Measures like

exempting gas-based power plants with a capacity of 7-8 GW from the gas pooling mechanism and increasing of rake for positioning more coal at thermal power stations etc. have also been taken to ensure availability of power during the peak summer months," the PMO said.

"Further, interventions proposed to be taken for emerging challenges in various other sectors such as agriculture, civil aviation, shipping and logistics were also discussed," it said.

"Various efforts like maintaining urea production to meet requirements, coordinating with overseas supplies for DAP/NPK suppliers are being taken to ensure fertiliser supply. State governments are being requested to curb black marketing, hoarding, and diversion of fertilisers through daily monitoring, raids and strict action," it said.

"The retail prices of food commodities have been stable over the past one month. Control rooms have been set up for constant monitoring and interaction with States/UTs on prices and enforcement of the Essential Commodities Act. The prices of agricultural products, vegetables and fruits are also being monitored."

"Efforts to globally diversify our sources for energy, fertilisers and other supply chains, and international initiatives for securing safe passage of vessels

through the Strait of Hormuz and ongoing diplomatic efforts are being taken," it said.

"Enhanced coordination, real-time communication, and proactive measures across Central, state and district levels to drive effective information dissemination and public awareness amid the evolving crisis is being undertaken," the PMO said.

At the CCS meeting on March 22, the Prime Minister had directed that a team of ministers and secretaries be created for a "whole of government approach". On March 23, the Cabinet Secretariat set up Seven Empowered Groups (EGs) of Secretaries to monitor and assess the impact of the West Asia conflict and take remedial measures.

On Wednesday, these seven groups briefed the PMO, outlining short, medium and long-term strategies under consideration for their respective sectors.

It is learnt that conveners of all seven EGs briefed a meeting chaired by PK Mishra, Principal Secretary to the PM, and those present there discussed the sectoral impact of the conflict and measures to minimise it. Steps taken to check black-marketing of goods, including fertiliser and LPG, were also discussed.

Earlier, on March 28, these groups also presented their actions and suggestions at a meeting of the informal Group of Ministers, chaired by Defence Minister Rajnath Singh. The group is likely to review the situation Thursday.



## एलपीजी से भरा जग वसंत पोत मुंबई पहुंचा

भारतीय ध्वज वाला एलपीजी वाहक जहाज जग वसंत होर्मुज जलडमरूमध्य से गुजरने के बाद सुरक्षित रूप से बुधवार को मुंबई पहुंचा। वहीं, न्यू मैंगलोर पोर्ट पर दो और बड़े कच्चे तेल के टैंकर पहुंचे, जिसके बाद मैंगलोर रिफाइनरी एंड पेट्रोकेमिकल्स लिमिटेड के लिए कच्चे तेल की हालिया सप्लाय मेंबढ़ोतरी हुई। पोर्ट अधिकारियों के अनुसार, सनराइज वे नाम का जहाज सोमवार को पहुंचा। इसमें अफ्रीका के मांडजी से लाया गया 88,152 मीट्रिक टन कच्चा तेल था।