



India-linked LPG tanker manages Hormuz exit

AN INDIA-LINKED tanker laden with liquefied petroleum gas has managed to transit the Strait of Hormuz, a rare crossing that underscores the country's struggle to alleviate an historic energy crisis.

The Marshall Islands-flagged Sarv Shakti — laden with around 45,000 tons of LPG, commonly used as cooking fuel — appeared to move into the Gulf of Oman

after sailing past Iran's Larak and Qeshm islands on Saturday, according to ship-tracking data.

The very large gas carrier has previously made runs between the Persian Gulf and Indian ports and is broadcasting that it's heading to the country and has Indian crew, a safety measure frequently adopted by ships since the Iran war began. **BLOOMBERG**



OPEC+ set for oil quota hike despite Hormuz closure

REUTERS
London, May 2

OPEC+ HAS AGREED in principle to raise oil output targets in June, two sources familiar with the group's thinking said on Saturday, but the increase will remain largely on paper as long as the US-Iran war continues to disrupt Gulf oil supplies.

Seven OPEC+ countries have an agreement in principle to raise oil output targets by about 188,000 barrels per day in June, the third consecutive monthly increase, pressing on with plans despite the war and the departure of the UAE from the group this week, the sources said ahead

Seven OPEC+ countries have an agreement to raise oil output targets by about 188,000 barrels per day in June

of a policy meeting on Sunday.

With the UAE leaving, OPEC+ includes 21 members including Iran, but in recent years only the seven nations plus the UAE have been involved in monthly production decisions. The war, which began on February 28, and the resulting closure of Hormuz has throttled exports from Saudi Arabia, Iraq and Kuwait, as well as the UAE.

Crude oil surge poses a price, not supply, shock for India: CEA Nageswaran

Our Bureau

New Delhi

The current crude scenario poses a price shock, not a supply shock, said Chief Economic Advisor V Anantha Nageswaran on Saturday. He cautioned that while the current account deficit could widen, the fiscal deficit estimates would be under challenge, too.

“Many of the petrochemicals, petroleum products and the base crude oil that we import are much higher than what they were in early in February and compared to earlier. But based on the inputs from Ministry of Petroleum and Natural Gas, this is only a price shock and not a supply shock for India, which may be the case for others,” Nageswaran said at the ICPP Growth Conference, organised by Ashoka University.

CHANNELS IDENTIFIED

He listed four channels of shocks, including the oil price channel. Then there is also an impact on trade in general. “As global growth slows down and the Gulf economies slow down, you have a trade impact. Then you have the logistics cost pack, which is going to be sticky,” he said. Normally, they don’t come down that easily once they go up, and the uncertainty will remain. Therefore, insurance and freight costs will not necessarily return to pre-February 28 levels.



Chief Economic Advisor V Anantha Nageswaran

VELANKANNI RAJ B

“Then the remittance shock... We get \$120 billion in remittances in general of which \$30-40 billion comes from Gulf region. You could come up with your own estimate of how much will be lost, which will be only a guesstimate at this point,” he said.

Further, the CEA said managing the current account deficit (CAD), ensuring its financing, and preventing further depreciation in the rupee will be key priorities for FY27. The CAD, which was estimated at below 1 per cent of GDP in FY26, is expected to rise in the current fiscal, with projections of around 2 per cent or higher.

The CEA said that India is better prepared than many other countries because we have some fiscal leverage. Because “we have brought down our gross fiscal deficit ratio to 4.4 per cent as of last year, and in FY27 we budgeted 4.3 per cent,” he said.

RAKESH KUMAR @ New Delhi

To further promote cleaner fuels, the Ministry of Road Transport and Highways (MoRTH) intends to amend the Central Motor Vehicles Rules, 1989. The draft, which is open for public consultation for 30 days, proposes several changes to the law. The most important among them is allowing vehicles to run on E100, which is 100% ethanol. In other words, vehicles could run entirely on ethanol instead of blending with petrol or diesel. Similar fuel is available in Brazil, where vehicle owners can choose at the pump between petrol and ethanol.

The draft also proposes expanding the definition of light vehicles by raising the weight limit from 3,000 kg to 3,500 kg to encourage the development of flex-fuel vehicles, which can run on different mixtures of petrol and ethanol. A flex-fuel vehicle is one that can operate on more than one type of fuel.

The proposal is aimed not just at promoting greener fuels but also reducing India's dependence on crude oil imports, which currently meet around 88% of its needs. The government expects the policy to boost farmers' incomes as well, as ethanol is mainly produced from crops such as sugarcane and maize. In a related move, the government last week allowed blending of ethanol and synthetic fuels in aviation turbine fuel (ATF), though no mandatory targets have been set.

Proposed amendments

The draft brings important updates to how petrol and ethanol fuels are defined under the rules. The biggest change is the expansion of the ethanol fuel category. Earlier, the rules mentioned only E85, which containing 85% ethanol and 15% petrol. The new draft changes this to "E85 or E100", meaning nearly pure ethanol would be part of the fuel options basket.

As a result, vehicle manufacturers will now have to design engines that can run on high ethanol blends, including 100% ethanol. Until now, most vehicles in India were designed to



Govt proposes E100 fuel, expands ethanol push under new vehicle rules

run on lower blends such as E10 or E20. This change is likely to push companies to develop more flex-fuel vehicles.

For consumers, there will be no immediate impact, as most current vehicles are designed for E20 or lower blends. However, over time, this could lead to more fuel options at petrol pumps and wider use of cleaner fuels.

Other key changes

The draft also updates the petrol fuel category. Earlier, the rules referred to petrol as "E10/(E)", where E10 was clearly defined but "E" was vague. This has now been replaced with "E10/E20", which clearly includes petrol blended with 20% ethanol. The draft clears the confusion and officially recognises E20 as a standard fuel.

Another major change is the expansion of the scope of these rules. Earlier, emission norms applied to vehicles with a gross weight

of up to 3,000 kg. The new proposal increases this limit to 3,500 kg to firewall "greener" vehicles from being unfairly penalised or forced into a "heavy truck" licensing category just because their fuel system is slightly heavier.

The draft also includes a technical clarification related to HCNG, stating that it refers to a mixture of hydrogen and compressed natural gas. While this may look like a small change, it shows the government's focus on promoting cleaner fuels like hydrogen.

Why push for ethanol?

India has been steadily increasing ethanol blending in petrol over the past few years. The country achieved 10% blending ahead of schedule in 2022, and this has now increased to around 19-20%.

Ethanol blending helps save foreign exchange and reduces crude oil imports. It also supports farmers by creating demand for

crops used to produce ethanol. The programme has led to significant payments to farmers and large savings in import costs. This is one of the key reasons why the government is now looking to go beyond E20 and allow higher ethanol blends like E85 and E100.

There are also environmental benefits. Studies, including those by NITI Aayog, suggest that ethanol-based fuels can significantly reduce greenhouse gas emissions compared to petrol. This makes ethanol an important part of India's strategy to meet its climate goals.

Oil marketing companies achieved 10% blending in petrol in June 2022, ahead of the target. Blending levels have continued to rise, reaching over 12% in 2022-23, around 14-15% in 2023-24, and close to 19-20% by mid-2025.

To support this growth, the government has taken several steps. They include expanding the raw materials used for ethanol production, introducing financial incentives for producers, lowering GST on ethanol used for blending, and launching interest subvention schemes to boost production capacity. These measures helped scale up ethanol supply and make higher blending possible.

Concerns raised

Despite the push, concerns have been raised about the impact of higher ethanol blends on vehicles. One major concern is related to mileage. Ethanol has lower energy density than petrol, which means vehicles running on higher ethanol blends may deliver slightly lower fuel efficiency.

There are also concerns about compatibility. Vehicles not designed for high ethanol blends could face issues such as corrosion or faster wear and tear if used with fuels like E85 or E100. Experts say only specially designed engines should use such fuels.

Some critics have also argued that ethanol-blended fuel should be cheaper, but this benefit is not always passed on to consumers. Over time, the cost of ethanol has increased, and in some cases it is no longer cheaper than petrol, affecting pricing.

The Centre, however, rejected the charges. It says vehicles designed for higher ethanol blends can perform efficiently and may even offer benefits such as better acceleration and smoother driving. It also argues that fuel efficiency depends on several factors, including driving habits, maintenance, tyre pressure, and traffic conditions, not just fuel type.

Global experience

Brazil is the only country where E100 (100% ethanol) is widely used in everyday vehicles. Since the 1970s, it has built a full ethanol ecosystem. Most vehicles there are flex-fuel, meaning they can run on petrol (E20-E27) or pure ethanol. At fuel stations, drivers can choose between petrol and ethanol.

Brazil's success is largely due to its large-scale sugarcane production, which makes ethanol cheaper, and strong government support since the oil crisis of the 1970s. It has also developed the necessary infrastructure, including fuel stations and vehicle technology.

In contrast, the US mainly uses E10 or E15, with some flex-fuel vehicles using E85, but not E100. Similarly, the European Union and countries like Thailand, the Philippines, and Canada use ethanol blends, but not pure ethanol at a large scale.

India's energy security starts at home



**KRISHNA
MOHAN
PUVVADA**

The latest conflict in the Middle East has underscored a persistent reality: energy security remains a vital concern that cannot be taken for granted. For India, which imports 87 per cent of its crude oil, much of it from this region: The lesson is particularly significant. When you add to that 60 per cent of its LPG imports, every kilogram of potash used for agriculture, and nearly half the petrochemicals found in everyday products like detergents, plastics, and solvents, the extent of India's exposure becomes unmistakably clear.

This dependence on far-flung, often volatile supply routes is a strategic vulnerability that no amount of diplomatic maneuvering can fully safeguard. India has already demonstrated its capacity to reduce import reliance,

as seen in the Ethanol Blended Petrol Programme.

Remarkably, the country achieved 20 per cent blending five years ahead of schedule, saving ₹1,44,000 crores in foreign exchange, paying ₹1,25,000 crores directly to farmers, and generating about 165,000 jobs. This success was powered by strong political will and robust policy measures that encouraged private sector investment in new ethanol production facilities.

Collaboration among engineering companies, biosolution technology providers, academia, and regulatory bodies fostered an ecosystem that built trust and enabled transformative change. This model, proven to work, is ready to be scaled up. Fossil dependence is often seen as a fuel issue, but it is much more pervasive.

Fertilizers, chemical intermediates, industrial raw materials, and a wide array of products that drive India's economy still hinge on fossil-based imports.

However, alternatives can be produced domestically and sustainably using biosolutions. Currently, India boasts a surplus bio-ethanol capacity of 7–8 billion liters, which

can be harnessed for innovative applications.

Enzymes and microorganisms can transform local biomass, crops, and agricultural residues into fuels, chemicals, and materials that are viable substitutes for fossil-based products.

With the right technologies and policies, and with current excess production capacity, ethanol has the potential for up to 8 per cent commercial LPG substitution. Sustainable

aviation fuels, biodiesel, and biochemicals are transitioning from aspiration to reality, with infrastructure already advancing.

Beyond fuel, biofertilisers offer promising ways to reduce reliance on fossil and synthetic agricultural inputs. For example, our assessments show that in rice cultivation, agricultural biosolutions can cut phosphorus (DAP) usage by 25 per cent and urea consumption by 30 per cent.

A policy that incentivizes biologicals as much as chemical fertilizers would encourage widespread adoption among farmers. Every rupee invested in home-grown biosolutions stays in India, multiplying domestic income, creating rural jobs, and strengthening economic independence and security.

While the technological groundwork, proof of concepts, and raw materials are in place, regulatory processes need to evolve rapidly to keep pace with these innovations.

Clearer guidelines and expedited approvals will unlock further investment in this exciting space. India has shown it can set ambitious goals and surpass them.

Now, the opportunity is to extend that determination across the broader fossil value chain—not only for fuel, but also for what goes into kitchens, fields, and factories. India is well-positioned to lead the biosolutions revolution.

Technology is ready and with ongoing innovation, today's challenges can be turned into tomorrow's opportunities. The crisis in the Middle East will not be the last of its kind, but by building resilience at home, India can secure its future regardless of external disruptions. Biosolutions are central to this vision.

Author is a renowned energy expert and seasoned global business leader with over three decades of experience spanning Asia-Pacific, the Middle East, Africa and South Asia. Author is an alumni of Sri Sanya Sai Institute of Higher Education

The Pioneer
SINCE 1865



India-bound LPG carrier crosses Hormuz

Yogesh Naik

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MUMBAI: A Marshall Islands-flagged LPG carrier, Sarv Shakti, transited the Strait of Hormuz from west to east on Saturday, heading to Visakhapatnam, and is due to arrive on May 14 at 3am, stated a status report from the shipping directorate.

Carrying 146,813 metric tonnes of LPG, it transited through the Ras Al-Kuh traffic separation scheme, completing the passage at 7pm on Saturday, the report

CARRYING 146,813 METRIC TONNES OF LPG, THE CARRIER IS EXPECTED TO ARRIVE IN VIZAG ON MAY 14 AT 3 AM

mentioned. The report detailed the positions of Indian vessels: 13 in the Persian Gulf (west of the Strait of Hormuz), four in the Gulf of Oman (east of the strait), three in the Gulf of Aden, and

three in the Red Sea.

Separately, 16 vessels are flagged for evacuation by the Department of Fertilizers, Ministry of Chemicals and Fertilizers, including one Indian-flagged vessel, Jag Arnav.

Around 433 Indian seafarers are aboard Indian-flagged vessels in the Persian Gulf region (340 west of the Strait of Hormuz and 93 in the Gulf of Oman). Shipping companies have evacuated a total of 2,922 seafarers as of May 1, the report added. Meanwhile, the Union

ministry of ports, shipping and waterways on Saturday issued an update on maritime safety and shipping operations in view of developments in West Asia, stating that all Indian seafarers in the region are safe and no incident involving Indian-flagged vessels has been reported in the past 24 hours.

The ministry said it is maintaining close coordination with maritime stakeholders to ensure the welfare of seafarers.

(With inputs from agencies)

LPG tanker, linked to India, crosses Strait of Hormuz

Debayan Tewari
CHENNAI

India-linked LPG super-tanker Sarv Shakti has sailed out of the Strait of Hormuz, marine traffic data showed on Saturday.

The Marshall Islands-flagged very large gas carrier (VLGC), with an Indian crew aboard, is carrying around 45,000 tonne of LPG, according to reports.

According to *marinetraffic.com*, the ship has crossed the narrow waterway and is heading towards the Gulf of Oman.

The vessel, which had been in the Persian Gulf ever since the West Asia war broke out, had set sail from Ghantoot in the UAE on March 3, showed *marinetraffic.com*.

The VLGC crossed the chokepoint between Iran and Oman's Musandam Peninsula, becoming the first India-linked LPG tanker to cross the Strait of Hormuz after the U.S. enforced a blockade of the strait on April 13 as talks between U.S. and Iran fell through.

AIS alert

While sailing, Sarv Shakti broadcast 'India/Indian crew' on the automatic identification system (AIS), a common practice among



Route taken by Sarv Shakti while crossing Strait of Hormuz.

vessels transiting the waters in the region amid the war. The ship hugged the Iranian coastline, its course showing that it had followed the route approved by Iran last month.

A map released by Iran had marked a portion of the strait near the Oman coast as 'hazard zone', indicating that it may have been mined.

Vital for energy supply

Sarv Shakti is among the several ships critical for supply of India's energy needs that were marked by the government for evacuation when the war started on February 28.

Reports said the Indian Oil Corporation was the ship's charterer, although IOC is yet to confirm.

Why did the UAE quit OPEC and OPEC+?

What explains the years of simmering competition between Riyadh and Abu Dhabi? How will the UAE's decision impact oil prices? How has its decision to leave impacted OPEC and OPEC+? Will this move benefit India and if so, how?

M. Kalyanaraman

The story so far:

 In May 1, the United Arab Emirates (UAE) officially exited the Organization of the Petroleum Exporting Countries (OPEC) and OPEC+. While OPEC is a permanent intergovernmental organisation founded in 1960 to coordinate the petroleum policies of its member countries and stabilise global oil markets, OPEC+ is a broader alliance formed in 2016 that includes the core OPEC members along with 10 additional major oil-producing nations, most notably Russia. The UAE's decision dealt a heavy blow to the oil exporting groups and their de facto leader, Saudi Arabia, at a time when the Iran war has caused a historic energy shock and unsettled the global economy.

Why did the UAE leave OPEC and OPEC+?

Differences between the UAE and OPEC, in particular Saudi Arabia, have been simmering for a while. Saudi Arabia deferred recognition of the UAE after the latter became independent from the U.K. in the 1970s, until some disputed territory it claimed was ceded.

The political structure and society of the two countries are different. While Saudi Arabia, though a monarchy, acts slowly and builds through consensus within the large extended royal family, the UAE has historically sought to be nimbler and quicker-acting.

However, the UAE has so far formally banded with Saudi Arabia, especially in energy production, because of a large and powerful Iran seen as a common adversary.

OPEC allocates quotas for oil production to control global oil prices. Saudi Arabia plays a key role in fixing these quotas and functions as a swing producer. Currently, it has a quota of

India can leverage enhanced flows from Fujairah port at reduced rates if the UAE's increased production drives down global oil prices

around 10 million barrels a day but has spare capacity of another 2 million. Saudi Arabia can ramp up or ramp down production quickly to counteract any volatility in oil prices. The UAE has a quota of some 3.5 million barrels but has a capacity of 4.85 million. By 2027, its capacity is expected to increase to 5 million.

A cautious Saudi Arabia seeks to even out and prolong fossil fuel use partly by curtailing production and benefiting from it; for instance, it has actively worked against efforts to decarbonise global shipping and to retain the use of crude oil-based shipping fuel.

The UAE recognises the inevitability of energy transition, involving the use of renewables and green fuels. It seeks to quickly boost oil profits and funnel them into its economy. The UAE has a much more diversified economy and is seeking to expand it even further.

In foreign policy, too, the UAE and Saudi Arabia have been at loggerheads. In Yemen, the two, which cooperated against the Iran-backed Houthis, fought a proxy battle recently through the groups they were supporting. In Yemen, Saudi Arabia supports the country's internationally recognised government and works with the Islamist group, Al-Islah, while the UAE is backing a separatist force, the Southern Transitional Council. In Sudan, the two are again on opposing sides. The UAE has been active in seeking leverage in Libya, now an emerging alternative to the Persian Gulf for oil and gas.

In 2021, the differences came to a head with the UAE raising major objections to OPEC decisions. But a consensus was reached and the UAE was given a bigger slice of the oil pie to convince it to stay in the group.

In the aftermath of the war on Iran, the UAE, which has in recent times become more assertive in its economic, political, and foreign policy goals, has announced its decision to quit OPEC. While it is unclear whether the UAE expects the crisis to reduce in intensity, its OPEC announcement did not have much impact on oil prices, given that oil transport has stalled across the Strait of Hormuz.

How will the UAE act next?

The UAE will review its relationships with nations and reset them as per its priorities. Emirati officials have said some of the Arab states did not do much by way of support even as the UAE bore the brunt of Iranian attacks, which were more than what even Israel faced.

When normalcy returns, even if only in stages, there will be an immediate demand for more oil and the UAE can take advantage of that.

The country seeks to increase its production by 1 million barrels through this year in stages. U.S. President Donald Trump has welcomed the UAE's move to leave the cartel as he believes it could help lower oil prices.

As the war began, the UAE and Saudi Arabia sought to use alternatives to restore some 4.5 million barrels out of the 15 million that had stopped flowing across the strait. While Saudi Arabia used its East-West Pipeline to send oil to the Red Sea port of Yanbu, the UAE sent its oil to Fujairah port downstream of the strait. Fujairah, though hit hard by attacks, saw near capacity utilisation of 1.8 million barrels being sent out per day as the war progressed. It will continue to be a key exit point for greater UAE oil flows.

What will happen to OPEC?

So far, there is no panic. Russia, the other major oil producer which is part of OPEC+, is in sync with Saudi Arabia on oil production goals. Neither wants booms and busts inevitable in a freer market and wants to manage the market.

In the past, Angola and Qatar left the cartel but it must be said that both nations were smaller players. The UAE, on the other hand, was OPEC's third-largest producer. But cranking up production may ruffle feathers among its neighbours that the UAE may not want. Kazakhstan, Algeria, and Russia have all reaffirmed their commitment to OPEC+.

Will India benefit?

India likely enjoys the greatest comfort with the UAE among Arab nations. As Trucial States, the sheikhdoms reported to the British in India and the rupee was recognised there.

Since Independence, the UAE has been a big employer of the Indian diaspora. While the Emirati population is only a little over 10% of the total UAE population, Indians constitute almost half of non-Emiratis who prosper in the country.

The UAE has recently strengthened its security relations with India as well. India can leverage enhanced flows from Fujairah port at reduced rates if the UAE's increased production drives down global oil prices. Indian refineries are well adapted to processing UAE crude and can pursue flexible, long-term contracts.

V. R. Krishnaswamy, who has served in the Abu Dhabi National Oil Company for nearly 45 years including as a top executive, points out that the Indian rupee continues to be in demand in the UAE. The UAE has put in place a state-of-the-art system for payments in other currencies, particularly in Yuan. So far, across the world, oil payments are typically paid in the U.S. dollar, reinforcing the perception that the dollar's strength comes in-part from its role as the petro-dollar. "Not just the yuan, the UAE may accept payments in other currencies such as the rupee, as well," he adds, recalling India paying Russia and the Soviet Union in rubles.



The logo of OPEC outside its headquarters in Vienna, Austria. REUTERS

Cracks in the oil crown

OPEC

The cartel, already grappling with changes in the global energy landscape, geopolitical tensions, and declining influence, faces a litmus test with the exit of the UAE, one of its top oil producers with capacity to influence the market

Smriti Sudesh

In April 29, the UAE announced it would leave the Organization of the Petroleum Exporting Countries (OPEC), ending nearly six decades of membership. The decision, effective May 1, removes one of the group's largest producers.

OPEC traces its origins to September 1960, when representatives from Iran, Iraq, Kuwait, Saudi Arabia, and Venezuela gathered in Baghdad. At the time, the global oil industry was controlled largely by a consortium of Western companies known as the Seven Sisters. Producing countries had a limited say over how much oil was extracted, or at what price it was sold and revenues depended on decisions made elsewhere.

The founding members sought to change this. OPEC was conceived as a platform for coordination among producers. Here, producers could exert greater control over supply and pricing, and secure a larger share of the value of their resources. In its early years, however, OPEC's influence was modest. The global oil system was still shaped by multinational firms, and non-OPEC production remained significant. The organisation existed, but it did not yet define the market.

That changed in the 1970s. During the 1973 Arab-Israeli War, also known as the Yom Kippur War, Arab OPEC members imposed production cuts and an embargo on the U.S. and the Netherlands. Oil prices quadrupled. The episode demonstrated OPEC's ability to use oil as a geopolitical tool and established the group as a major force in the global economy.

A second shock followed in 1979 with the Iranian Revolution. For a period, OPEC controlled around 75% of global oil exports and accumulated significant petrodollars that funded infrastructure and reshaped international finance.

By the 1980s, OPEC introduced formal production quotas, with Saudi Arabia often acting as the swing producer. In 1986, after a period of market flooding, prices collapsed. The following decades brought repeated cycles of cuts, recoveries, and new



REUTERS

pressures from the Gulf War and Asian financial crisis to China's demand surge in the 2000s.

The U.S. shale revolution, which accelerated in the 2010s, represented a structural change. Starting around 2012, American producers, using hydraulic fracturing and horizontal drilling, began unlocking vast reserves of tight oil in Texas, North Dakota and elsewhere. Shale production was faster, more flexible, and highly responsive to price. When prices rose, output followed within months.

Uneasy coordination

In 2014, OPEC made its most decisive attempt to tackle the challenge. Rather than cut output to defend prices, it kept pumping, hoping to push prices low enough to force higher-cost shale producers out of the market. Prices duly fell below \$30 a barrel. In 2016, the group formed the broader OPEC+ alliance with Russia, Kazakhstan, Azerbaijan and other non-OPEC producers to coordinate output more effectively. Even then, the combined group accounted for roughly 40% of global supply, which was far from the dominance of earlier decades.

What followed was a period of

uneasy coordination. The first major test came in 2020. As the COVID-19 pandemic led to the collapse of global demand, oil consumption fell at a pace not seen before. OPEC+ responded with unprecedented production cuts, removing millions of barrels per day from the market. In the years that followed, the alliance settled into a pattern of tailored corrections. Output was gradually restored as demand recovered, but disagreements persisted. Some members, facing fiscal strain, pushed for higher production. Others, led by Saudi Arabia, prioritised price stability.

By late 2025, prices had dipped below \$60 a barrel as the group began unwinding production cuts. Saudi Arabia and Russia were pushing to restore output, while others wanted to hold the cuts in place. The internal arguments that had always plagued the group – between those who needed high prices to balance their budgets and those who wanted to maximise market share – were intensifying.

Then came the war. On February 28, the U.S. and Israel launched attacks on Iran and assassinated Supreme Leader Ali Khamenei. Iran retaliated with missile

and drone attacks across the Persian Gulf and blockaded the Strait of Hormuz. Global oil supply plummeted by more than 10 million barrels a day in March alone. The crisis exposed OPEC's deepest structural contradiction. Iran, one of its founding members, attacked other members in the region in response to the U.S.-Israeli strikes.

For the UAE, the crisis sharpened an existing tension. A member since 1967, it has spent years expanding its production capacity, with the aim of reaching close to 5 million barrels per day. Under recent OPEC+ agreements, however, its output was capped lower, around 3.2 - 3.4 million bpd. But by leaving, the UAE gains flexibility to increase production once shipping routes stabilise and to pursue bilateral arrangements. The move also exposes the UAE's growing differences with Saudi Arabia, the cartel's de facto leader, on issues ranging from quotas to regional policy.

The UAE is not the first country to leave OPEC. Qatar departed in 2019, redirecting its energy identity toward liquefied natural gas. Ecuador, Gabon, Angola, and Indonesia have all come and gone at various points. But the

UAE's departure is different in scale. It was OPEC's third-largest producer. It was one of only two members, Saudi Arabia being the other, with the ability to rapidly increase or decrease output to stabilise markets. Without the UAE, OPEC's capacity to respond to supply shocks is materially diminished.

OPEC's ability to move prices depends heavily on whether its remaining members, many of them economically fragile, politically unstable, or at war with each other, can maintain unity. It also depends on whether Russia continues to coordinate through the OPEC+ framework. And it depends on whether the shale producers, the renewables build-out, and the broader energy transition continue to erode the structural centrality of Gulf oil.

Long-term benefits

For large importers such as India, which depends on imports for nearly 90% of its roughly 5.8 million barrels per day consumption, the change could bring longer-term benefits. Analysts say greater UAE production outside quotas may support additional supply, enable direct bilateral deals, and reduce freight costs due to proximity. This could help moderate import bills and support energy security efforts amid ongoing global uncertainty.

In the short term, however, the Strait of Hormuz disruptions continue to dominate price movements. Any additional supply from the UAE will only fully materialise once safer shipping conditions return. Until then, the exit's primary effect is symbolic rather than immediate.

OPEC now retains substantial reserves and influence through its core members, particularly Saudi Arabia. The organisation now operates in a more complex environment. Renewables continue to gain ground, energy efficiency improvements persist, and major consumers are actively diversifying sources. At the same time, geopolitical risks add layers of uncertainty.

For 65 years, OPEC held the world over a barrel. The barrel is now cracked, and the oil is running in directions no cartel can follow.

THE GIST

OPEC was conceived as a platform where producers could exert greater control over supply and pricing, and secure a larger share of the value of their resources

During the 1973 Arab-Israeli War, also known as the Yom Kippur War, Arab OPEC members imposed production cuts and an embargo on the U.S. and the Netherlands, establishing the group as a major force in the global economy

In 2016, the group formed the broader OPEC+ alliance with Russia, Kazakhstan, Azerbaijan and other non-OPEC producers to coordinate output more effectively



By

Jubel D' Cruz

Mumbai

CLEAN COOKING ALTERNATIVE

Fortunately, India now offers several practical, affordable, and eco-friendly options to reduce LPG dependence.

One of the most accessible alternatives is the electric induction cooktop. These stoves heat vessels directly using electromagnetic energy, making them faster and more efficient than LPG, especially in urban homes with stable elec-

tricity. Similarly, electric pressure cookers and rice cookers simplify cooking while saving energy.

In rural and semi-urban areas, biogas plants offer a sustainable, cost-effective solution. Solar cookers are also effective in sunny regions, significantly reducing fuel costs over time. Improved biomass cookstoves provide a cleaner method for those using traditional fuels. Additionally, Piped Natural Gas (PNG) is expanding in cities, offering a cheaper and more convenient alternative to cylinders.

VERY LARGE GAS CARRIER HEADING TO THE COUNTRY AND HAS INDIAN CREW

India-Linked LPG Tanker Manages Hormuz Exit

Laden with around 45,000 tons of LPG, Marshall Islands-flagged Sarv Shakti appears to move into the Gulf of Oman

Bloomberg

An India-linked tanker laden with liquefied petroleum gas has managed to transit the Strait of Hormuz, a rare crossing that underscores the country's struggle to alleviate an historic energy crisis.

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The very large gas carrier has previously made runs between the Persian Gulf and Indian ports and is broadcasting that it's heading to the country and has Indian crew, a safety measure frequently adopted by ships since the Iran war began.

State-run Indian Oil Corp. was



ISTOCK

listed as the buyer of the cargo, according to a shipping document seen by Bloomberg. IOC didn't immediately respond to an email seeking comment.

Sarv Shakti's journey marks the first observed passage by an India-linked tanker since a weeks-old US blockade of ships tied to Iran began, pushing transits through Hormuz back down to almost zero. It's

FIRST OBSERVED PASSAGE

Sarv Shakti's journey marks the first observed passage by an India-linked tanker since a weeks-old US blockade of ships tied to Iran began

one of the largest carriers to make the outbound crossing since a chaotic weekend last month, when the strait was briefly opened and then rapidly closed.

As the world's third-largest oil importer and the second-biggest consumer of LPG, India has scrambled to fill the supply gap left by Middle East producers. Acute shortages of the cooking fuel have

triggered panic, queues and pared-down menus. New Delhi has focused on the safe passage of LPG carriers since the US and Israel began strikes on Iran at the end of February, even ordering its own ports to prioritize these tankers for berthing and discharging, while cranking up domestic production. Momentum was disrupted, however, by the April weekend when Iran initially said the thoroughfare was restored, only for its military to shoot at ships attempting to cross, forcing many to U-turn. One India-linked vessel, Aframax-sized crude tanker Desh Garima slipped through, though only by switching off its transponder signals.

Since then, traffic has returned to a near-standstill in Hormuz.

India has managed to move eight LPG vessels through Hormuz during the conflict after bilateral negotiations with Tehran, and has been

working on other exits.

India has also raised domestic production of LPG by 60% to 54,000 tons in order to cope. Its consumption has dropped by 10,000 tons to 80,000 tons daily, Oil Minister Hardeep Puri said Friday.

Sarv Shakti entered the Persian Gulf in early February. It received its cargo via a ship-to-ship transfer off Dubai, but Bloomberg News could not immediately identify the exact origin of the cargo.

A full transit of Hormuz can take about 10 to 14 hours. Electronic interference in the region can falsify the apparent position of a ship. Some vessels may also spoof, or go dark, during transits, in order to hide their tracks. Dubai-based Foresight Group Services Ltd. is listed as the carrier's manager, with its owner Zhe Yin Shan Zhou No. 4 Tianjin that shares the same address, on database Equasis.



India-bound LPG supertanker exits Strait of Hormuz

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New Delhi: India-bound LPG supertanker Sarv Shakti transited the Strait of Hormuz on Saturday and is expected to arrive at Visakhapatnam on May 13. The last India-bound ship to cross the conflict-hit channel was Desh Garima (oil tanker) on April 18, after Iran announced free passage for a short period.

Officials said the Marshall Islands-flagged LPG carrier is carrying 46,313 tonnes of LPG and has 20 crew members, including 18 Indians. A PSU has chartered the cargo. Its safe passage comes as a signal that more India-bound ships — both Indian- and foreign-flagged — may be able to cross the strait, bringing relief on both energy supply and crew safety fronts.

Sarv Shakti's crossing the strait is significant also

because two Indian ships had come under Iranian fire on the day Desh Garima crossed the channel, forcing them and others to return to the Persian Gulf.

The past track of the LPG tanker on Marine Traffic shows that it sailed close to Iran's Larak and Qeshm islands in the direction of the Gulf of Oman on Saturday. Tehran has prescribed this route for transiting the chokepoint. News

agency Bloomberg said the ves-

sel had entered the Persian Gulf in early Feb and it received cargo via a ship-to-ship transfer off Dubai.

Ten Indian-flagged energy ships have crossed the strait since March. A few foreign-flagged energy tankers have also arrived at Indian ports from the Persian Gulf. As of now, there are 13 Indian-flagged and one Indian-owned ship in the Persian Gulf.

WEST ASIA CRISIS

LPG TANKER SARV SHAKTI CROSSES STRAIT OF HORMUZ

After a 2-week lull, an LPG carrier heads to India

Sukalp Sharma
New Delhi, May 2

A LIQUEFIED petroleum gas (LPG) tanker, Sarv Shakti, broadcasting India as its destination, crossed Strait of Hormuz on Saturday, according to ship tracking data.

The LPG carrier is the first major India-bound energy tanker to successfully transit the Strait of Hormuz after a two-week dryspell.

Crude oil tanker Desh Garima had crossed the Strait on April 18 after Iran had announced free passage through the strait, only to announce its closure again shortly after.

Two Indian vessels had also come under Iranian fire on the same day, forcing them and other India-bound vessels to return to the Persian Gulf.

This incident, and subsequent similar ones with Iran and the US running their own blockades in the region, further hit already constrained vessel movements through the strait.

As per vessel tracking data, the Marshall Islands-flagged Sarv Shakti, estimated to be carrying about 45,000 tonnes of LPG, had crossed over to the east of the strait and into the Gulf of Oman as of Saturday evening. Earlier during the day, it had stopped transmitting its location for a couple of hours.

This act is called "going dark" in shipping parlance, and is usually done by vessels in a bid to avoid detection.

While the tanker itself is carrying half a day's worth of India's pre-West Asia war LPG consumption, its transit springs hope for more energy supplies making their way to India in the coming days.

So far, 10 India-flagged



Sarv Shakti, carrying about 45,000 tonnes of LPG, was on the verge of transiting to the east of the strait on Saturday. REUTERS

energy tankers—nine LPG carriers and one crude oil tanker—have crossed the Strait of Hormuz since early March. Additionally, a few foreign-flagged energy tankers had also arrived from the Persian Gulf after crossing the strait.

These transits took place every few days, but were badly hit after the April 18 incident in which Indian vessels were fired upon by Iranian forces.

There are now 14 Indian ships stuck in the Persian Gulf; several other foreign vessels that are bound for India are also stuck in the region.

Tanker took Iran-prescribed route

Data from ship tracking and maritime intelligence firm MarineTraffic shows that Sarv Shakti sailed close to Iran's Larak island, taking a route that has been prescribed by Tehran for transiting the chokepoint, where vessel movements have reduced to a trickle amid the west Asia war.

The LPG tanker was broadcasting that it was headed to

India and had Indian crew on board. Such identity broadcasts have become a standard of sorts among vessels crossing the strait in coordination with Iranian authorities, which are regulating vessel movements. The tanker is estimated to have entered the Persian Gulf in February, where it had been stranded since the beginning of the West Asia war on February 28. Global shipping databases list Dubai-based Foresight Group Services as the tanker's commercial manager.

The closure of the strait has hit energy supplies to India, which depends on imports to meet a bulk of its energy needs. Around 40% of India's crude oil imports, over 50% of its LNG imports, and a whopping 90% of its LPG imports came from West Asia through the strait, making the chokepoint particularly critical for India's LPG supplies. That's the reason why India has prioritised the movement of its LPG tankers over its other vessels through the strait.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

देश में 5.96 लाख पीएनजी कनेक्शन चालू : सरकार

नई दिल्ली, 2 मई (एजेंसियां)। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को बताया कि मार्च 2026 से अब तक लगभग 5.96 लाख पाइपड नेचुरल गैस (पीएनजी) कनेक्शन चालू किए गए हैं और अतिरिक्त 2.68 लाख कनेक्शनों के लिए इंफ्रास्ट्रक्चर तैयार किया गया है। इस तरह



■ **6.66 लाख उपभोक्ताओं ने नए कनेक्शन के लिए कराया पंजीकरण**

कुल क्षमता बढ़कर 8.64 लाख कनेक्शन हो गई है।

एक आधिकारिक बयान में मंत्रालय ने बताया कि इसके अलावा, लगभग 6.66 लाख उपभोक्ताओं ने नए कनेक्शन के लिए पंजीकरण कराया है। पेट्रोलियम मंत्रालय के अनुसार, 1 मई तक 43,350 से अधिक पीएनजी उपभोक्ताओं ने अपने एलपीजी कनेक्शन सरेंडर कर दिए हैं। अप्रैल 2026 से अब तक 5 किलोग्राम वाले एफटीएल सिलेंडरों की 22.78 लाख से ज्यादा यूनिट्स बेची जा चुकी हैं। मंत्रालय ने बताया कि 3 अप्रैल से अब तक सार्वजनिक क्षेत्र की तेल विपणन कंपनियों ने 9,980 से ज्यादा जागरूकता शिविर आयोजित किए हैं, जिनमें 1.71 लाख से अधिक 5 किलोग्राम एफटीएल सिलेंडर बेचे गए। अप्रैल 2026 से अब तक कुल 2,05,849 मीट्रिक टन (जो 19 किलोग्राम के 108.34 लाख एलपीजी सिलेंडरों के बराबर है) कमर्शियल एलपीजी की बिक्री हुई है। पिछले महीने से अब तक पीएसयू ओएमसी ने 10,698 मीट्रिक टन ऑटो एलपीजी भी बेचा है। उर्वरक (फर्टिलाइजर) प्लांट्स को गैस की आपूर्ति बढ़ाकर उनके पिछले छह महीनों के औसत उपयोग का लगभग 98 प्रतिशत कर दिया गया है।

5.96 लाख पीएनजी कनेक्शन चालू, उपभोक्ताओं ने नए कनेक्शन के लिए कराया पंजीकरण

वैभव न्यूज ■ नई दिल्ली

पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को बताया कि मार्च 2026 से अब तक लगभग 5.96 लाख पाइपड नेचुरल गैस (पीएनजी) कनेक्शन चालू किए गए हैं और अतिरिक्त 2.68 लाख कनेक्शनों के लिए इंफ्रास्ट्रक्चर तैयार किया गया है। इस तरह कुल क्षमता बढ़कर 8.64 लाख कनेक्शन हो गई है। एक आधिकारिक बयान में मंत्रालय ने बताया कि इसके अलावा, लगभग 6.66 लाख उपभोक्ताओं ने नए कनेक्शन के लिए पंजीकरण कराया है। पेट्रोलियम मंत्रालय के अनुसार, 1 मई तक 43,350 से अधिक पीएनजी उपभोक्ताओं ने अपने एलपीजी कनेक्शन सरेंडर कर दिए हैं। अप्रैल 2026 से अब तक 5 किलोग्राम वाले एफटीएल सिलेंडरों की 22.78 लाख से ज्यादा यूनिट्स बेची जा चुकी हैं। मंत्रालय ने बताया कि 3 अप्रैल से अब तक सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (पीएसयू ओएमसी) ने 9,980 से ज्यादा जागरूकता



शिविर आयोजित किए हैं, जिनमें 1.71 लाख से अधिक 5 किलोग्राम एफटीएल सिलेंडर बेचे गए। अप्रैल 2026 से अब तक कुल 2,05,849 मीट्रिक टन (जो 19 किलोग्राम के बराबर है) कमर्शियल एलपीजी की बिक्री हुई है। पिछले महीने से अब तक पीएसयू ओएमसी ने 10,698 मीट्रिक टन ऑटो एलपीजी भी बेचा है। उर्वरक (फर्टिलाइजर) प्लांट्स को

गैस की आपूर्ति बढ़ाकर उनके पिछले छह महीनों के औसत उपयोग का लगभग 98 प्रतिशत कर दिया गया है। बयान में कहा गया है कि देश में सभी रिफाइनरी उच्च क्षमता पर काम कर रही हैं और कच्चे तेल का पर्याप्त स्टॉक मौजूद है। साथ ही पेट्रोल और डीजल का भी पर्याप्त भंडार बनाए रखा गया है। घरेलू खपत को पूरा करने के लिए रिफाइनरियों में एलपीजी का उत्पादन

भी बढ़ाया गया है। इसके अलावा, घरेलू बाजार में पेट्रोकेमिकल कच्चे माल की आपूर्ति सुनिश्चित करने के लिए एक अंतर-मंत्रालयी संयुक्त कार्य समूह (जेडब्ल्यूजी) का गठन किया गया है। 9 अप्रैल 2026 से अब तक मुंबई, कोच्चि, विशाखापट्टनम, चेन्नई, मथुरा और गुजरात की रिफाइनरियों से 10,000 मीट्रिक टन से अधिक प्रोपिलीन और 1,200 मीट्रिक टन से अधिक ब्यूटाइल एक्रिलेट केमिकल,

फार्मा और पेंट उद्योगों को बेचा गया है। ईंधन के मामले में सरकार ने कहा कि देश भर के सभी पेट्रोल पंप सामान्य रूप से काम कर रहे हैं। सरकार ने बताया कि कुछ जगहों पर अफवाहों के कारण घबराहट में खरीदारी देखी गई है। लेकिन देश के सभी पेट्रोल पंपों पर पेट्रोल और डीजल का पर्याप्त स्टॉक उपलब्ध है और उनकी कीमतों में कोई बदलाव नहीं किया गया है।

एनसीआर में पीएनजी की बढ़ गई मांग, दो माह में लगे 74 हजार से अधिक कनेक्शन

लोकेशन हेतु • जागरण

नई दिल्ली: पश्चिम एशिया में जारी संघर्ष और ऊर्जा संकट के बीच राष्ट्रीय राजधानी क्षेत्र में घरेलू रसोई गैस की उपलब्धता के परिदृश्य में बढ़ा बदलाव देखने को मिल रहा है। एलपीजी सिलेंडरों की अनिश्चितता और बढ़ती कीमतों के बीच लोग अब पाइपड नेचुरल गैस (पीएनजी) को सुरक्षित और भरोसेमंद विकल्प मान रहे हैं।

ताजा आंकड़ों के अनुसार, केवल मार्च और अप्रैल के दो महीनों में दिल्ली और आसपास के शहरों में पीएनजी की मांग और कनेक्शन में रिकार्ड वृद्धि दर्ज की गई है।

दिल्ली में ही इंद्रप्रस्थ गैस लिमिटेड (अइजीएल) को पिछले दो माह में लगभग 70 हजार नए घरेलू कनेक्शन के आवेदन प्राप्त हुए हैं। इसमें से अइजीएल ने 43 हजार से अधिक घरों में गैस पाइपलाइन पहुंचा भी दी है। इसी तरह, 100 से ज्यादा रेस्तरां और 20 से अधिक बड़े उद्योगों ने भी

• ऊर्जा संकट के बीच अब पीएनजी को सुरक्षित और भरोसेमंद विकल्प मान रहे लोग

• पीएनजी की निर्बाध आपूर्ति होने से इसकी तरफ आकर्षित हो रहे लोग, बुकिंग का भी झंझट नहीं

एनसीआर में गाजियाबाद और नोएडा आगे

शहर	नए आवेदन	नए कनेक्शन
गाजियाबाद	15000	16,000
नोएडा	21,000	13,000
रेवाड़ी	2000	1500

70 हजार नए आवेदन दिल्ली में, 100 से अधिक रेस्तरां और 20 से अधिक बड़े उद्योगों ने भी किया पीएनजी की तरफ रुख

एनसीआर में गाजियाबाद और नोएडा आगे

एनसीआर के अन्य शहरों में भी पीएनजी की स्वीकार्यता बढ़ी है। गाजियाबाद और नोएडा इस मामले में सबसे आगे हैं, जहां लंबित कनेक्शनों को तेजी से पूरा किया गया। दूसरे शहरों के लोगों में भी पीएनजी के बारे में जागरूकता बढ़ी है। ऐसे में इसकी सवावित बढ़ती मांग को देखते हुए तैयारियां की जा रही हैं।

पीएनजी का रुख किया है। अइजीएल अधिकारी बताते हैं कि इसकी वजह पीएनजी की निर्बाध आपूर्ति है। इसमें सिलेंडर खत्म होने का डर नहीं और न ही बुकिंग का झंझट है। यह

एलपीजी की तुलना में किफायती है, पर्यावरण के अनुकूल भी है। वहीं, ऊर्जा संकट को देखते हुए केंद्र और दिल्ली सरकार पीएनजी नेटवर्क के विस्तार पर जोर दे रही हैं।

एनसीआर में पीएनजी की भारी मांग, दो माह में लगे 74 हजार कनेक्शन

नेमिष हेमंत • जागरण

नई दिल्ली : पश्चिम एशिया में जारी संघर्ष और ऊर्जा संकट के बीच राष्ट्रीय राजधानी क्षेत्र में घरेलू रसोई गैस की उपलब्धता के परिदृश्य में बड़ा बदलाव देखने को मिल रहा है। एलपीजी सिलेंडरों की अनिश्चितता और बढ़ती कीमतों के बीच लोग अब पाइपड नेचुरल गैस (पीएनजी) को सुरक्षित और भरोसेमंद विकल्प मान रहे हैं। ताजा आंकड़ों के अनुसार, मार्च व अप्रैल के दो महीनों में दिल्ली और आसपास के शहरों में पीएनजी की मांग व कनेक्शन में रिकार्ड वृद्धि दर्ज की गई है।

दिल्ली में ही इंद्रप्रस्थ गैस लिमिटेड (आइजीएल) को पिछले दो माह में लगभग 70 हजार नए घरेलू कनेक्शन के आवेदन प्राप्त हुए हैं। इसमें से आइजीएल ने 43 हजार से अधिक घरों में गैस पाइपलाइन पहुंचा भी दी है। इसी तरह, 100 से ज्यादा रेस्तरां और 20 से अधिक बड़े उद्योगों ने भी पीएनजी का रुख किया है। आइजीएल अधिकारी बताते हैं कि इसकी वजह पीएनजी की

पश्चिम एशिया में जारी संघर्ष और ऊर्जा संकट के बीच अब पीएनजी को सुरक्षित और भरोसेमंद विकल्प मान रहे लोग



पीएनजी। फाइल

निर्बाध आपूर्ति है। इसमें सिलेंडर खत्म होने का डर नहीं और न ही बुकिंग का झंझट है। यह एलपीजी की तुलना में किफायती है, पर्यावरण के अनुकूल भी है। वहीं, ऊर्जा संकट को देखते हुए केंद्र और दिल्ली सरकार पीएनजी नेटवर्क के विस्तार पर जोर दे रही है।

आइजीएल का प्रतिदिन 3000 कनेक्शन देने का लक्ष्य : आइजीएल के एक अधिकारी ने बताया कि ऊर्जा संकट से पहले दिल्ली में प्रतिदिन औसतन 600-700 कनेक्शन लगते थे, जिसे अब बढ़ाकर 1500 तक पहुंचा दिया गया है।

ओपेक प्लस में दरार के बीच कच्चा तेल उत्पादन बढ़ाया

लंदन, एजेंसी। तेल उत्पादक समूह ओपेक प्लस के सात देशों ने जून के लिए तेल उत्पादन को लगभग 1.88 लाख बैरल प्रतिदिन बढ़ाने पर सिद्धांततः सहमति जताई है। यह फैसला ऐसे समय में आया है जब संयुक्त अरब अमीरात ने समूह से अलग होने का ऐलान कर दिया है।

सूत्रों के मुताबिक यह उत्पादन वृद्धि फिलहाल प्रतीकात्मक मानी जा रही है, क्योंकि होर्मुज से तेल आपूर्ति अमेरिका, इजरायल-ईरान युद्ध के कारण बुरी तरह प्रभावित है। इस संघर्ष के चलते सऊदी अरब, इराक, कुवैत और यूएई जैसे प्रमुख उत्पादकों के निर्यात में भारी गिरावट आई है। इससे

■ अप्रैल में उत्पादन दो लाख बैरल प्रतिदिन करने का फैसला लिया

पहले अप्रैल में भी उत्पादन को लगभग 2.06 लाख बैरल प्रतिदिन बढ़ाने का फैसला लिया गया था, लेकिन यूएई के बाहर होने के बाद अब हिस्सेदारी घट गई है।

बताया जा रहा है कि समूह सामान्य स्थिति बनाए रखने की रणनीति पर काम कर रहा है, हालांकि जमीनी हालात इससे अलग हैं। फरवरी के अंत से जारी संघर्ष और होर्मुज जलडमरूमध्य के बंद होने से तेल की आपूर्ति बुरी तरह बाधित हुई है।



होर्मुज से गुजरा एलपीजी लदा भारतीय पोत

नई दिल्ली। मार्शल आइलैंड्स का झंडा लगा एलपीजी पोत एमटी सर्व शक्ति ने शनिवार को सुरक्षित रूप से होर्मुज जलडमरूमध्य को पार कर लिया है। इस पोत के 13 मई को विशाखापत्तनम पहुंचने की उम्मीद है। आधिकारिक सूत्रों ने शनिवार को यह जानकारी दी। सूत्रों ने बताया कि यह पोत 46313 मीट्रिक टन लिक्विफाइड पेट्रोलियम गैस (एलपीजी) लेकर आ रहा है। पोत पर 20 सदस्यों के चालक दल में 18 भारतीय नागरिक शामिल हैं।

देश में 5.96 लाख पीएनजी कनेक्शन चालू : सरकार

नई दिल्ली, (पंजाब केसरी): पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने शनिवार को बताया कि मार्च 2026 से अब तक लगभग 5.96 लाख पाइपड नेचुरल गैस



(पीएनजी) कनेक्शन चालू किए गए हैं और अतिरिक्त 2.68 लाख कनेक्शनों के लिए इंफ्रास्ट्रक्चर तैयार किया गया है। इस तरह कुल क्षमता बढ़कर 8.64 लाख कनेक्शन हो गई है। एक आधिकारिक बयान में मंत्रालय ने बताया कि इसके अलावा, लगभग 6.66 लाख उपभोक्ताओं ने नए कनेक्शन के लिए पंजीकरण कराया है।

पेट्रोलियम मंत्रालय के अनुसार, 1 मई तक 43,350 से अधिक पीएनजी उपभोक्ताओं ने अपने एलपीजी कनेक्शन सरेंडर कर दिए हैं। अप्रैल 2026 से अब तक 5 किलोग्राम वाले एफटीएल सिलेंडरों

की 22.78 लाख से ज्यादा यूनिट्स बेची जा चुकी हैं। मंत्रालय ने बताया कि 3 अप्रैल से अब तक सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (पीएसयू ओएमसी) ने 9,980 से ज्यादा जागरूकता शिविर आयोजित किए हैं, जिनमें 1.71 लाख से अधिक 5 किलोग्राम एफटीएल सिलेंडर बेचे गए। अप्रैल 2026 से अब तक कुल 2,05,849 मीट्रिक टन (जो 19 किलोग्राम के 108.34 लाख एलपीजी सिलेंडरों के बराबर हैं) कमर्शियल एलपीजी की बिक्री हुई है। पिछले महीने से अब तक पीएसयू ओएमसी ने 10,698 मीट्रिक टन ऑटो एलपीजी भी बेचा है।