



# Another India-flagged tanker safely crosses the Strait of Hormuz

## AGENCIES

New Delhi, 5 April

An India-flagged vessel, *Green Asha*, has safely crossed the Strait of Hormuz, making it the ninth Indian tanker to transit the crucial maritime corridor since the onset of the ongoing West Asia conflict.

According to reports, *Green Asha* is an LPG carrier. The transit follows a series of similar crossings by Indian vessels navigating the conflict-hit region under heightened surveillance.

Prior to *Green Asha's* journey, at least eight Indian vessels

had already crossed the corridor.

Among them were LPG carriers *BW TYR* and *BW ELM*, which transported around 94,000 tonnes of cargo through the conflict zone.

In late March, four Indian-flagged LPG tankers, including *Pine Gas* and *Jag Vasant*, delivered more than 92,600 tonnes of LPG over a three-day period.

Earlier, *MT Shivalik* and *MT Nanda Devi* had carried close to 92,700 tonnes of LPG to Gujarat's Mundra and Kandla ports in mid-March.

Other shipments included crude and refined fuels.

# Govt clamps ban on sale of LPG cylinders at godowns; violations to attract strict action

**STATESMAN NEWS SERVICE**

*New Delhi, 5 April*

In an effort to make the LPG distribution system more transparent and efficient, the Delhi government has imposed a complete ban on the sale of cylinders directly from godowns.

In line with this move, the Oil Marketing Companies (OMCs) have issued clear instructions to all its distributors, warning that any such sale is illegal and will attract strict action.

At the same time, the government has expanded availability of 5-kg LPG cylinders across the national capital to improve consumer access.



The cylinders can be purchased from agencies by showing a valid ID with no address verification required.

To further assist migrant workers, 11 dedicated help desks have been set up at select HPCL outlets, where

people can get information about nearby LPG distributors.

Chief Minister Rekha Gupta said the supply is being closely monitored to ensure there are no disruptions and that all regulations are strictly followed.

Residents have been advised to avoid visiting gas agencies or storage points or gathering in crowds as all booked cylinders are being delivered directly to homes within the stipulated time.

According to data from April 4, a total of 114,679 LPG bookings were recorded in Delhi, while 131,335 cylinders were delivered by the OMCs.

The fact that deliveries have exceeded bookings indicates that pending demand is being

cleared at a steady pace.

Presently, the average delivery time for domestic LPG cylinders stands at 4.24 days, ensuring timely and reliable service for consumers.

CM has said that the government has operationalised a dedicated control room to curb illegal activities such as hoarding and black marketing.

Delhi Police recently conducted raids at 17 locations, while officials from the Food and Supplies Department inspected 76 gas agencies and storage sites.

According to the CM, the LPG supply in Delhi remains stable, and under control, while citizens have been urged to stay calm, avoid rumours.

# Opec+ members agree to raise oil output amid supply issues

Vienna, April 5: OPEC+ members plan to raise their production quotas for May, a symbolic move as the Middle East conflict constrains output and shipments from several of the alliance's largest members.

Key producers led by Saudi Arabia and Russia have an agreement in principle to increase targets by about 2,06,000 barrels a day, according to two delegates, who asked not to be identified.

With oil flows from the Persian Gulf throttled by the Iran war and top producers like Saudi Arabia, the United Arab Emirates, Iraq and Kuwait forced to curtail supplies, such a move by the group would be theoretical. Still, it could symbolise their intention to revive output as soon as hostilities ease.

Oil prices have been roiled by five weeks of conflict, climbing to almost \$120 a barrel last month, and soaring costs for products such as jet fuel and diesel are threatening a renewed wave of inflation.

Brent futures settled near \$109 on Friday after US President Donald Trump vowed an escalation in the war, which could prolong disruptions to energy flows via the Strait of Hormuz.

Before the conflict erupted, eight major nations from the Organisation of the Petroleum Exporting Countries and its partners had been gradually restoring supply halted back in 2023.

They held production steady for the first three months of this year, then

## SMALL RELIEF

• Saudi Arabia, Russia have an agreement to increase targets by about 2.06 lakh bpd for May.

• With oil flows from Persian Gulf throttled by Iran war, Gulf countries forced to curtail supplies.

## Oil prices

climb to almost \$120 a barrel last month.

• Brent futures settle near \$109 on Friday after Trump vowed an escalation in war.

• Producers around Gulf cut oil production by about 10 mn bpd, equivalent to 10% of global supplies.



on March 1 - a day after the initial United States and Israeli strikes on Iran - the OPEC+ members agreed to a small increase of 2,06,000 barrels a day for April.

Hormuz has now been effectively closed for more than a month, creating what the International Energy Agency (IEA) has called the biggest supply disruption in the history of the oil market.

Traffic through the narrow waterway has slowed to a trickle, though there have been tentative signs of a slight pickup in recent days.

On Friday, the seven-day rolling average for transits reached the highest since the war began. Two supertankers carrying Saudi and Emirati crude appeared to exit the Gulf last week.

Iran said Saturday that its neighbour Iraq is exempt from any restrictions on crossing the waterway. — Bloomberg

## OMCs LOOK TO PRUNE LOSSES, PLAN TO PAY REFINERIES LOWER

New Delhi, April 5: Indian state-run oil marketing companies will pay refineries a discounted price for petrol, diesel, aviation turbine fuel (ATF) and kerosene to limit mounting losses from a self-imposed freeze on retail fuel prices, sources said.

The oil marketing companies (OMCs) on March 26 fixed rates for petroleum products that are at a discount of up to ₹60 per litre to their imported cost, sources said.

The discounted rates, will hit refiners such as MRPL, CPCL and HMEL.

Oil prices rose from \$70 to over \$100, but retail petrol and diesel prices in India have stayed unchanged, forcing OMCs to absorb the impact. — PTI

# Govt steps up LPG supply, urges calm amid Hormuz concerns

OUR CORRESPONDENT

**NEW DELHI:** Amid rising tensions in West Asia and concerns over global energy routes, the government has stepped up measures to maintain uninterrupted fuel supplies, strengthen enforcement against irregularities and support Indian nationals in the region, even as authorities urged the public to avoid panic buying and rely on verified information.

In a coordinated response involving multiple ministries, officials said domestic energy supply chains remain stable despite uncertainties around key transit points such as the Strait of Hormuz. The Ministry of Petroleum and Natural Gas reported that petrol, diesel and LPG supplies continue without disruption, with refineries operating at high capacity and maintaining adequate crude inventories. Petrol pumps across the country remain fully stocked, and retail fuel prices have been kept unchanged, supported by a Rs 10 per litre cut in excise duty on petrol and diesel and export levies on diesel and aviation turbine fuel to ensure domestic availability.



### KEY POINTS

- » 5 kg LPG cylinders widely available without address proof
- » 6.6 lakh small cylinders sold since March 23; 90,000 sold on April 4
- » Over 51 lakh domestic LPG cylinders delivered in a single day
- » Online bookings account for 95 per cent of LPG demand
- » LPG refill interval extended to 25 days urban, 45 days rural
- » Commercial LPG supply capped at 70 per cent of pre-crisis levels
- » Over 50,000 cylinders seized; 1,400 notices issued; 36 dealerships suspended

To manage demand for cooking gas, the government has expanded the availability of smaller 5 kg LPG cylinders, also known as free trade LPG (FTL) cylinders, which are sold at market rates and can be purchased over the counter without address proof. Since March 23, about 6.6 lakh of these cylinders have been sold, including more than 90,000

on April 4 alone. Officials said the move is aimed at easing pressure on regular domestic LPG supplies, especially in urban areas and among migrant populations.

Authorities reported that more than 51 lakh domestic LPG cylinders were delivered in a single day, with online bookings accounting for 95 per cent. **Continued on P4**

# Govt steps up LPG supply

of total demand. "There are no reports of shortages at LPG distributor points," the ministry said, adding that distribution systems have been strengthened with delivery authentication improving from 53 per cent in February to around 90 per cent now.

To further regulate consumption, LPG refill intervals have been extended to 25 days in urban areas and up to 45 days in rural regions. Domestic LPG and piped natural gas supplies have been prioritised for households and essential services such as hospitals and educational institutions. At the same time, commercial LPG allocations have been capped at 70 per cent of pre-crisis levels, with 78,833 metric tonnes supplied since mid-March.

Enforcement agencies have intensified action against hoarding and black marketing. Since March, more than 50,000 LPG cylinders have been seized during joint inspections, while over 1,400 show-cause notices have been issued to distributors. So far, 36 LPG dealerships have been suspended for irregularities.

To reduce dependence on LPG, alternative fuels such as kerosene and coal are being deployed. The government has allocated an additional 48,000 kilolitres of kerosene to states and union territories, along with revised guidelines allowing limited storage at designated fuel stations. Efforts are also underway to expand the use of cleaner fuels through city gas distribution networks. Since March, about 3.6 lakh piped natural gas connections have been activated, with another 3.9 lakh registrations in progress.

On the natural gas front, authorities said full supplies are being maintained for households and transport, including 100 per cent allocation for PNG and CNG segments. Supply to fertiliser plants is expected to increase to around 90 per cent of recent average consumption from April 6, supported by incoming liquefied natural gas cargoes, while industrial and commercial allocations are set to rise by about 10 per cent.

Beyond domestic energy management, the government is also monitoring maritime operations and the safety of Indian nationals in the region. The Ministry of Ports, Shipping and Waterways said shipping activity remains normal, with no incidents reported involving Indian-flagged vessels in the past 24 hours. Seventeen Indian vessels carrying 460 seafarers are currently operating in the western Persian Gulf, under close observation. A control room set up by the Directorate General of Shipping has handled more than 5,000 calls and over 10,500 emails since it became operational. Authorities have repatriated 1,479 Indian seafarers so far, including 159 in the last 24 hours.

Efforts to assist Indian citizens abroad are also ongoing. The Ministry of External Affairs confirmed that 345 Indian fishermen stranded in Iran have returned home via Armenia. Indian missions across the region are maintaining contact with local communities, providing consular assistance, travel support and safety advisories. Air connectivity to India is gradually stabilising, with around 7.02 lakh passengers having returned since February 28. While flights continue to operate from countries such as Saudi Arabia and Oman, routes from Iran, Israel and Iraq are being managed through alternative transit points.

Officials said a central control room continues to coordinate with state governments and overseas missions to ensure timely responses to emerging issues. Reiterating its advisory, the government called on citizens to conserve energy and avoid unnecessary consumption, stating that cooperation from the public remains critical to maintaining stability during the ongoing situation.

# OMCs to pay discounted rates to refiners amid fuel price freeze

The oil marketing companies on March 26 fixed rates for petroleum products that are at discount of up to Rs 60/litre to their imported cost

**NEW DELHI:** In a first since fuel price deregulation, Indian state-run oil marketing companies will pay refiners a discounted price for petrol, diesel, aviation turbine fuel (ATF) and kerosene to limit mounting losses from a self-imposed freeze on retail fuel prices, sources said.

The oil marketing companies (OMCs) on March 26 fixed rates for petroleum products that are at a discount of up to Rs 60 per litre to their imported cost, two people with direct knowledge of the matter said.

The discounted rates, which are applicable with effect from March 16, will hit standalone refiners such as MRPL, CPCL and HMEL the most.

International oil prices have risen from about \$70 per barrel before the Middle East conflict to over \$100, but retail petrol and diesel prices in India have remained unchanged, forcing OMCs to absorb the impact.

With no immediate end to the conflict in sight, OMCs have decided to fix a discount on the refinery transfer price (RTP) - the internal price at which refineries sell fuel to marketing arms - to effectively pay refineries less than the import-parity cost of the fuels like petrol and diesel.

For the second half of March, a discount of Rs 22,342



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per kilolitre (Rs 22.34 per litre) was fixed on diesel to bring down the RTP of Rs 85,349 per kl to Rs 63,007 per kl.

For the first fortnight of April, the discount on diesel has been fixed at Rs 60,239 per kl to lower RTP from Rs 146,243 per kl to Rs 86,004 per kl.

On ATF, the RTP has been slashed to Rs 76,923 per kl from Rs 127,486 per kl after considering a discount of Rs 50,564 per kl. The RTP for kerosene after a discount of Rs 46,311 per kl has been fixed at Rs 77,534 per kl from Rs 123,845 per kl,

## Highlights

- » Global oil prices have risen from about \$70/barrel to over \$100, but retail fuel prices have remained unchanged
- » With no immediate end to the conflict in sight, OMCs have decided to fix a discount on the RTP
- » For the second half of March, a discount of Rs 22,342 per kilolitre was fixed on diesel to bring down the RTP of Rs 85,349 per kl to Rs 63,007 per kl

they said.

Indian Oil Corp, Bharat Petroleum Corp and Hindustan Petroleum Corp did not immediately respond to requests for comment. The discounted pricing would prevent refiners from fully passing on higher crude costs through RTP, forcing them to absorb part of the impact of elevated global oil prices.

While integrated state-run firms such as Indian Oil Corporation Ltd (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) can offset

part of the hit between refining and marketing operations, standalone refiners that rely on market-linked RTP for revenue could face a sharper margin squeeze, they said.

Mangalore Refinery and Petrochemicals Ltd (MRPL), Chennai Petroleum Corporation Ltd (CPCL) and HPCL-Mittal Energy Ltd (HMEL) - which have negligible retail presence and sell most of the petrol and diesel produced to the three OMCs - would be the most hit by the move.

The changes would also impact refiners like Nayara Energy and Reliance Industries Ltd if the discount on RTP is also implemented for private refiners, sources said.

The two private refiners sell a bulk of their production of petrol and diesel to OMCs, who own and operate 90 per cent of the over 1 lakh petrol pumps in the country.

Traditionally, petrol and diesel in India have been priced on an import parity basis, meaning the fuels are valued as if they were imported, even though it is primarily crude oil that is brought into the country and refined locally. Refinery transfers of these products to oil marketing companies were based on import parity price (IPP) until June 2006, after which the gov-

ernment adopted trade parity pricing (TPP) - a benchmark that assigns 80 per cent weight to import parity price and 20 per cent to export parity price.

This pricing protected refinery margins, particularly of standalone refiners who didn't have the cushion of marketing margins on petrol and diesel, whose pricing was deregulated by the government in 2010 and 2014 respectively.

Despite being freed, petrol and diesel prices have not exactly moved in line with cost and have been frozen since April 2022, with OMCs absorbing losses when crude oil prices rise and making bumper profits when rates fall. The discount on RTP comes as under-recoveries or losses on petrol and diesel have widened, sources said adding unlike cooking gas LPG, the government does not compensate OMCs for losses on auto fuels.

AGENCIES



# OMCs to cut refinery payouts to curb losses

PTI

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NEW DELHI

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The oil marketing companies (OMCs) on 26 March fixed rates for petroleum products that are at a discount of up to ₹60 per litre to their imported cost, two people with direct knowledge of the matter said. The discounted rates, which are applicable with effect from 16 March, will hit standalone refiners such as MRPL, CPCL and HMEL the most.

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# No LPG sales from GODOWNS: Govt

## 5-kg LPG expansion eases migrant woes

OUR CORRESPONDENT

**NEW DELHI:** In a strong move to curb irregularities and ensure smooth LPG distribution, the Delhi government has imposed a strict ban on the sale of LPG cylinders directly from godowns, while simultaneously expanding access to 5-kg cylinders across the city to ease consumer demand.

Announcing the measures, Chief Minister Rekha Gupta said the government is focused on making the LPG supply system more transparent, efficient, and accessible, particularly for vulnerable sections such as migrant workers. "LPG supply in Delhi is fully stable and under control," she said, urging residents not to panic and to rely on the existing home delivery system.

Under the new directive, Oil Marketing Companies have instructed all distributors that selling cylinders from storage godowns is illegal and will invite strict action. The step aims to prevent hoarding, black marketing, and unauthorised sales.

To improve accessibility, 5-kg LPG cylinders are now widely available at gas agencies across Delhi. These smaller cylinders can be purchased with a valid ID, without the need for address verification, making them especially useful for migrant workers and temporary residents. Additionally, 11 help desks have been set up at select HPCL outlets to guide consumers on nearby distributors and services.

Officials said supply remains steady, supported by efficient delivery systems. Data from April 4 shows that 1,14,679 LPG bookings were recorded, while 1,31,335 cylinders were delivered, indicating that pending demand is being cleared. The average delivery time currently stands at 4.24 days.

The government has also

Supply remains smooth; average delivery in 4.24 days; 17 raids, 76 agencies inspected

**“LPG supply in Delhi is fully stable and under control**

— Chief Minister  
Rekha Gupta



intensified enforcement to tackle illegal activities. Delhi Police carried out raids at 17 locations, and the Food and Supplies Department inspected 76 gas agencies and storage points across the city.

A dedicated control room has been made operational to receive complaints related to hoarding and black marketing. Residents can report issues via helpline numbers, with authorities assuring prompt action and confidentiality.

Reiterating the government's stance, Gupta said, "Citizens should stay calm, avoid rumours, and cooperate with the administration while relying on the established delivery system."



## Govt. bans direct godown sale of LPG; warns action

**Press Trust of India**

NEW DELHI

The Delhi government on Sunday announced a strict ban on the sale of LPG cylinders directly from godowns and warned of tough action against violations.

Chief Minister Rekha Gupta said LPG supply is being closely monitored to prevent a crunch and ensure compliance with norms. "Residents have been advised not to visit gas agencies or storage points or gather in crowds, as booked cylinders are being delivered to homes within the stipulated time," she said in a statement. According to the statement, Oil Marketing Companies (OMCs) have issued instructions to distributors, asserting that any direct sale from storage points is illegal.

"LPG supply in Delhi is fully stable and under control," the CM said, urging people to keep calm, avoid rumours, and rely on the delivery system. Ms. Gupta said a dedicated control room has been set up to check hoarding and black marketing, with helplines 011-23-37-9836 and 838-382-4659.

Meanwhile, the government said it had expanded the availability of 5-kg LPG cylinders to improve supply, particularly for migrant workers. "These cylinders can now be purchased from gas agencies on showing a valid ID, without the need for address verification. Eleven help desks have been set up to guide consumers on nearby distributors," the statement read.



## OPEC+ agrees on symbolic oil quota hike

**Bloomberg**

OPEC+ members agreed to raise their oil production quotas for May, a symbolic move as the West Asia conflict constraints output and shipments from several of the alliance's largest members.

Key producers, led by Saudi Arabia and Russia, agreed to increase targets by about 2,06,000 barrels a day on Sunday, according to delegates who asked not to be identified.

With oil flows from the Persian Gulf throttled by the Iran war and top producers like Saudi Arabia, the UAE, Iraq and Kuwait forced to curtail supplies, such a move by the group is theoretical. Still, it may symbolise their intention to revive output as soon as hostilities ease.

Oil prices have been roiled by five weeks of conflict, climbing to almost \$120 a barrel last month, and soaring costs for products, such as jet fuel and diesel, are threatening a renewed wave of inflation. Brent futures settled near \$109 on Friday after US President Donald Trump vowed an escalation, which could prolong disruptions to energy flows through the Strait of Hormuz.

# Another Indian LPG vessel crosses Hormuz

7 Indian-flagged ships have crossed the strait so far; number of stranded vessels down to 17 from 28 at start of war

**SHUBHANGI MATHUR**  
New Delhi, 5 April

An Indian-flagged liquefied petroleum gas (LPG) vessel safely transited the Strait of Hormuz on Saturday, reducing the number of the country's ships stranded in the Persian Gulf to 17.

A very large gas carrier (VLGC), Green Sanvi, carrying 46,650 million tonnes (mt) of LPG with 25 seafarers on board was the latest vessel to transit the tense waters, according to the Centre.

So far, seven other Indian-flagged vessels carrying crude oil and LPG, namely, Jag Laadki, Shivalik, Nanda Devi, Jag Vasant, Pine Gas, BW TYR and BW ELM, have also crossed the strait and reached Indian ports.

An Indian vessel, Jag Prakash, carrying crude oil, has also crossed the narrow strait and headed to Tanzania.

India has been in continuous talks with Iran to secure safe passage for its tankers stranded in the Persian Gulf through the strait.

Since the US-Israeli strikes, Iran has effectively blocked traffic through the crucial maritime chokepoint while allowing passage only to select vessels from certain countries.

Meanwhile, the Centre confirmed that Indian refiners are purchasing crude oil and LPG from Iran, dismissing reports of



Last month, LPG tanker Shivalik docked at Mundra Port in Gujarat after safely transiting the Strait of Hormuz. The vessel carried around 46,000 tonnes of LPG

any payment-related issues in the transactions.

*Business Standard* had earlier reported that a state-run Indian refiner secured an LPG cargo from Iran after the US announced a 30-day waiver allowing countries to purchase petroleum products from Tehran.

"Amid Middle East supply disruptions, Indian refiners have secured their crude oil requirements, including from Iran; and there is no payment hurdle for Iranian crude imports, contrary to the rumours being circulated," said Ministry of Petroleum and Natural Gas (MoPNG)

in a social media post on X.

An LPG vessel, Sea Bird, carrying around 44,000 MT of Iranian LPG berthed at Mangaluru, on April 2 and is currently discharging, the government added.

India last purchased crude oil from Iran in 2019. Indian refiners have since halted energy purchases from Iran to avoid violating US sanctions. At its peak, Iranian crude accounted for 11.5 per cent of India's total crude oil imports, according to data from maritime intelligence firm Kpler.

India is facing challenges in securing energy supplies, particularly LPG, amid the ongoing conflict in West Asia.

## Opec+ agrees to boost oil output by 206,000 bpd when Hormuz reopens

The Organization of the Petroleum Exporting Countries-plus (Opec+) agreed on Sunday to raise its oil output quotas by 206,000 barrels per day for May, a modest rise that will largely exist on paper as its key members are unable to raise production due to the United States-Israeli war with Iran.

The war has effectively shut the Strait of Hormuz — the world's most important oil route — since February-end and cut exports from Opec+ members Saudi Arabia, the UAE, Kuwait and Iraq, the only countries in the group which were able to significantly raise production even before the conflict began.

Crude prices have surged to a four-year high, close to \$120 a barrel, translating into soaring prices for transport fuels, which are pressuring consumers and businesses across the globe, and triggering government action to conserve supplies. The OPEC+ quota increase of 206,000 bpd represents less than 2 per cent of the supply disrupted by the Hormuz closure, but it signals readiness to raise output once the waterway reopens, Opec+ sources have said. Consultancy Energy Aspects called the increase "academic" as long as disruptions in the strait persist.

"In reality it adds very few bar-

rels to the market," said Jorge Leon, a former OPEC official who now works as head of geopolitical analysis at Rystad Energy.

"When the Strait of Hormuz is closed additional barrels from Opec+ become largely irrelevant.

Eight members of Opec+ agreed to the increase in May quotas at a virtual meeting on Sunday, Opec+ said in a statement. Besides the disruptions affecting Gulf members, others such as Russia are unable to increase output — in Moscow's case due to Western sanctions and damage to infrastructure inflicted during the war with Ukraine.

REUTERS

## India OMCs to pay discounted rates to refiners

In a first since fuel price deregulation, Indian state-run oil marketing companies will pay refiners a discounted price for petrol, diesel, aviation turbine fuel (ATF) and kerosene to limit mounting losses from a self-imposed freeze on retail fuel prices, sources said.

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conflict in sight, OMCs have decided to fix a discount on the refinery transfer price (RTP) — the internal price at which refineries sell fuel to marketing arms — to effectively pay refineries less than the import-parity cost of the fuels like petrol and diesel.

For the second half of March, a discount of ₹22,342 per kilolitre (₹22.34 per litre) was fixed on diesel to bring down the RTP of ₹85,349 per kl to ₹63,007 per kl. **PII**



**WEST ASIA  
CONFLICT**

# Oil marketing firms to pay discounted rates to refiners

**Press Trust of India**  
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State-run firms like IOC can offset losses between refining and marketing. REUTERS

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The discounted pricing would prevent refiners from fully passing on higher crude costs through RTP, forcing them to absorb part of the impact of elevated global oil prices.

While integrated state-run firms such as Indian Oil Corporation Ltd (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) can offset part of the hit between refining and marketing operations, standalone refiners that rely on market-linked RTP for revenue could face a sharper margin squeeze, they said.

Mangalore Refinery and Petrochemicals Ltd., Chennai Petroleum Corporation Ltd. and HPCL-Mittal Energy Ltd. – which have negligible retail presence – would be the most hit by the move.

# Why did Iran war not affect China's energy security so far?

How has China diversified its energy sources and consumption patterns to strengthen energy security?

## WORLD INSIGHT

**Avinash Godbole**

**A**s the Israel-US war on Iran has meandered on, India has faced the shortage of liquified petroleum gas (LPG) and experienced a social panic over the possible shortage of petrol and diesel. One does not see similar news from China despite its bigger economy, larger consumer market and role as a supplier to global markets, raising the question of how China escaped the early consequences and how, and in what ways it may be affected in the future. The answer to that question lies in what China has done in the past two decades and how its geography, its position as the world's largest polluter, its stringent actions against the local air pollution

challenges and its concerns over status have combined to protect it from the current crisis.

### How did it tackle the Malacca dilemma?

About 15 years ago, China's concerns over its dependence on the Malacca strait for trade and energy transits, and the near permanent American presence in the vicinity were real. The country sought to address this by building the capacity to create strategic petroleum reserves (SPR) and used long-term contracts to fill those up. Today China has nearly 120 days of SPR storage and it may be tapping into some of that. Data suggests that a combination of China's oil reserves and diversification may allow it to bypass imports from the Strait of Hormuz for several months.

China's second approach to reducing the dependence on the Malacca strait was

to build pipelines to import oil and gas from Central Asia and Russia. If the straits were a geopolitical challenge, its stable relations with its Central Asian neighbours made the geography an opportunity.

Now almost 20 per cent of China's crude oil imports happen through these pipelines, including an estimated 900,000 barrels per day from Russia. Consider that against the failed attempts to establish the Iran-Pakistan-India and the Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipelines, which have been stalled for a combination of reasons. On the other hand, China's national oil companies like Sinopec, CNPC and CNOOC, have traditionally had deeper pockets and China has been an active negotiator in conflict zones like Sudan or Angola and their proactive strategies have also helped it create a good diversification in its imports sources.

### What are China's climate and energy strategies?

For its part, China joined hands with India, South Africa, and Brazil, to protect their carbon space, forming the BASIC bloc during the early days of global climate change negotiations.

However, it also used its status as the world's largest polluter and managed to get the US-China Ten-Year Framework Cooperation on Energy and Environment, in June 2008, before it agreed to any commitments under the United Nations Framework Convention on Climate Change (UNFCCC). This cooperation and the subsequent knowledge and technology transfer led to the success of the Paris Climate Accord and allowed China to create a foundation for its industrial surge in sectors like solar panels, wind and tidal energy, energy efficiency and management, carbon storage and sequestration, electric mobility including cars and buses.

Along with this, China has also faced a significant criticism for its role as the world's largest coal consumer. China has also worked to undertake energy transition plans and address the air pollution challenge that Beijing and other cities have faced via time-bound targets declared in its numerous white papers, task forces and bureaucratic restructuring initiatives.

### How did EVs help lower oil demand?

China's role as a large middle-class economy also matters. China is also the largest consumer of electric vehicles. Its preferential policies favour EV via tax concessions, mandates and preferential lottery chances and its scaling capabilities and larger size of consumer markets have contributed to their popularity. This has allowed China to significantly reduce its imports in 2025 and this number is bound to grow in the coming years.

### Is economic slowdown a factor?

Lastly, China is indeed facing a serious economic slowdown which means its overall energy consumption is lower. It has set a modest target of growth at 4.5% for 2026. Its construction sector has nearly stalled and it means that sectors such as cement, iron and steel and others are not doing well too. China's role as the world's factory is changing gradually compared to how it was a decade ago, and it has been a good thing for its energy demand.

To sum it up, a combination of opportunities, proactive strategies and strategic and status concerns have helped China to stay afloat stronger in the current crisis.

*(Avinash Godbole is a Professor and Associate Academic Dean, JSLH, JGU. Views expressed are personal)*

# Why did Iran war not affect China's energy security so far?

How has China diversified its energy sources and consumption patterns to strengthen energy security?

## WORLD INSIGHT

**Avinash Godbole**

**A**s the Israel-US war on Iran has meandered on, India has faced the shortage of liquified petroleum gas (LPG) and experienced a social panic over the possible shortage of petrol and diesel. One does not see similar news from China despite its bigger economy, larger consumer market and role as a supplier to global markets, raising the question of how China escaped the early consequences and how, and in what ways it may be affected in the future. The answer to that question lies in what China has done in the past two decades and how its geography, its position as the world's largest polluter, its stringent actions against the local air pollution

challenges and its concerns over status have combined to protect it from the current crisis.

### How did it tackle the Malacca dilemma?

About 15 years ago, China's concerns over its dependence on the Malacca strait for trade and energy transits, and the near permanent American presence in the vicinity were real. The country sought to address this by building the capacity to create strategic petroleum reserves (SPR) and used long-term contracts to fill those up. Today China has nearly 120 days of SPR storage and it may be tapping into some of that. Data suggests that a combination of China's oil reserves and diversification may allow it to bypass imports from the Strait of Hormuz for several months.

China's second approach to reducing the dependence on the Malacca strait was

to build pipelines to import oil and gas from Central Asia and Russia. If the straits were a geopolitical challenge, its stable relations with its Central Asian neighbours made the geography an opportunity.

Now almost 20 per cent of China's crude oil imports happen through these pipelines, including an estimated 900,000 barrels per day from Russia. Consider that against the failed attempts to establish the Iran-Pakistan-India and the Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipelines, which have been stalled for a combination of reasons. On the other hand, China's national oil companies like Sinopec, CNPC and CNOOC, have traditionally had deeper pockets and China has been an active negotiator in conflict zones like Sudan or Angola and their proactive strategies have also helped it create a good diversification in its imports sources.

### What are China's climate and energy strategies?

For its part, China joined hands with India, South Africa, and Brazil, to protect their carbon space, forming the BASIC bloc during the early days of global climate change negotiations.

However, it also used its status as the world's largest polluter and managed to get the US-China Ten-Year Framework Cooperation on Energy and Environment, in June 2008, before it agreed to any commitments under the United Nations Framework Convention on Climate Change (UNFCCC). This cooperation and the subsequent knowledge and technology transfer led to the success of the Paris Climate Accord and allowed China to create a foundation for its industrial surge in sectors like solar panels, wind and tidal energy, energy efficiency and management, carbon storage and sequestration, electric mobility including cars and buses.

Along with this, China has also faced a significant criticism for its role as the world's largest coal consumer. China has also worked to undertake energy transition plans and address the air pollution challenge that Beijing and other cities have faced via time-bound targets declared in its numerous white papers, task forces and bureaucratic restructuring initiatives.

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To sum it up, a combination of opportunities, proactive strategies and strategic and status concerns have helped China to stay afloat stronger in the current crisis.

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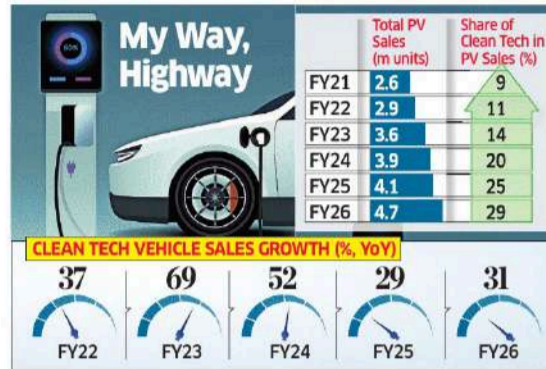
**INDIANS TURNING ROADS GREENER**

# Clean Tech Juggernaut Accelerates Past Auto Inc

Demand for vehicles using clean energy grows at double pace of overall PV sales

**Sharmistha Mukherjee**

**New Delhi:** Sales of electric, hybrid and CNG-powered passenger vehicles grew at more than double the pace of the automobile industry average, and accounted for nearly a third of the market last fiscal year, underlining rising inclination towards cleaner mobility among Indian buyers. Nearly 1.34 million units of these vehicles were sold in the



year ended March 31, a 31% increase compared with 1.02 million units in FY25, show data collated from the government's Vahan portal and the Society of Indian Automobile Manufacturers. Total passenger vehicle sales rose 13% in the fiscal year to about 4.67 million units.

The growing shift towards cleaner mobility will provide respite to the government amid India's high dependence on oil and gas imports and the difficulty in sourcing fossil fuels due to the West Asia crisis.

The Modi administration has had to cut taxes to shield consumers from higher petrol and diesel prices amid the supply crunch. The hard economics of expensive fossil fuels, and growing awareness about deteriorating air quality in cities are nudging buyers toward alternatives that promise lower running costs and a lighter carbon footprint. The demand growth is also supported by expanding charging and CNG supply infrastructure.

**West Asia War to Give Push >> 8**

## West Asia War to Give Impetus

**>> From Page 1**

A flood of new models is also hitting the road.

The shift to cleantech is expected to accelerate amid tightening emission regulations and the crisis in West Asia, senior industry executives told ET.

"First and foremost, economics itself is driving up sales of CNG, hybrid and electric vehicles," said Ashim Sharma, senior partner at Nomura Research Institute, also citing improving infrastructure and launch of new models.

Hybrids offer the best of both worlds to buyers who want to drive longer distances at lower operating

cost without having to worry about range, he said.

Tata Motors Passenger Vehicles managing director and chief executive Shailesh Chandra cited improving consumer confidence in electric vehicles and wider participation by manufacturers, with all major companies launching new products to cater to the demand growth.

CNG-fuelled vehicle volumes in the industry grew 20% and EV volumes surpassed the 200,000-unit milestone last fiscal year, he said.

Tata Motors, which offers CNG options in five of its vehicles, posted 24% growth in sales in the segment at 170,000 units last fiscal year.

Sales of its electric vehicles rose 43% to 92,000 units in the same period, Chandra said. "Industry momentum is expected to sustain, led by growth in SUVs, CNG and EV," he said. The company does not have any hybrid vehicle in its portfolio.

Maruti Suzuki, which recently launched its first electric vehicle, is also seeing growing traction for alternative fuel options. "Demand for CNG is robust," Partho Banerjee, senior executive officer (marketing and sales) at the country's largest carmaker, said last week. There is good acceptance among customers for electric vehicles too, with more models on offers in the mainstream market, he said.

While consumer popularity is growing, carmakers have lined up multiple EV launches over the next three to four years, amid tightening emission rules. Electric cars, in fact, are poised to dominate the launch portfolio of automakers in the coming months.

Tata Motors is scheduled to introduce the Sierra EV shortly. Also on the cards are three new models from Vietnamese electric carmaker VinFast, and an electric SUV each from Toyota Kirloskar Motor and Kia India. New EVs that hit the road recently include Maruti Suzuki e-Vitara, Mahindra XEV 9s and Tata Punch EV.

The industry projects the share of EVs in new car sales in India to increase to 13-15% by the turn of the decade, from about 4% at the end of FY26.



## 5 kg LPG cylinders go over counter; oil companies to pay less to refiners

**TRIBUNE NEWS SERVICE**

**NEW DELHI, APRIL 5**

The government on Sunday said small 5 kg LPG cylinders were now available over the counter and oil marketing companies would pay discounted prices to refiners in a bid to keep the prices of petrol and diesel under control.

It said 5 kg cylinders were available with distributors and people could buy these with a valid ID proof. Nearly

6.6 lakh cylinders had been sold since March 23, it said, adding that the government was ramping up supplies to meet the demand.

Unlike the subsidised domestic 14.2 kg cylinders, the 5 kg bottles, called FTL cylinders, are available at the market rate and do not require any address proof for procurement from a nearby LPG distributorship. On Saturday, over 90,000 5 kg cylinders were sold. The ministry

said there were no reports of shortage at LPG distributor points. Another 51 lakh domestic cylinders of 14.2 kg were delivered during the day.

The government has prioritised supplies of domestic LPG and piped natural gas, particularly for households and essential services such as hospitals and educational institutions, while boosting refinery output. Commercial LPG supplies have been

CONTINUED ON PAGE 8

**The Tribune**

Mon, 06 April 2026

<https://epaper.tribuneindia.com/c/79559830>





## 5 kg LPG cylinders ...

FROM PAGE 1

capped at 70 per cent of the pre-crisis level, with smaller cylinders being made widely available to ease pressure on demand. On natural gas, the government said full supplies were being maintained for households and transport, while supplies to fertiliser plants were set to rise to about 90 per cent of the average consumption from April 6, supported by incoming LNG cargoes.

Meanwhile, to keep the oil prices under control, the state-run oil marketing companies will pay refineries a discounted price for petrol, diesel, aviation turbine fuel and kerosene. This is aimed at limiting mounting losses for the oil marketing companies which have a self-imposed freeze on retail fuel prices, PTI reported.

The oil marketing companies on March 26 fixed rates for petroleum products that are at a discount of up to Rs 60 per litre to their imported cost.

International oil prices have risen from about \$70 per barrel before the West Asia conflict to over \$110, but retail petrol and diesel prices in India have remained unchanged, forcing the oil marketing companies to absorb the impact.

**The Tribune**



# Govt to act tough over sale of LPG cylinders from godowns

**MANIKANT MISHRA**  
TRIBUNE NEWS SERVICE

NEW DELHI, APRIL 5

The Delhi Government has moved to tighten control over the LPG distribution in the city by banning the sale of cylinders directly from godowns, while also expanding access to smaller cylinders, in what officials describe as an effort to make the system more transparent and consumer friendly.

The decision comes amid ongoing monitoring of supply and delivery, with the government stating that the LPG availability in the capital remains stable. Oil marketing companies have issued instructions to distributors that any direct sale from storage points is illegal and will invite strict action.

At the same time, the administration has widened the availability of 5 kg LPG cylinders across Delhi. These cylinders can now be purchased from authorised agencies by

Availability of 5 kg units widened in city



## DON'T VISIT AGENCIES, STORAGE POINTS

Residents have been advised not to visit gas agencies or storage points and to avoid crowding, as all booked cylinders are being delivered directly to homes within the expected time frame. The emphasis, officials said, is on maintaining order in distribution and discouraging panic behaviour.

**A couple with an LPG cylinder outside a godown in New Delhi. PHOTO: MUKESH AGGARWAL**

showing a valid identity proof, without the need for address verification. The move is expected to ease access for migrant workers and those without permanent addresses.

To support this, 11 helpdesks have been set up at selected HPCL outlets to guide consumers about nearby distributors. Officials indicated that this step is aimed

at reducing confusion and improving last-mile access.

CM Rekha Gupta said the government is closely tracking the system to prevent disruption. "The supply is being closely monitored to ensure there are no disruptions and that all regulations are strictly followed," she said, adding that the LPG supply in Delhi "remains ful-

ly stable and under control".

Residents have been advised not to visit gas agencies or storage points and to avoid crowding, as all booked cylinders are being delivered directly to homes within the expected time frame. The emphasis, officials said, is on maintaining order in distribution and discouraging panic behaviour.

Government data from April 4 shows that 114,679 LPG bookings were recorded across the city, while 131,335 cylinders were delivered. The higher number of deliveries compared to bookings indicates that earlier pending demand is being cleared. Officials described this as a sign that the system is functioning effectively and steadily.

At present, the average delivery time for domestic LPG cylinders in Delhi stands at 4.24 days. The authorities say this reflects a stable supply chain and a

**CONTINUED ON PAGE 2**





## Government to act tough over sale of LPG cylinders...

consistent delivery mechanism, even as enforcement measures are tightened.

To address concerns of illegal practices such as hoarding and black marketing, the government has also operationalised a control room. Residents can report complaints through the helpline numbers 011 23379836 and 8383824659.

Enforcement action has already been stepped up. The Delhi Police conducted raids at 17 locations, while the Food and Supplies Department inspected 76 gas agencies and

storage sites. Officials said these inspections are part of a broader effort to ensure compliance and prevent misuse of supply channels. The government has also urged citizens to remain calm and avoid rumours, stressing that there is no shortage of LPG in the city. "Citizens have been urged to stay calm, avoid rumours, and cooperate with the administration while relying on the established delivery system," the official communication said.

The combined measures, including the ban on godown sales, expansion of smaller cylinders, and stricter enforcement, indicate a shift towards tighter regulation of distribution while attempting to make access easier for vulnerable groups.

**Delhi Tribune**

Mon, 06 April 2026

<https://epaper.tribu>



# After LPG, piped gas faces strain amid Qatar LNG disruptions

SAURAVANAND  
New Delhi, April 5

**LONG QUEUES FOR** LPG cylinders were the first visible sign of strain. Now, a subtler warning is emerging: occasional pressure fluctuations in kitchen pipelines. India's gas scenario, triggered by disruptions in West Asia, may be gradually moving from cylinders to piped natural gas (PNG), bringing the impact closer to households and industries.

The source of concern lies far beyond India's borders. Qatar's Ras Laffan—the world's largest LNG export hub—has faced operational disruptions, a development that hits India hard. Nearly 41–47% of India's LNG imports originate from Qatar, much of it routed through Ras Laffan. Additionally, over half of India's LNG shipments and nearly 90% of LPG imports traverse the Strait of Hormuz, a critical chokepoint currently under stress.

Simply put, any tightening at Hormuz can ripple through India's energy supply chain.

Until now, the strain has been most visible in LPG distribution. But the same dynamics could increasingly affect PNG. Both LPG and PNG share the same upstream source—

## SUPPLY HIT

**Qatar disruption hits imports:** Operational issues at Ras Laffan, India's top LNG source

**Hormuz chokepoint risk:** Over 50% of LNG and 90% of LPG imports pass through the Strait of Hormuz

**Shared upstream source:** Both LPG and PNG rely on imported gas, exposing domestic pipelines to global supply shocks



**PNG adoption surge:** 360,000 new connections since March, with 10.3 million active users

**LNG imports drop sharply:** March LNG imports fell 12.5% MoM to 1.68 mt

**Supply adjustments continue:** New Delhi is diversifying sourcing amid tightened global flows

imported natural gas—making domestic pipelines potentially vulnerable. An industry expert, speaking on condition of anonymity, said that while the system has buffers, prolonged disruptions could have broader consequences. "City gas networks operate on tight supply-demand balancing. If LNG cargo flows from a major source like Ras Laffan remain disrupted for an extended period, the first impact is typically seen in industrial allocation. Over time, if the situation persists, some stress could also be felt in domestic

PNG supply," the expert said.

"Because of the ongoing govt push to adopt PNG connections, thousands of households have switched to PNG in the last 60 days. In many neighborhoods, the 'last-mile' pipes were not originally sized for this many active stoves at once," he added.

As of January 31, 2026, City Gas Distribution entities have reported about 16.5 million PNG connections, of which 10.3 million consumers are actively using the fuel. According to the ministry, since March 2026, about 360,000 PNG connec-

tions have been gasified. Further, more than 390,000 customers have been registered for new connections.

What has changed in recent weeks is the scale and speed of global developments.

Supply conditions have tightened following attacks on energy infrastructure in West Asia. Estimates suggest that a portion of Qatar's LNG capacity may be affected, leading to cargo adjustments and the diversion of some supplies. For India, this has coincided with tighter availability and the need to manage distribution more carefully across sectors.

India has already begun adjusting its sourcing strategy in response. LNG imports fell 12.5% month-on-month to 1.68 million tonne (mt) in March. Qatar's share—once as high as 40%—dropped sharply to 3.6%, reflecting a significant shift in sourcing patterns.

Imports had already declined from 2.57 mt in January to 1.92 mt in February, marking a cumulative fall of over 34% in two months amid rising global prices and supply uncertainties.

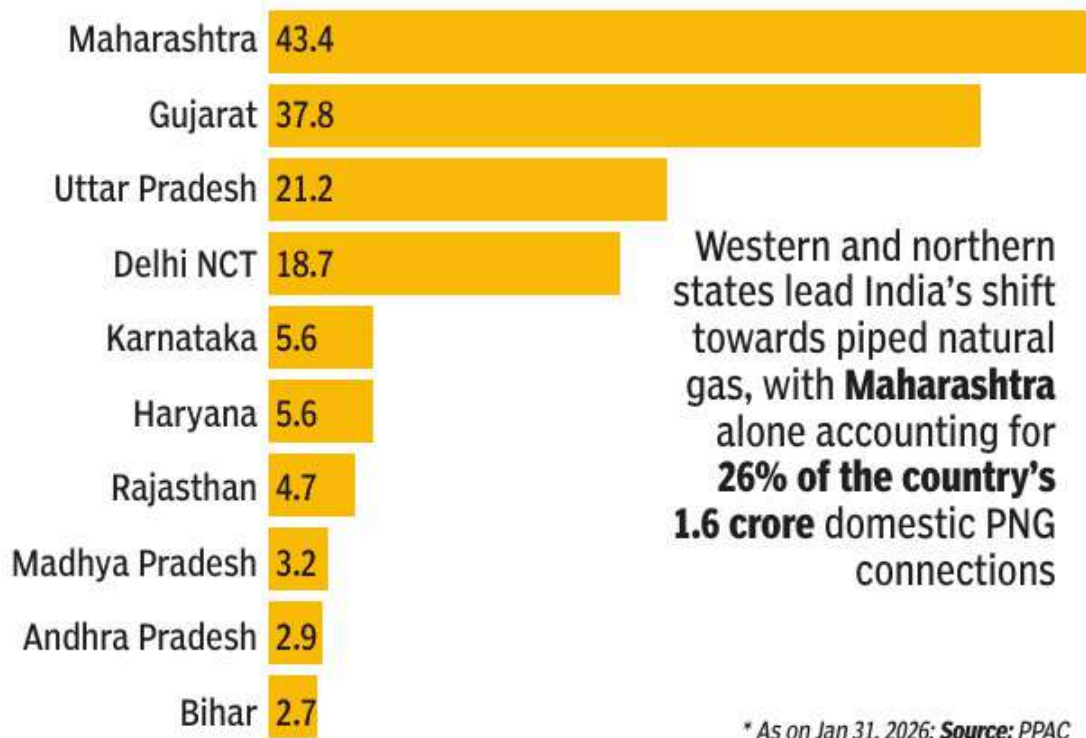
To manage the situation, the government and importers have moved to diversify supplies.



**STATISTICS** A slice of life in numbers

# Maha, Guj homes have more than half of India's PNG connections

Statewise no. of domestic PNG connections, top 10 (in lakh)



Western and northern states lead India's shift towards piped natural gas, with **Maharashtra** alone accounting for **26% of the country's 1.6 crore** domestic PNG connections

\* As on Jan 31, 2026; Source: PPAC

# Strengthening India's energy security through bioenergy

SANJAY GANJOO  
NIDHI SAHU  
BINI SAMAL

Key policy interventions by the Government of India have resulted in turning points for scaling up certain Bioenergy sectors like Ethanol, CBG & Biomass. Such proactive and forward-looking interventions are essential to mainstream the different Bioenergy options and strengthen our energy security. Geopolitical conflicts, particularly in the Middle East, continue to expose the fragility of global energy systems through supply disruptions, trade uncertainties, and price volatility. For India, importing nearly 85 per cent of its crude oil and around 50 per cent of its natural gas, these disruptions translate into inflationary pressures, rising fuel costs, and an expanding import bill, impacting industry, and agriculture. In this context, domestically produced biofuels are emerging as strategic buffers to enhance energy security and economic resilience.

## Ethanol: A Proven and Scaled Success

India's Ethanol Blending Programme (EBP), launched in 2003, has achieved the 20 per cent blending target ahead of 2025-26. Enabled by the National Policy on Biofuels, interest subvention schemes and amendment to the Industries (Development & Regulation) Act, the programme leveraged feedstock diversification, GST reduction from 18 per cent to 5 per cent, supportive pricing and long-term offtake mechanisms. It has resulted in foreign exchange savings of ₹1.63 lakh crore, income support of over ₹1.44 lakh crore to farmers, and substitution of 277 lakh metric tonnes of crude oil. Ethanol supply has grown from 38 crore litres in 2013-14 to over 1,050 crore litres in 2025-26, supported by nearly 380 distilleries with an annual capacity exceeding 2,000 crore litres.

Feedstock diversification—from C-heavy molasses to B-heavy molasses, sugarcane juice, surplus rice, maize, and damaged grains—along with streamlined procurement, has been central to scaling production.

## The Next Growth Engine

Compressed biogas (CBG) offers significant potential as a domestic substitute for natural gas. Produced from agricultural residues, cattle dung, press mud, and municipal organic waste, it can be directly used in transport, industry, and city gas distribution. To promote the sector, the Government of India launched the SATAT initiative in 2018, targeting 5,000 CBG plants with an annual production capacity of 15 MMT. These measures, along with blending mandates and gas grid expansion, have strengthened feedstock supply, financial viability, and offtake, leading to 1,645 registered projects, 201 commissioned plants, and 319

under construction as of mid-March 2026.

Under the National Policy on Biofuels, India has set a 5 per cent biodiesel blending target. However, progress has been limited due to challenges in mobilising feedstocks such as used cooking oil and non-edible oilseeds at a certain price point. This can be overcome by a progressing pricing mechanism driven by an strategic thinking and environmental commitments. Densified biomass, including pellets and briquettes, is emerging as a viable coal substitute. Under the SAMARTH Mission, a 5 per cent co-firing target has been set for thermal power plants. With India's large coal consumption base, biomass demand could reach nearly 150 million tonnes annually.

## The Way Forward

In the past we have achieved progress in some of the Bioenergy sectors, including Ethanol, CBG & Biomass due to certain important turning points in policy, pricing support and financial incentives:

- Although the Ethanol Blending Programme (EBP) was launched in 2003, it gained momentum with the reintroduction of the administered pricing mechanism introduced in 2014, opening of alternative pathways for ethanol production allowing multiple feedstocks through the National Biofuel Policy 2018, along with subsequent schemes and incentives.

- The growth in CBG Sector though sluggish in the initial years picked up since last couple of years by key interventions of Government, including CBG-CGD Synchronization (2021), Central Financial Assistance under the National Bioenergy Programme Phase-I (₹998 crore), the Biomass Aggregation Machinery (BAM) scheme (₹564.75 crore), the Development of Pipeline Infrastructure (DPI) scheme (₹994.5 crore), and Market Development Assistance (₹1,500/ton of FOM).

- For biomass, the SAMARTH mandate of 5 per cent co-firing from FY 2025-26 has created a strong and assured demand signal.

The benchmarking of the off-take price proved a major turning point in streamlining the tendering process. A similar out-of-the-box approach is required to make all options of Bioenergy sustainable and viable. A pricing support & financial incentive is extremely essential to make the Bioenergy sector successful. Other immediate steps that the Government should take is to expand usage of Ethanol and explore options of higher blending, introduce Flex Fuel Vehicles, test its applicability for cooking and blending with diesel. Speed up Iso Butanol, DME testing. Promote usage of biomass and biogas in rural areas to replace LPG.

**The Pioneer**  
SINCE 1865

Dr Sanjay Ganjoo is Director General, Indian Federation of Green Energy; Dr Nidhi Sahu, Deputy General Manager, Indian Federation of Green Energy & Dr Bini Samal, Chief Manager - Corporate Strategy, Praj Industries

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# Biogas cushions rural Gujarat from energy shocks

NANDINI OZA  
Ahmedabad, April 5

**MORE THAN 4,200** km away from the epicentre of the West Asia crisis, Dilipsinh Parmar, a farmer from Zakariapura village in Gujarat, remains unfazed by the turmoil that has left millions of Indians anxious over disruptions in LPG and PNG supplies.

"Let those who want to fight, fight," 54-year-old Parmar told FE. He can dare to say so as the family of three uses biogas for cooking. "We have nothing to worry about. The supply is uninterrupted," he added.

Zakariapura's transition began in 2019, when the National Dairy Development Board (NDDB) supported 368 cattle-owning farmers in installing decentralised biogas plants with a capacity of 2 cubic metres each. The village, with around 450 households, has since emerged as a model

## GREEN ENERGY BOOM

■ Zakariapura village shifted to biogas in 2019, supported by NDDB; family cooking fuel remains uninterrupted

■ Gujarat hosts **6,600** units; India counts nearly **80,000**, saving **₹10,000–15,000** per household annually



■ Household setups cost **₹15,000–40,000**; commercial plants run into crores

■ Experts flag challenges: Stove efficiency, maintenance and convenience

for decentralised clean energy. Farmers also earn additional income by selling slurry generated from the plants.

Gujarat today has around 6,600 such operational units, while India has installed nearly 80,000 biogas plants over the years, according to NDDB. The shift enables farmers to save between ₹10,000 and ₹15,000 annually by replacing LPG and firewood. It also ensures a steady supply of

cooking fuel, insulated from global disruptions.

Setting up a household biogas unit costs between ₹15,000 and ₹40,000, while commercial-scale plants can require investments running into crores. India's biogas potential remains significant. NDDB Chairman and Managing Director Meenesh Shah said that up to 40% of the country's cooking fuel demand could be met if recov-

erable cattle dung is effectively harnessed.

In Banaskantha, north Gujarat, a new plant that began operations on December 25—set up through a collaboration involving NDDB, Suzuki and Banas Dairy—produces compressed biogas for use in CNG vehicles. Similar projects are being rolled out across Gujarat and other states.

Industry estimates reflect this growing momentum.

Consultancy firm Ramboll projects India's biogas market to expand from \$1.6 billion in 2024 to over \$3.5 billion by 2026. A CareEdge report forecasts bioenergy installed capacity to rise to 15.5 GW by FY32, up from about 11.6 GW as of March 2025.

At Satadhar Dham, a pilgrimage centre in Junagadh, one of Gujarat's largest biogas facilities is in operation. Four plants with a combined capacity of 85 cubic metres per day are functional, with two more under construction. The facility processes about 8,000 kg of cow dung daily, enabling the preparation of meals for 10,000 pilgrims while eliminating the need for 800–900 kg of firewood or 10–15 LPG cylinders each day.

State-backed expansion is also underway. Over the past five years, 193 institutional biogas plants with a combined capacity of 13,955 cubic metres per day have been

installed in Gujarat, according to the Gujarat Energy Development Agency (GEDA). The agency offers subsidies of up to 75% for non-profit institutions and 50% for commercial entities. A new bioenergy policy is also in the works.

The state plans to install 60 more plants in the near term, with another 60 lined up for 2026–27. An allocation of ₹24 crore has been earmarked for the sector between 2025 and 2027.

Despite the progress, challenges persist. S. Vishwanath, a Bengaluru-based water expert, points to issues of convenience, maintenance and relatively inefficient stoves. He argues that biogas is better suited as a supplement rather than a replacement for conventional fuels, advocating greater emphasis on wind and solar energy. "We should go in for wind and solar energy like done by China," Vishwanath added.



# 8L PNG connections in a month: Official

## Homes Fully Served, Biz Demand 80%

Atul Mathur & Sidhartha | TNN

**New Delhi:** Nearly eight lakh new piped gas consumers have joined the fold over the past month amid a drive by the govt and gas companies to push its use and reduce dependence on cooking gas cylinders, a top official said Sunday.

"We have managed quite well, delivering around 50 lakh cylinders consistently, fully meeting domestic demand and up to 80% of commercial demand. There is no reason for anybody to fear shortages," the official told **TOI**. Around half the new piped gas connections — to households and for commercial use — have been activated, while the rest are under process.

Separately, over 16,000 LPG connections have been surrendered following the govt's nudge to ensure those with active piped gas connections do not continue to retain cylinders, easing pressure on

## 8th Indian LPG ship sails past Hormuz safely

**G**reen Asha, an Indian merchant ship carrying LPG crossed the Strait of Hormuz safely on Sunday, barely two days after another vessel, Green Sanvi, sailed through the conflict-hit sea route. It is the eighth Indian ship with LPG cargo to do so. With this, there are now 16 Indian-flagged ships to the west of the Strait, including Jag Vikram, which is also loaded with cooking gas.

Loaded with around 15,400 tonnes of LPG, Green Asha has 26 Indian seafarers aboard. The LPG tanker is a mid-sized gas carrier (MGC) owned by MOL India, the Indian arm of Japan-based global shipping major Mitsui OSK Lines. The seven Indian LPG tankers that had earlier crossed Strait of Hormuz were very large gas carriers (VLGCs), carrying over double the capacity of an MGC. **TNN**

the system. People wishing to surrender their connections can submit details on the designated portal, which has a 'hall of fame' to recognise consumers who have voluntarily given up their connections.

Amid concerns over supply shortages and long queues, officials said there was sufficient stock of crude oil, petroleum products and cooking gas, which were being replenished. "We have managed quite well for over a month, and we are tying up supplies and importing from wherever required," the official said.

The Centre has urged people to use alternative such as induction and electric cooktops wherever feasible. Officials said online cylinder bo-

okings have risen to 95%, while authentication code-based deliveries — aimed at preventing diversion at the distributor level — have increased from 53% in Feb to 90% now.

To help the migrant population without regular LPG connections, oil companies have sold about 6.6 lakh portable 5kg cylinders since March 23, including 90,000 on Saturday, up from a daily average of 70-75,000 before the war.

Govt expects recent moves to improve the flow of raw material to industries facing shortages. From packaging units to pharma, companies were hit hard by supply disruptions due to West Asia conflict.

# Govt to clear ₹17,500 cr dues to OMCs in FY27

SAURAV ANAND  
New Delhi, April 5

**THE CENTRE WILL** release the remaining ₹17,500 crore compensation to state-run oil marketing companies (OMCs) in FY27, in seven tranches, as part of a ₹30,000 crore support package to offset mounting LPG under-recoveries, the petroleum ministry has informed the Parliamentary Standing Committee on Petroleum and Natural Gas.

The ministry told the panel that under-recoveries on domestic LPG stood at ₹41,267 crore as of March 31, 2025, highlighting the financial stress faced by Indian Oil Corporation (IOC), Bharat Petroleum Corporation (BPCL), and Hindustan Petroleum Corporation (HPCL).

“In view of the accumulated under-recoveries and the projected losses on sale of domestic LPG, the government approved compensation of ₹30,000 crore,” the ministry said, adding that the payout is being released in tranches across FY26 and FY27.

Accordingly, ₹12,500 crore is being disbursed in FY26, while the remaining ₹17,500 crore will be released in FY27, in line with the tranche-based schedule outlined by the government.

## TIMELY SUPPORT



■ Centre to release **₹17,500 cr** to OMCs in FY27, part of **₹30,000 cr** support

■ Tranche-based payout follows **₹12,500 cr** disbursed in FY26

■ Domestic LPG under-recoveries hit **₹41,267 cr** as of March 2025

■ IOC, BPCL, HPCL face mounting financial stress due to pricing policy

■ Government shields consumers from international LPG price swings

The ministry attributed the losses to its pricing policy. “To insulate consumers from fluctuations in international LPG prices, the increase in cost was not passed on to consumers of domestic LPG, which led to significant losses for the three OMCs,” it told the panel.

It also highlighted the government’s burden-sharing approach. “Last year also, out of the total losses of ₹60,000 crore, ₹30,000 crore were absorbed by oil PSUs and ₹30,000 crore by the Government of India, in order to insulate Indian citizens from high international LPG prices,” the ministry said.

The ministry also pointed

to sustained global pressures, noting that international LPG prices “went up during 2024-25 and continue to remain high,” necessitating continued fiscal support to OMCs.

The stress comes amid rising domestic demand. Consumption levels have also risen, with average annual LPG usage among PMUY beneficiaries increasing to 4.83 cylinders, indicating deeper penetration of clean cooking fuel.

The subsidy burden has correspondingly grown. LPG subsidy outgo rose from ₹6,965 crore in FY23 to ₹13,640 crore in FY25, even before factoring in compensation payouts to OMCs.

# Govt boosts LPG supply, urges calm amid Hormuz concerns

Press Trust Of India

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**NEW DELHI:** Sale of small 5-kg LPG cylinders — available across-the-counter at LPG distributorships on showing valid ID proofs — has been stepped up, with about 6.6 lakh bottles sold since March 23 as the government ramps up supplies to meet demand.

Unlike the subsidised domestic 14.2-kg cylinders, the 5kg bottles, called FTL cylinders, are priced at market rates and do not require any address proof for procurement from a nearby LPG distributorship.

“Yesterday (April 4), more than 90,000, 5kg FTL cylinders were sold. Since March 23, 2026, about 6.6 lakh, 5 Kg FTL cylinders have been sold,” the oil ministry said in a statement.

The ministry said there are no reports of shortages at LPG distributor points, with more than 5.1 million domestic cylinders delivered during the day and online bookings accounting for 95% of total demand.

Authorities have intensified action against hoarding and



**The oil ministry said there are no reports of shortages at LPG distributor points.**

SANJEEV VERMA / HT PHOTO

black marketing, seizing over 50,000 cylinders since March and issuing more than 1,400 show-cause notices to LPG distributors, with 36 dealerships suspended so far.

The government has prioritised supplies of domestic LPG and piped natural gas (PNG), particularly for households and essential services such as hospitals and educational institutions, while boosting refinery output and managing demand by extending LPG refill intervals.

Commercial LPG supplies have been capped at 70% of pre-crisis levels, with smaller cylin-

ders being made widely available to ease pressure on demand.

On natural gas, the government said full supplies are being maintained for households and transport, while supplies to fertiliser plants are set to rise to about 90% of average consumption from April 6, supported by incoming LNG cargoes.

All refineries are operating at high capacity with adequate crude inventories, and petrol pumps across the country remain fully stocked, the ministry said, reiterating its advice to avoid panic buying and rely on official information.



# OMCs cut refinery prices to curb losses

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## Press Trust of India

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**NEW DELHI:** In a first since fuel price deregulation, Indian state-run oil marketing companies will pay refineries a discounted price for petrol, diesel, aviation turbine fuel (ATF) and kerosene to limit mounting losses from a self-imposed

freeze on retail fuel prices, sources said.

The oil marketing companies (OMCs) on March 26 fixed rates for petroleum products that are at a discount of up to ₹60 per litre to their imported cost, two people with direct knowledge of the matter said. The discounted rates, which are applicable with effect from

March 16, will hit standalone refiners such as MRPL, CPCL and HMEL the most.

International oil prices have risen from about \$70 per barrel before the outbreak of the Middle East conflict to over \$100, but retail petrol and diesel prices in India have remained unchanged, forcing OMCs to absorb the impact.



 Hindustan Times

# Another LPG vessel crosses crucial strait

**Yogesh Naik**

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**MUMBAI:** After the LPG carrier Green Sanvi successfully transited the Strait of Hormuz on April 3, another vessel, Green Asha, crossed the Strait of Hormuz on Sunday, according to a report issued by the directorate general of shipping

After Green Asha's exit, only one LPG vessel, Jag Vikram, remains in the region and is awaiting further instructions from the Indian Navy for its transit through the strait. Earlier, two LPG tankers had crossed the strait and reached India.

Green Sanvi, carrying 46,655 metric tonnes of LPG, is expected to arrive at Dahej, in Gujarat's Bharuch district, on April 7. Meanwhile, LPG carrier BW TYR is currently in Mumbai, discharging cargo through ship-to-ship transfer operations at the city's outer port limits. Another vessel, BW ELM, was diverted to Ennore in Chennai on April 4.

In the earlier week, Jag Vasant reached Kandla in Gujarat's Kutch, carrying 47,612 metric tonnes of LPG, while Pine Gas

**GREEN SANVI, CARRYING 46,655 MT OF LPG, IS EXPECTED TO ARRIVE AT DAHEJ IN GUJARAT TOMORROW**

delivered 45,000 metric tonnes at New Mangalore.

The shipping ministry's report said that 16 Indian vessels are currently in the Persian Gulf (west of the Strait of Hormuz), four in the Gulf of Oman (east of the strait), one in the Gulf of Aden, and two in the Red Sea. Of these, five vessels in the Persian Gulf belong to the Shipping Corporation of India. Four vessels bound for West Asia are stationed at major Indian ports.

The report also noted that around 20,000 Indian seafarers are in the wider Gulf region. Of these, 528 are onboard Indian-flagged vessels, 433 in the Persian Gulf and 95 in the Gulf of Oman. As of April 5, 1,479 seafarers have been evacuated by various shipping companies.



HT Hindustan Times

# Govt: Ban on sale of LPG cylinders from godowns

**Paras Singh**

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**NEW DELHI:** In a bid to make the LPG distribution system more transparent, the Delhi government has imposed a complete ban on the sale of cylinders directly from godowns any such sale will attract strict action, said CM Rekha Gupta on Sunday.

"Oil Marketing Companies (OMCs) have issued clear instructions to all distributors, stating that any such sale is illegal and will attract strict action," the CM said.

The government, she said, was working towards significantly expanding the availability of smaller 5kg cylinders across the city, aimed at providing relief to migrant workers, students among others. "The government has significantly expanded the availability of 5-kg LPG cylinders across the city to improve consumer access. These smaller cylinders can now be purchased easily from gas agencies by showing a valid ID, with no requirement for address verification. To further assist migrant workers, 11 dedicated help desks have been set up, where people can get information about nearby LPG distributors."

Gupta said the supply is being closely monitored to ensure

there are no disruptions. Residents have been advised to avoid visiting gas agencies or storage points or gathering in crowds, as all booked cylinders will be delivered directly to homes within the stipulated time.

According to CMO, a total of 114,679 LPG bookings were recorded in Delhi, while 131,335 cylinders were delivered. "The fact that deliveries have exceeded bookings indicates that pending demand is being cleared at a steady pace and the system is functioning effectively. At present, the average delivery time for domestic LPG cylinders stands at 4.24 days," CMO said.

Chief Minister also said the government has operationalised a dedicated control room (helpline: 011-23379836 / 8383824659) to curb illegal activities such as hoarding and black marketing.

## AAP-Congress hit out

AAP on the other hand hit out at the BJP-led government for LPG shortage in the city. In a video statement released on X, AAP MLA Sanjeev Jha said, "Due to black marketing, gas is being sold in Delhi at ₹500 to ₹1000 per kilo. Black marketing is affecting workers from Bihar & UP most, forcing them to leave Delhi. BJP is creating LPG crisis in Delhi which is forcing migrant

workers to leave. This isn't just shortage of LPG, but planned conspiracy to cut votes of poor migrant workers as their names will be removed through SIR."

Delhi Congress president Devender Yadav said that, despite CM's assertion that there would be "zero tolerance" to black marketing and hoarding of cylinders, "Seizure of hoarded cylinders highlights a rampant illegal trade thriving amidst supply shortages, where cylinders are stored without safety precautions and sold at up to five times the official price to make a mockery of the Delhi government's zero tolerance policy."

"It shows the incompetence of the Government to prevent such malpractices when even domestic consumers were struggling to get a cylinder," he said in an official statement.

Reacting to the claims, Delhi BJP vice president Dinesh Pratap Singh and Purvanchal Morcha President Santosh Ojha, in a joint statement, said, "The minor gas shortage in Delhi is more pronounced among those who do not have valid connections and were already relying on illegal open-market refilling of small cylinders. Our Ujjwala Scheme department is working to provide gas connections to all permanent residents of Delhi."

MOVE TO EASE ACCESS FOR MIGRANTS

## Purchase 5-kg LPG cylinders with valid ID, verification of address not needed



The LPG supply has been hit amid war in West Asia. PRAVEEN KHANNA

**Express News Service**  
New Delhi, April 5

THE DELHI government on Sunday said that consumers can now purchase 5-kg LPG cylinders from gas agencies by producing a valid ID without any need for address verification, also announcing a complete ban on the sale of cylinders directly from godowns. The move is said to be aimed at improving access to cooking gas, particularly for migrant workers and temporary residents.

CM Rekha Gupta said a dedicated control room has been operationalised to curb illegal activities such as hoarding and black marketing. To further assist migrant workers, 11 dedicated helpdesks have been set up at select HPCL outlets that will provide information about nearby distributors, officials said.

Oil marketing companies (OMCs) have also issued instructions to distributors stating that sales from godowns are illegal and will invite strict action.

The government also maintained that LPG supply in the city is stable and being closely monitored, adding that people

have been advised not to throng gas agencies or storage points as cylinders booked by consumers are being delivered directly to their homes within the stipulated time.

"LPG supply in Delhi remains fully stable and under control. Citizens have been urged to stay calm, avoid rumours, and cooperate with the administration while relying on the established delivery system," CM Gupta said.

Quoting data from April 4, the government said that 1,14,679 LPG bookings were recorded in Delhi, and 1,31,335 cylinders were delivered. It said deliveries exceeding bookings indicate that pending demand is also being cleared and the supply system is functioning smoothly. The average delivery time for domestic LPG cylinders currently stands at 4.24 days, it added.

The government said that enforcement has been stepped up with Delhi Police conducting raids at 17 locations. Officials from the Department of Food Supplies have also inspected 76 gas agencies and storage sites.

The supply of LPG was hit amid war between US-Israel and Iran in West Asia.

# Reform of consequence in energy sector



## DHANENDRA KUMAR

Chairman, Competition Advisory Services India LLP (COMPAD)

Govt push towards piped natural gas is a pragmatic step in India's energy transition; the ministry's order is more than a technical regulatory change

**THE ORDER ISSUED** by the ministry of petroleum and natural gas under the Essential Commodities Act, 1955, on March 24 may not grab headlines, but may be one of the most consequential reforms in India's energy sector.

At its core, the Natural Gas and Petroleum Products Distribution Order addresses a fundamental constraint that has long held back India's transition to a gas-based economy—the difficulty of building and expanding pipeline infrastructure. By tackling issues such as denial of land access, excessive right-of-way charges, and delays arising from fragmented approvals, the focus is being rightly shifted from policy ambition to execution.

This shift is both timely and necessary. India has, for years, articulated its intent to increase the share of natural gas in its energy mix—from around 6% to 15%. Yet, progress has been uneven. The constraint has not been supply alone, but connectivity. Without last-mile pipeline infrastructure, natural gas remains underutilised, particularly in households and small industries.

The order's emphasis on creating a uniform national framework is therefore significant. Pipeline developers today face a patchwork of regulatory requirements across states and local bodies. Municipal authorities, residential welfare associations, and other entities often deny access to land or premises. The resulting delays and cost escalations deter investment and slow project execution.

Standardisation can change this. A predictable and time-bound approval mech-

anism would reduce transaction costs, improve investor confidence, and accelerate the rollout of city gas distribution networks. For an infrastructure-intensive sector, such regulatory clarity is critical.

There is also a larger strategic context. India's energy security remains closely tied to global developments, particularly in the Gulf region. Disruptions in supply chains or geopolitical tensions—especially around critical chokepoints such as the Strait of Hormuz—can have immediate and significant implications for domestic energy availability and prices.

In this backdrop, reducing dependence on liquefied petroleum gas (LPG) imports becomes imperative. While LPG has played a transformative role in expanding clean cooking access, it also exposes India to external vulnerabilities. Piped natural gas (PNG), delivered through domestic infrastructure, offers a more stable and resilient alternative.

However, infrastructure expansion alone will not guarantee success. The order rightly acknowledges a less visible but equally important challenge: consumer behaviour. Even in areas where PNG networks are available, many households continue to rely on LPG. This preference is shaped by habit, perceived convenience, and sometimes pricing differentials.

Addressing this will require a coordinated approach. Pricing policies must make PNG an attractive option. Service reliabil-

ity—particularly uninterrupted supply and responsive maintenance—will be critical in building consumer trust. Awareness campaigns can also play a role in highlighting the long-term economic and environmental benefits of switching to gas.

From an industry perspective, the order has the potential to unlock significant investment. By reducing regulatory uncertainty and easing access constraints, it creates a more conducive environment for pipeline developers and city gas distribution companies. Faster rollout of infrastructure can, in turn, stimulate demand across sectors, including transport, manufacturing, and urban households.

Yet, as with many reforms in India, the real test lies in implementation. Coordination across multiple layers of government—central, state, and local—remains a persistent challenge. Ensuring that the spirit of the order is translated into consistent action on the ground will require robust monitoring and accountability mechanisms.

There is also a need to ensure infrastructure expansion does not lead to market distortions. Pipeline networks, by their nature, can exhibit characteristics of natural monopolies. Ensuring fair and non-discriminatory access, preventing abuse of dominance, and maintaining competitive neutrality will be essential as the sector grows.

From an environmental standpoint, the push toward natural gas is a pragmatic step in India's energy transition. While not a zero-carbon fuel, natural gas is significantly cleaner than coal and oil, particularly in urban applications. Expanding its use can contribute to improved air quality and reduced emissions, especially in densely populated cities.

At the same time, this should be seen as part of a broader transition strategy. Investments in gas infrastructure must complement and not substitute the growth of renewable energy, storage technologies, and emerging solutions such as green hydrogen. The objective should be to build a diversified and future-ready energy system.

Ultimately, the order represents a recognition that infrastructure is the binding constraint in India's energy transition. By addressing the practical challenges of pipeline development, the government is laying the groundwork for a more efficient and resilient energy ecosystem.

If implemented effectively, this reform could have far-reaching implications—not just for the energy sector, but also for the broader economy. Lower energy costs, improved supply stability, and cleaner fuel options can enhance competitiveness, support industrial growth, and improve quality of life.

This is, therefore, more than a technical regulatory change. It is a structural reform that goes to the heart of India's development trajectory. The opportunity is clear. The challenge now is to ensure that execution keeps pace with intent.

**Coordination across govt layers—central, state, and local—remains a persistent challenge in terms of implementation**

SHADOW OF WEST ASIA CONFLICT

# Morbi tile makers want to switch to PNG, but higher prices remain a hurdle

**Manufacturers extend shutdown until May 1**

**Brendan Dabhi**  
Ahmedabad, April 5

CERAMICS MANUFACTURERS in Gujarat's Morbi have extended their industry shutdown till May 1 — two weeks beyond the earlier deadline of April 15 — after Gujarat Gas Limited announced new piped natural gas prices that tile makers say make restarting production financially unviable.

The shutdown, which began on March 17, was triggered by a fuel supply crisis amid the war in Iran. Most of Morbi's tile-making units run on propane-LPG, all of which is imported from the Persian Gulf. The blockade of the Strait of Hormuz has disrupted this supply, pushing tile makers to seek piped natural gas (PNG) as an alternative. It is the new PNG prices quoted to these "returning" users that have now deepened the crisis.

To be sure, the industry is bearing the brunt of the global energy shock — when *The Indian Express* visited Morbi on March 19, most tile units had shut down because their propane-LPG stocks were depleted. Skeleton crews were carrying out maintenance work; the rest of the workers had been told there was no work for them, at least till April 15. These workers — mostly migrants from Bihar, Uttar Pradesh, Madhya Pradesh, Jharkhand and Odisha — were heading home, catching long-distance trains from Morbi, from Rajkot 66 km to the south, or from Ahmedabad 200 km to the east. More than four lakh workers are employed in the ceramics cluster, with another couple of lakh in allied industries. Paid roughly Rs 15,000-18,000 a month through job contractors who brought them to Gujarat, several said they were still owed months of back pay. Sanitaryware workers were spared this disruption. Their units, which run on PNG rather than propane-LPG, remained fully operational. But sanitaryware which runs more by manual labourers than the tile units which are largely mechanised, accounts for only 17% of factories in the Morbi cluster, while the other 83% make wall, floor and vitrified tiles.

**Different gas prices, same industry, and some discontent**

In a letter to industrial customers in Gujarat and the Union



Morbi's tile-making units run on propane-LPG, all of which is imported from Persian Gulf. *FILE*

**E. EXPLAINED**

**Why Morbi matters**

Morbi accounts for 90% of India's Rs 75,000-crore ceramic industry. Of the roughly 800 units in the cluster — 650 major and 150 minor — around 500 are tile makers running on propane-LPG, consuming about 55 lakh cubic metres per day.

Territory of Dadra & Nagar Haveli on April 1, Gujarat Gas Limited quoted a price of Rs 23 per cubic metre higher for propane users switching to PNG than for its regular PNG customers. For returning users, this works out to Rs 88 per cubic metre plus 6% GST — nearly twice what they were paying for propane-LPG.

"When we shut down the units, we were paying Rs 52 per cubic metre for propane-LPG. Now they are asking us to pay Rs 93 for PNG, including GST, which is disproportionate to what regular users pay. We cannot operate at these rates," said a tile unit owner.

For regular PNG users, the April 2026 prices are based on consumption over the six months from September 2025.

Morbi accounts for 90% of India's Rs 75,000-crore ceramic industry. Of the roughly 800 units in the cluster — 650 major and 150 minor — around 500 are tile makers running on propane-LPG, consuming about 55 lakh cubic metres per day. The remaining 150-odd sanitaryware units use PNG, consuming about 25 lakh cubic metres per day. The new pricing stems from a central government notification of March 9, which set a unit's Daily Contract Quantity (DCQ) at 80% of its average consumption over the previous six months. Since tile makers had little or no PNG usage in that period — having switched to propane-LPG, which was cheaper — they are now class-

fied as non-regular users and charged the higher rate.

All units in Morbi have been Gujarat Gas customers since 2007, said Narendra Sanghat, newly elected president of the Wall Tiles Division of the Morbi Ceramics Manufacturers Association (MCMA), which announced the shutdown. Most had kept their pipeline connections active, paying minimum bills, even while running on propane-LPG. "The irony is that the tile units had only moved to propane-LPG because it was cheaper than PNG," he said.

The pricing gap — 35% higher for returning users — is what the industry says is untenable. "Quoting two different prices to two parts of the same industry disturbs the sector's balance," said Manoj Aravindya, president of the Vitrified Tiles Division of MCMA. "We can't buy gas at such high prices. So, we've decided to extend the shutdown."

The impact is especially acute for tile makers because of their thin margins and high volumes. Sandip Kulkarni, president of the Floor Tiles Division of MCMA, explained: "If a sanitaryware unit has a single product for Rs 3,000, even a Rs 100 price increase can be absorbed. But tile units sell products at Rs 12-15 per foot — a Rs 10 hike is a major increase. Customers expect prices to fall and won't buy at current rates. And if a customer orders 3,000 boxes and sells only 1,000, they are stuck warehousing the rest at a loss."

Sanitaryware units are relatively better placed. Unlike tile makers, they have always run on PNG, and their consumption is lower. But even sanitaryware units are feeling the strain. Raw material costs have risen sharply, and petroleum-based inputs like sheet covers and packaging have also become more expensive.

Calls and texts to Sandeep Dave, general manager for Secretariat & Legal, Corporate Communication and CSR at Gujarat Gas, went unanswered.

The industry is now calling for government intervention.

# OMCs to pay discounted rates to refiners amid fuel price freeze

The oil marketing companies on March 26 fixed rates for petroleum products that are at discount of up to Rs 60/litre to their imported cost

**NEW DELHI:** In a first since fuel price deregulation, Indian state-run oil marketing companies will pay refineries a discounted price for petrol, diesel, aviation turbine fuel (ATF) and kerosene to limit mounting losses from a self-imposed freeze on retail fuel prices, sources said.

The oil marketing companies (OMCs) on March 26 fixed rates for petroleum products that are at a discount of up to Rs 60 per litre to their imported cost, two people with direct knowledge of the matter said.

The discounted rates, which are applicable with effect from March 16, will hit standalone refiners such as MRPL, CPCL and HMEL the most.

International oil prices have risen from about \$70 per barrel before the Middle East conflict to over \$100, but retail petrol and diesel prices in India have remained unchanged, forcing OMCs to absorb the impact.

With no immediate end to the conflict in sight, OMCs have decided to fix a discount on the refinery transfer price (RTP) - the internal price at which refineries sell fuel to marketing arms - to effectively pay refineries less than the import-parity cost of the fuels like petrol and diesel.

For the second half of March, a discount of Rs 22,342



**The discounted rates, which are applicable with effect from March 16, will hit standalone refiners such as MRPL, CPCL and HMEL the most**

per kilolitre (Rs 22.34 per litre) was fixed on diesel to bring down the RTP of Rs 85,349 per kl to Rs 63,007 per kl.

For the first fortnight of April, the discount on diesel has been fixed at Rs 60,239 per kl to lower RTP from Rs 146,243 per kl to Rs 86,004 per kl.

On ATF, the RTP has been slashed to Rs 76,923 per kl from Rs 127,486 per kl after considering a discount of Rs 50,564 per kl. The RTP for kerosene after a discount of Rs 46,311 per kl has been fixed at Rs 77,534 per kl from Rs 123,845 per kl,

## Highlights

- » Global oil prices have risen from about \$70/ barrel to over \$100, but retail fuel prices have remained unchanged
- » With no immediate end to the conflict in sight, OMCs have decided to fix a discount on the RTP
- » For the second half of March, a discount of Rs 22,342 per kilolitre was fixed on diesel to bring down the RTP of Rs 85,349 per kl to Rs 63,007 per kl

they said.

Indian Oil Corp, Bharat Petroleum Corp and Hindustan Petroleum Corp did not immediately respond to requests for comment. The discounted pricing would prevent refiners from fully passing on higher crude costs through RTP, forcing them to absorb part of the impact of elevated global oil prices.

While integrated state-run firms such as Indian Oil Corporation Ltd (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) can offset

part of the hit between refining and marketing operations, standalone refiners that rely on market-linked RTP for revenue could face a sharper margin squeeze, they said.

Mangalore Refinery and Petrochemicals Ltd (MRPL), Chennai Petroleum Corporation Ltd (CPCL) and HPCL-Mittal Energy Ltd (HMEL) - which have negligible retail presence and sell most of the petrol and diesel produced to the three OMCs - would be the most hit by the move.

The changes would also impact refiners like Nayara Energy and Reliance Industries Ltd if the discount on RTP is also implemented for private refiners, sources said.

The two private refiners sell a bulk of their production of petrol and diesel to OMCs, who own and operate 90 per cent of the over 1 lakh petrol pumps in the country.

Traditionally, petrol and diesel in India have been priced on an import parity basis, meaning the fuels are valued as if they were imported, even though it is primarily crude oil that is brought into the country and refined locally. Refinery transfers of these products to oil marketing companies were based on import parity price (IPP) until June 2006, after which the gov-

ernment adopted trade parity pricing (TPP) - a benchmark that assigns 80 per cent weight to import parity price and 20 per cent to export parity price.

This pricing protected refinery margins, particularly of standalone refiners who didn't have the cushion of marketing margins on petrol and diesel, whose pricing was deregulated by the government in 2010 and 2014 respectively.

Despite being freed, petrol and diesel prices have not exactly moved in line with cost and have been frozen since April 2022, with OMCs absorbing losses when crude oil prices rise and making bumper profits when rates fall. The discount on RTP comes as under-recoveries or losses on petrol and diesel have widened, sources said adding unlike cooking gas LPG, the government does not compensate OMCs for losses on auto fuels.

AGENCIES

**Information regarding candidates, along with without criminal antecedents (As per the Commission Hon'ble Supreme Court)**

INDIAN TANKER GREEN ASHA IS ESTIMATED TO BE CARRYING AROUND 20,000 TONNES OF LPG

# Indian LPG tanker crosses Strait of Hormuz; 8th since early March

After Green Asha's departure from the region, there are 16 India-flagged vessels in the Persian Gulf

**Sukalp Sharma**  
New Delhi, April 5

TWO DAYS after the last India-flagged vessel crossed the Strait of Hormuz, another Indian ship—liquefied petroleum gas (LPG) tanker Green Asha—crossed the fraught waters of the Strait on Sunday, vessel tracking data shows.

As of 3:30 pm India time on Sunday, Green Asha had crossed over to the east of the Strait, after transiting through Iranian waters between Iran's Larak, Qeshm, and Hormuz islands, according to ship tracking data. Green Asha is estimated to be carrying around 20,000 tonnes of LPG, according to trade sources, and is the eighth Indian India-flagged merchant ship to transit the Strait since the West Asia war began; all the eight have been LPG tankers.

Green Asha is a mid-sized gas carrier (MGC) owned by MOL India, according to ship-ping databases.

MOL India is the Indian arm of Japan-based global shipping giant Mitsui OSK Lines. The tanker has a deadweight capacity of over 26,000 tonnes.

Deadweight tonnage is the total weight a vessel can carry,

including cargo, fuel, fresh water, ballast water, provisions, and crew.

The seven other Indian LPG tankers that crossed the Strait of Hormuz over the past few weeks were very large gas carriers (VLGCs), with more than double the LPG carrying capacity than an MGC.

On Friday, *The Indian Express* had reported that India-flagged LPG tanker Green Sanvi had crossed the Strait, and two more Indian LPG carriers—Green Asha and Jag Vikram—were expected to follow suit in a matter of days.

After Green Asha's departure from the region, there will be 16 India-flagged vessels in the Persian Gulf, which is to the west of the Strait of Hormuz. These include at least two more LPG tankers, four crude oil tankers, one liquefied natural gas (LNG) tanker, one chemical products tanker, three container ships, two bulk carriers, and a few vessels undergoing routine maintenance.

While transiting the Strait of Hormuz, Green Asha was signalling that it was an Indian ship with Indian crew on board. Such identity broadcasts have become a standard of sorts among vessels crossing the

## • LARGE TANKERS DOMINATE SHIPMENTS

**EACH OF** the seven Indian LPG tankers that crossed the strait before Green Asha are estimated to have carried a little over 45,000 tonnes of LPG on average

**INDIA'S** average daily LPG consumption before the West Asia war began was about 90,000 tonnes

**SEVEN OTHER** tankers—Shivalik, Nanda Devi, Jag Vasant, Pine Gas, BW TYR, BW ELM, Green Sanvi—were very large gas carriers (VLGCs) transporting LPG



**VLGCs HAVE** more than double the capacity as against a mid-sized carrier like Green Asha

Strait in coordination with Iranian authorities, which are regulating vessel movements.

The Strait of Hormuz is a narrow waterway between Iran and Oman that connects the Persian Gulf with the Arabian Sea and is a critical maritime chokepoint for global energy flows. Around one-fifth of global oil and gas flows transited the Strait before the war began.

India is among the countries that have been engaged with Iran at the diplomatic level for safe passage of their ships through the Strait, where Tehran has brought vessel movements to an effective halt amid the ongoing West Asia war.

Last week, Iran said non-hostile vessels linked to countries other than the US, Israel, and their allies can cross the

strait in coordination with Iranian authorities. Iran's Foreign Minister Abbas Araghchi had said the strait remains operational for nations that have engaged with Tehran and are considered friendly, adding that vessels from China, Russia, India, Iraq, and Pakistan had been allowed to move their vessels from through the maritime chokepoint, according to Iranian State TV.

The effective closure of the Strait of Hormuz 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 criti-

cal for India's LPG supplies. India's annual LPG consumption stands at a little over 33 million tonnes, or about 90,000 tonnes a day, with an import dependency level of 60%. With 90% of India's LPG imports coming from West Asia, the Strait of Hormuz effectively sees the movement of around 54% of India's LPG consumption.

Scores of vessels have been stranded in the Persian Gulf since the war began, with only a few being able to safely transit the Strait, and that, too, in coordination with Iran.

Like most other vessels that have crossed the strait, Green Asha also sailed through Iranian waters between the country's Larak and Qeshm islands, instead of taking the shorter and straighter conventional path through the middle of the strait, ship tracking data shows. The rather unusual routes through Iran's territorial waters taken by the vessels that recently transited the strait are a major signal of Tehran running a checkpoint of sorts and regulating the flow of maritime traffic through it.

Last week, Iran's Ministry of Foreign Affairs said the country has adopted a "responsible approach" by implementing "a series of precautionary measures" to prevent the "additional risks on ships and seafarers in the Persian Gulf, the Strait of Hormuz, and the Sea of Oman".

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# OMCs impose sharp discounted refinery prices amid fuel freeze

## Business Desk

MUMBAI

Indian state-run oil marketing companies (OMCs) have begun paying refiners discounted rates for petroleum products to contain mounting losses arising from a prolonged freeze in retail fuel prices, marking a significant shift since deregulation.

According to sources, OMCs on March 26 fixed rates for petrol, diesel, aviation turbine fuel and kerosene at discounts of up to ₹60 per litre compared to import-parity costs.

These rates, effective from March 16, are expected to hit standalone refiners such as MRPL, CPCL and HMEL the hardest, PTI reported on Sunday.

The move comes as global crude prices surged from around \$70 per barrel before the West Asia conflict to over \$100, while domestic petrol



and diesel prices have remained unchanged. To manage widening under-recoveries, OMCs have adjusted the refinery transfer price, effectively paying refiners below market-linked costs. For the second half of March, diesel saw a discount of ₹22,342 per kilolitre, reducing RTP to ₹63,007 per kl.

In early April, the discount widened to ₹60,239 per kl, lowering RTP further. Similar cuts were applied to ATF and kerosene, with substantial reductions in RTP after discounts exceeding ₹46,000–₹50,000 per kl. While integrated players such as Indian Oil Corporation, Bharat

Petroleum Corporation and Hindustan Petroleum Corporation may partly offset the impact through their marketing arms, standalone refiners dependent on market-linked pricing face sharper margin pressure.

The pricing adjustment aims to distribute financial strain across the refining ecosystem. However, analysts caution that it could disproportionately affect independent and private refiners like Nayara Energy and Reliance Industries if extended to them. With fuel prices frozen since April 2022 and no compensation, OMCs face rising under-recoveries, intensifying sector pressure.



# 8 lakh new piped gas connections, 16k give up LPG cylinders

Atul Mathur & Sidhartha | TNN

**New Delhi:** Nearly eight lakh new piped gas consumers were added in the past month amid a govt drive to reduce dependence on LPG, a top official said Sunday.

“We are also fully meeting domestic demand for cylinders and up to 80% of commercial demand. There is no reason to fear shortages,” the official told **TOI**. Around half the new piped gas connections have already been activated, while the rest are under process.

Separately, over 16,000 LPG connections have been surrendered following the govt’s nudge to ensure those with active piped gas connections do not continue to retain cylinders, easing pressure on the system.

The Centre has urged people to use alternative fuels

## 8th Indian LPG ship crosses Hormuz

**G**reen Asha, an Indian merchant ship carrying 15,400 tonnes of LPG and 26 Indian sailors crossed Strait of Hormuz safely on Sunday, two days after Green Sanvi sailed through the conflict-hit route. It is the eighth Indian ship with LPG cargo to do so. 16 Indian-flagged ships now remain west of the Strait. **TNN**

such as piped gas, and electric cooktops wherever feasible. Officials said online cylinder bookings have risen to 95%, while OTP-based deliveries — aimed at preventing diversion — have increased to 90%.

To help the migrant population, oil companies have sold about 6.6 lakh portable 5kg cylinders since March 23, including 90,000 on Saturday.

## अब सीएनजी पर पड़ा पश्चिम एशिया जंग का असर, टॉरेंट गैस ने कीमत में बढ़ोतरी की

एजेंसी ■ नई दिल्ली

पश्चिम एशिया में जारी संकट का असर अब धीरे-धीरे पेट्रोलियम उत्पादों की कीमत में हो रही बढ़ोतरी के रूप में नजर आने लगा है। सरकारी ऑयल मार्केटिंग कंपनियों ने प्रीमियम पेट्रोल, इंडस्ट्रियल डीजल और जेट फ्यूल के भाव में बढ़ोतरी करने के बाद अब सीएनजी (कंप्रेस्ड नेचुरल गैस) की कीमत में बढ़ोतरी कर दी है। उत्तर प्रदेश में कंपनी ने सीएनजी की कीमत 93.50 रुपये प्रति किलोग्राम से बढ़ा कर 96.25 रुपये प्रति किलोग्राम कर दी है। इसी तरह जयपुर में टॉरेंट गैस ने सीएनजी की कीमत में प्रति किलोग्राम 2.50 रुपये तक का इजाफा कर दिया है। राजस्थान के अलग-अलग हिस्सों में टॉरेंट गैस के फ्यूल स्टेशनों पर सीएनजी का भाव 95.50 रुपये प्रति किलोग्राम तक पहुंच गया है इसी तरह कंपनी ने पंजाब में सीएनजी की कीमत में बढ़ोतरी कर इसे 94.25 रुपये प्रति किलोग्राम तक पहुंचा दिया है। सीएनजी की कीमत में की गई बढ़ोतरी के बाद तेलंगाना में कंपनी के फ्यूल स्टेशनों पर सीएनजी की कीमत 99 रुपये प्रति किलोग्राम हो गई है। इसी तरह गुजरात में टॉरेंट गैस के फ्यूल स्टेशनों पर सीएनजी 85.17 रुपये प्रति किलोग्राम के भाव पर मिल



रही है। इसके अलावा कंपनी के फ्यूल स्टेशनों से महाराष्ट्र में 94.50 रुपये प्रति किलोग्राम के भाव पर और तमिलनाडु में 94 रुपये प्रति किलोग्राम के भाव पर सीएनजी गैस ली जा सकती है। सीएनजी की कीमत में बढ़ोतरी करने के पहले ऑयल मार्केटिंग कंपनियां कॉमर्शियल एलपीजी सिलेंडर के दाम में भी बढ़ोतरी कर चुकी है। इस महीने एक तारीख को कॉमर्शियल एलपीजी सिलेंडर के भाव में 218 रुपये तक की बढ़ोतरी कर दी गई थी। कॉमर्शियल एलपीजी का इस्तेमाल होटल, रेस्टोरेंट, ढाबा और अन्य व्यावसायिक संस्थानों में होता है। इस सिलेंडर के दाम पिछले चार महीने में पांचवीं बार बढ़े हैं। जहां तक घर की रसोई में इस्तेमाल होने वाले 14.2 किलोग्राम के एलपीजी सिलेंडर की बात है, तो इसकी कीमत में आखिरी बार 7 मार्च 2026 को 60 रुपये प्रति सिलेंडर

की बढ़ोतरी की गई थी। हाल ही में नायरा एनर्जी और शेल इंडिया ने भी पेट्रोल और डीजल की कीमत में बढ़ोतरी की थी। शेल इंडिया ने कर्नाटक की राजधानी बंगलुरु में पेट्रोल की कीमतों में सबसे ज्यादा 7.41 रुपये प्रति लीटर की बढ़ोतरी की थी। इसी तरह नायरा एनर्जी ने मार्च के आखिर में पेट्रोल के दाम पांच रुपये प्रति लीटर और डीजल के दाम तीन रुपये प्रति लीटर तक बढ़ा दिए।

हालांकि, पश्चिम एशिया में जारी संकट की वजह से कच्चे तेल की कीमत में आई तेजी से आम लोगों को राहत पहुंचाने के लिए केंद्र सरकार पेट्रोल और डीजल पर स्पेशल एडिशनल एक्ससाइज ड्यूटी में कटौती कर चुकी है। इस एक्ससाइज ड्यूटी को पेट्रोल पर 13 रुपये प्रति लीटर से घटा कर तीन रुपये प्रति लीटर और डीजल पर 10 रुपये प्रति लीटर से घटाकर शून्य कर दिया गया है।

# हमारा जुबानी जमा खर्च और चीन का उदाहरण

चीन ने धैर्यपूर्वक कोयले से गैस बनाने में पूंजी, कौशल और तकनीक का निवेश किया। इसके उलट हम कुछ ठोस करने के बजाय जुबानी जमाखर्च में उलझे रहे।

भारत के आम परिवारों से लेकर सूक्ष्म, लघु और मझोले उपक्रमों तथा खासतौर पर उर्वरक उत्पादन को एलपीजी और प्राकृतिक गैस की कमी जिस प्रकार प्रभावित कर रही है, उसे देखते हुए यह जानने की मेरी उत्सुकता बढ़ गई कि भारत से पांच गुना सकल घरेलू उत्पाद (जीडीपी) वाला देश चीन इतना शांत कैसे नजर आ रहा है। मैं इस नतीजे पर पहुंचा कि उसने समझदारी बरती जबकि हम पूरी तरह बेपरवाह रहे।

हमारी तरह चीन भी बहुत हद तक तेल और गैस के आयात पर ही निर्भर है लेकिन हमारे उलट वहां घबराहट के कोई संकेत नहीं दिख रहे हैं।

हमें पता है कि चीन अपनी गैस और कच्चे तेल का बहुत बड़ा हिस्सा रूस से पाइपलाइन से हासिल करता है। क्या वह पर्याप्त है? हमारे यहां तो घबराहट का माहौल है क्योंकि खरीफ की बोआई की तैयारियों के बीच उर्वरक को लेकर अनिश्चितता है जबकि चीन शांत है। वह अपनी जरूरतों को लेकर तो आश्वस्त है ही बल्कि निर्यात प्रतिबद्धता को लेकर भी निश्चित है। हम भी चीन से उर्वरक आयात पर निर्भर करते हैं। पूर्वी लद्दाख-गलवान संकट के बाद उर्वरक आपूर्ति रोकने जाने की कड़वी स्मृतियां हमारे पास हैं। हालांकि चीन ने फिलहाल अग्रत्याशित स्थिति को कारण बताकर खाद के अपने निर्यात से इनकार नहीं किया है। इसकी वजह तब सामने आई जब मैंने अपने दायरे से बाहर जाकर शोध किया। वास्तविकता ने मुझे सदमें में डाल दिया। यह सदमा चीन की कामयाबी को लेकर भी था और अपने आम चलताऊ

रवैये को लेकर भी था बातें ज्यादा, और नतीजा मामूली।

कुछ कटु सत्य इस प्रकार हैं। चीन के पास कुछ ही गैस क्षेत्र हैं इसके बावजूद वहां पर्याप्त गैस है। ऐसा इसलिए क्योंकि चीन ने कोयले से गैस बनाने में धैर्यपूर्वक पूंजी, कौशल और तकनीक का निवेश किया। अब वह इसके वैश्विक उत्पादन का आधे से अधिक उत्पादित करता है। भारत और चीन ने इस विचार पर लगभग एक ही समय काम करना शुरू किया था लेकिन चीन के सालाना 8 करोड़ टन का हम केवल 3 से 5 फीसदी ही उत्पादन कर पा रहे हैं।

चीन गैस बनाने के लिए सालाना करीब 34 करोड़ टन कोयले का इस्तेमाल करता है जबकि हम इसका केवल 1.4 फीसदी ही इस्तेमाल में लाते हैं। साल 2007 में संयुक्त प्रगतिशील गठबंधन (संप्रग) सरकार ने कोयला आधारित मोथेन गैस को लेकर बड़ी-बड़ी बातें कीं और रानीगंज में एक छोटा सा संयंत्र भी लगाया। उसके बाद से यह विचार ठंडे बस्ते में ही पड़ा है। संप्रग के कार्यकाल में कोयले की बदनामी भी हुई। कोविड प्रेरित सुधारों के दौर में 2020 में मोदी सरकार ने एक अति महत्वाकांक्षी राष्ट्रीय कोयला गैसीकरण मिशन की शुरुआत की।

मैं अति महत्वाकांक्षी शब्द का इस्तेमाल बहुत सावधानीपूर्वक कर रहा हूँ क्योंकि इसके तहत 2030 तक सालाना 10 करोड़ टन कोयला गैसीकरण का लक्ष्य था। इसके

लिए 4 लाख करोड़ रुपये का निवेश किया जाना था। 10 करोड़ टन सालाना के साथ हमारा कोयला गैस उत्पादन चीन से 25 फीसदी अधिक होता। यह यकीनन जबरदस्त खबर थी। अब इस योजना का छठा साल चल रहा है और कुल उत्पादन बमुश्किल 50 लाख टन सालाना हो सका है। इसमें भी 18 लाख टन जिंदल स्टील एंड पावर के ओडिशा के अंगुल संयंत्र से आता है। यह नवाचारी आधुनिक प्रक्रिया का इस्तेमाल करता है और अधिकांशतः आंतरिक खपत में काम आता है।

कोयला मंत्रालय और नीति आयोग की वेबसाइट हमें बताती है कि 64,000 करोड़ रुपये के निवेश वाली सात कोयला गैसीकरण परियोजनाएं मंजूर की जा चुकी हैं। इनमें से तकरीबन सभी सरकारी कंपनी कोल इंडिया लिमिटेड के साथ संयुक्त उपक्रम में होंगी लेकिन फिलहाल ये नियमन चक्र में फंसी हैं। मैंने झारखंड के जामताड़ा जिले के कास्टा में 'ईस्टर्न कोलफील्ड्स' (कोल इंडिया की सहायक कंपनी) की भूमिगत कोल गैसीफिकेशन परियोजना के बारे में पढ़ा। अब तक वहां उत्पादन शुरू हो जाना चाहिए था लेकिन यह कोयला और पर्यावरण मंत्रालयों के बीच विवाद में उलझकर रह गई। पर्यावरण मंत्रालय का जोर है कि यह परियोजना 300 मीटर गहरी होनी चाहिए। कोयला मंत्रालय इसे 150-160 मीटर रखना चाहता है। परिणाम, वही ढाक के

तीन पाता। यह जानकर और बुरा लगेगा कि हम अपनी कोयला निकासी को केवल खुले खदान तक सीमित किया है। हमारा सारा भूमिगत कोयला अप्रयुक्त पड़ा है, जबकि चीनी तीन किलोमीटर भूमिगत जा रहे हैं। कोयला मंत्रालय की वेबसाइट पर दो अच्छे लेख निजी क्षेत्र के समूहों यानी अदाणी और जिंदल से आते हैं। वे हमें याद दिलाते हैं कि भारत के पास दुनिया में पांचवां सबसे बड़ा कोयला भंडार है। वे तकनीकी प्रक्रियाओं को फ्लो-चाटर्स के साथ समझाते हैं, सुधारों और आवश्यक संसाधनों की सूची देते हैं। और यकीनन वे रणनीतिक लाभों का भी उल्लेख करते हैं, जिनमें इस समय का पसंदीदा: ऊर्जा आत्मनिर्भरता शामिल है। यह सब बहुत सलीके से प्रस्तुत किया गया है। चीन की तरह हमारे पास भी दूरदर्शिता की कमी नहीं है लेकिन चीन के उलट हम जुबानी जमा खर्च से आगे बढ़कर अमली जामा नहीं पहना सके। कच्चे तेल की कीमतें कम होने के साथ ही हमारी रुचि कम होने लगी है। हाइड्रोकार्बन के मंदी के दौर में भी चीन ने न तो रुचि गंवाई न ही ध्यान हटाया। उन्होंने कोयले के जरिये ऊर्जा स्वतंत्रता को राष्ट्रीय रणनीतिक लक्ष्य बनाया और हासिल किया। हम हमेशा की तरह राजनीतिक-अफसरशाही-नियामक विश्लेषण में उलझ कर रह गए। हमारे यहां दिक्कत यह है कि लंबी परियोजनाओं के दौरान जैसे ही कीमत कम होती है किसी न किसी भवन में बैठा कोई अफसरशाह उसकी दुहाई देकर काम ठप कर देता है। इससे निजी क्षेत्र का उत्साह भी जाता रहता है। चीन क्यों कामयाब रहा? उसने इसे रणनीतिक योजना के रूप में देखा और ध्यान बनाए रखा। इससे चीन ऊर्जा संबंधी झटकों से बच सका।

कोयला ईंधन के रूप में लोकप्रिय नहीं है लेकिन भारत के पास यही है। कोयले से रसायन बनाना भी प्रदूषणकारी गतिविधि है, लेकिन यह बिजली संयंत्रों में इसे जलाने की तुलना में कहीं कम प्रदूषणकारी है। किसी भी स्थिति में, हमारा बिजली उत्पादन अधिकतर नवीकरणीय स्रोतों की ओर बढ़ रहा है, और परमाणु ऊर्जा वापसी के लिए तैयार है। बिजली उत्पादन के लिए कोयला जलाना भले ही बुरा हो, लेकिन इसे गैस में बदलना कहीं कम बुरा है। और सल्फर, जो एक महत्वपूर्ण उप-उत्पाद है, उद्योग और उर्वरकों दोनों के लिए बड़ी मांग रखता है।

यह भी एक ऐसा रसायन है जिसके लिए हम आयात पर निर्भर हैं।

मध्यवर्गीय उपभोक्ताओं के पास राजनीतिक शक्ति होती है और इसलिए हम ईंधन, एलपीजी, डीजल, पेट्रोल की उपलब्धता या कीमतों पर ही ध्यान केंद्रित करते हैं। उर्वरक की कमी इससे भी बड़ा खतरा है क्योंकि यह हमारी खाद्य सुरक्षा को प्रभावित करता है। बस इतना है कि हमारे टीवी चैनल किसानों को लेकर उत्तेजित नहीं होते। खरीफ का मौसम आने वाला है। युद्ध से पहले ही अधिशेष उत्पादन करने वाले राज्यों ने (मुख्यतः आयातित) यूरिया और डाइअमोनियम फॉस्फेट (डीएपी) की राशनिंग शुरू कर दी थी।

इन उर्वरकों का उत्पादन करने के लिए गैस और अमोनिया की भारी मात्रा की आवश्यकता होती है। वास्तव में, भारत द्वारा उत्पादित या आयातित प्राकृतिक गैस का 30 फीसदी उर्वरक संयंत्रों में जाता है। और अब, झटका देने के लिए, मैं आपको चीन की कहानी बताता हूँ। चीन अपने 90 फीसदी से अधिक अमोनिया का उत्पादन कोयला गैसीकरण से करता है। अमोनिया डीएपी के लिए आवश्यक है। भारत इसका अधिकांश आयात करता है और कमी इतनी गंभीर है कि हताश किसानों द्वारा गैस या लूटपाट को रोकने के लिए कई राज्य अपनी आपूर्ति पुलिस थानों में रखते हैं, और किसानों को उनकी जमीन और आधार-आधारित पंजीकरण के आधार पर आवंटित करते हैं।

अब ध्यान दीजिए। चीन कोयले से प्राप्त सिंथेटिक गैस का उपयोग करके दुनिया के कुल यूरिया का 40 फीसदी उत्पादन करता है। यह दुनिया के कुल मेथनॉल का 54 फीसदी भी बनाता है, जिसमें से लगभग 70 फीसदी कोयले से आता है। और हम अपने उर्वरकों के लिए सबसे अधिक आयात-निर्भर हैं। यहां तक कि चीन जब चाहे इस लीवर को खींच सकता है और हमें परेशानी में डाल सकता है। हम खाद्यान्न आत्मनिर्भरता का जश्न मनाते हैं। सच तो यह है कि हम अपने राष्ट्रीय शर्म को छिपाते हैं। खाद के आयात पर हमारी अतिनिर्भरता 'जहाज से थाली तक' वाली हमारी हैसियत को उजागर करती है। खाड़ी में चल रहे युद्ध ने हमारी इन कमजोरियों से हमारा सामना कर दिया है। चीन ने हमें राह दिखाई है कि दरअसल हमें करना क्या है।



राष्ट्र की बात

शेखर गुप्ता

# एक दिन में ही नब्बे हजार सिलेंडर उपलब्ध कराए

नई दिल्ली, विशेष संवाददाता। गैस एजेंसियों पर लगी लंबी कतारों के बीच सरकार ने दावा किया है कि एलपीजी की ऑनलाइन बुकिंग 95 फीसदी तक पहुंच गई है।

शनिवार को छात्रों और प्रवासी मजदूरों को पांच किलों के 90 हजार से अधिक सिलेंडर उपलब्ध कराए गए हैं। पेट्रोलियम मंत्रालय ने बयान जारी कर कहा है कि देश में पेट्रोलियम पदार्थों की कोई किल्लत नहीं है। सरकार पेट्रोलियम उत्पादों और एलपीजी की

■ सरकार बोली- एलपीजी की ऑनलाइन बुकिंग 95 फीसदी तक पहुंची

सुचारु और निर्बाध आपूर्ति सुनिश्चित करने के लिए निरंतर आवश्यक कदम उठा रही है। मंत्रालय का कहना है कि एलपीजी किल्लत के बाद उपभोक्ताओं ने करीब 3.6 लाख नए पीएनजी कनेक्शन लिए हैं। इसके साथ करीब चार लाख लोगों ने पीएनजी कनेक्शन के लिए रजिस्ट्रेशन भी कराया है।

# पीएनजी कनेक्शन वाले परिसरों पर प्रभाव नहीं

**कालकाजी**

03:00 बजे, दोपहर

कालकाजी स्थित कई बैंक्वेट हॉल में एलपीजी की किल्लत के बीच कॉमर्शियल पीएनजी कनेक्शन से काफी राहत है।

कालकाजी के के-ब्लॉक स्थित गोल्डन ड्रीम्स बैंक्वेट हॉल के कर्मचारियों ने बताया कि स्मार्ट विकल्पों और आईजीएल गैस कनेक्शन के चलते इस बैंक्वेट हॉल पर गैस संकट का कोई असर नहीं दिखा है। बैंक्वेट हॉल के सुरक्षा अधिकारी अपूर्व नारायण मिश्रा ने बताया कि वैसे तो बाजार में हर चीज महंगी हुई है, लेकिन यहां एलपीजी किल्लत का कोई विशेष असर नहीं पड़ा है। इसका मुख्य कारण आईजीएल का कॉमर्शियल गैस कनेक्शन का होना है। इसके अलावा,

**GG**

हमारे बैंक्वेट हॉल में काम-काज को लेकर



कोई समस्या नहीं आ रही है और सब सुचारु रूप से चल रहा है।

जहां यह कनेक्शन नहीं है

वहां पर दिक्कतें काफी ज्यादा हैं।

- सुनील पासवान, कर्मचारी

प्रबंधन ने एलपीजी के कुछ आवश्यक उपयोग की जगह इलेक्ट्रिक इंडक्शन को भी अपना लिया गया है। फिलहाल इस संकट के बावजूद न तो उनकी कोई बुकिंग कैंसिल हुई है और न ही उन्होंने ग्राहकों के लिए अपनी सेवाओं को महंगा किया है। ऐसे में ग्राहक भी संतुष्ट होकर यहां से जा रहे हैं।

# सिलिंडर की परेशानी से मिलेगी मुक्ति, अब पीएनजी नेटवर्क का होगा विस्तार

संवाद सहयोगी, जागरण • नया गुरुग्राम : रसोई गैस को लेकर लंबे समय से झेल रहे संकट के बीच अब शहरवासियों के लिए बड़ी राहत की तैयारी है। एलपीजी सिलिंडर की किल्लत, ब्लैक मार्केटिंग और देरी से डिलीवरी जैसी समस्याओं से निजात दिलाने के लिए निगम ने पाइप नेचुरल गैस (पीएनजी) नेटवर्क के तेजी से विस्तार को मंजूरी दे दी है। आने वाले महीनों में शहर के कई प्रमुख इलाकों में घर-घर पाइप के जरिए गैस पहुंचाने की दिशा में काम शुरू होगा।

नगर निगम के अनुसार अप्रैल 2026 में विभिन्न गैस कंपनियों को करीब 38 किलोमीटर लंबी पाइपलाइन बिछाने के लिए लेटर आफ इंटेंट जारी किए गए हैं। मंजूरी मिलते ही चिह्नित क्षेत्रों में खोदाई और पाइपलाइन बिछाने का कार्य शुरू किया जाएगा। योजना के तहत रिहायशी और तेजी से विकसित हो रहे सेक्टरों को प्राथमिकता दी गई है। इंद्रप्रस्थ गैस लिमिटेड को हंस एन्क्लेव और सेक्टर-33 के पास करीब 10 किलोमीटर तथा बेगमपुर खटोला में छह किलोमीटर पाइपलाइन बिछाने का कार्य सौंपा गया है। वहीं एचसीजी समूह को पालम

विहार (सेक्टर-2) में 9200 मीटर, सेक्टर-15 पार्ट-1 में 2000 मीटर और सेक्टर-7, 9 व 4 के संयुक्त क्षेत्रों में 4000 मीटर पाइपलाइन डालने की जिम्मेदारी दी गई है।

**साउथ सिटी और आसपास भी विस्तार :** शहर के दक्षिणी हिस्सों में भी नेटवर्क बढ़ाया जा रहा है। साउथ सिटी-2, लिंलैक, सेक्टर-54 (सनसिटी), सेक्टर-52 मार्केट, सेक्टर-62 और सेक्टर-41 में करीब 5000 मीटर पाइपलाइन बिछाई जाएगी। इससे पहले सेक्टर-44 और 38 में भी काम को मंजूरी दी जा चुकी है। पीएनजी व्यवस्था लागू होने के बाद लोगों को सिलिंडर बुकिंग और डिलीवरी की झंझट से छुटकारा मिलेगा। यह प्रणाली एलपीजी के मुकाबले किफायती और सुरक्षित मानी जाती है।

गैस मीटर के जरिए उपयोग के अनुसार बिल आएगा, साथ ही रिसाव की स्थिति में खतरा भी कम रहेगा। नगर निगम के कार्यकारी अभियंता संदीप सिहाग का कहना है कि पीएनजी लाइन के लिए मिलने वाले आवेदनों को प्राथमिकता के आधार पर मंजूरी दी जा रही है, ताकि लोगों को जल्द राहत मिल सके।



## ओपेक का तेल उत्पादन 2.06 लाख बैरल प्रतिदिन बढ़ाने का फैसला

दुबई। तेल उत्पादक देशों के संगठन ओपेक के आठ सदस्यों ने दुनिया में ऊर्जा संकट के बीच तेल उत्पादन करीब 2 लाख बैरल प्रति दिन बढ़ाने का फैसला लिया है। हालांकि इससे दुनिया में कच्चे तेल के बढ़ रहे दामों पर नियंत्रण की उम्मीद कम ही है क्योंकि होर्मुज जलडमरूमध्य बंद होने के कारण खाड़ी देशों से रोजाना करीब 12 लाख बैरल तेल का निकास रुका हुआ है। ऐसे में ओपेक देशों का फैसला प्रतीकात्मक ज्यादा माना जा रहा है।

सऊदी अरब, रूस, इराक, संयुक्त अरब अमीरात, कुवैत, कजाकिस्तान, अल्जीरिया और ओमान ने रविवार को वर्चुअल बैठक कर वैश्विक बाजार की स्थितियों और दृष्टिकोण की समीक्षा की। संगठन की ओर से जारी बयान में कहा गया है, वैश्विक तेल बाजार को स्थिर करने की अपनी सामूहिक प्रतिबद्धता के तहत आठ भागीदार देशों ने अप्रैल, 2023 में घोषित 16.5 लाख बैरल प्रति दिन के उत्पादन के अलावा, स्वैच्छिक समायोजन के तहत 2.06 लाख बैरल प्रति दिन अतिरिक्त उत्पादन का निर्णय लिया है।

### राजस्थान के थार से तेल उत्पादन 70 फीसदी बढ़ा

वैश्विक तेल संकट के बीच ऑयल इंडिया ने राजस्थान के थार तेल क्षेत्र में कच्चे तेल का रिकॉर्ड उत्पादन शुरू कर दिया है। जोधपुर बलुआ पत्थर संरचना वाले तेल क्षेत्र से अब प्रति दिन रिकॉर्ड 1,202 बैरल कच्चे तेल का उत्पादन हो रहा है। पिछले साल तक यह उत्पादन 705 बैरल था। इस तरह से देखा जाए तो यहां से तेल उत्पादन 70 फीसदी बढ़ा है।

अतिरिक्त तेल उत्पादन का यह समायोजन मई, 2026 में लागू किया जाएगा। बाजार की बदलती स्थितियों के आधार पर और धीरे-धीरे 16.5 लाख बैरल प्रति दिन का उत्पादन आंशिक या पूर्ण रूप से वापस लागू किया जा सकता है। अल्जीरिया 6 हजार बैरल, इराक 26 हजार, कुवैत 16 हजार, सऊदी अरब 62 हजार, यूएई 18 हजार, कजाकिस्तान 10 हजार, ओमान 5 हजार और रूस 62 हजार बैरल तेल उत्पादन प्रतिदिन बढ़ाएगा। एजेंसी

# एजेंसी-गोदामों पर कहा जा रहा... सर्वर डाउन है, गाड़ी नहीं आई, जाएं तो जाएं कहां

रसोई गैस सिलिंडर के लिए कम नहीं हो रही उपभोक्ताओं की कतारें

**जासं, मेरठ :** एजेंसियों पर एलपीजी के लिए बुकिंग और सिलिंडर लेने के लिए उपभोक्ताओं की कतारें नहीं टूट रही हैं। बागपत रोड स्थित आभा गैस एजेंसी के बाहर लाइन में लगे लोगों ने बताया कि बुकिंग के लिए आते हैं तो सर्वर डाउन बताया जाता है। कुछ लोगों की बुकिंग हो भी जाती है तो सिलिंडर लेने के लिए गोदाम जाते हैं तो वहां कहा जाता है कि गाड़ी नहीं आई है। **उपभोक्ताओं का कहना है कि समस्या दूर नहीं हो रही है।** ऐसे में वह जाएं तो जाएं कहां।

आभा गैस एजेंसी पर सिलिंडर बुक कराने आई मुल्ताननगर की सुधा ने बताया कि बुकिंग कराने में एजेंसी संचालक परेशान कर रहे हैं। लोग सुबह आठ बजे लाइन में लगते हैं। अगर बुकिंग हो गई तो गोदाम पर सिलिंडर लेने जाते हैं तो वहां यह कहकर टरका दिया जा



नौचंदी मैदान में गैस सिलिंडर के लिए कतारबद्ध उपभोक्ता • जागरण

रहा है कि सिलिंडर की गाड़ी नहीं आई है। इसी तरह संजीवनी गैस एजेंसी पर लाइन में लगे गढ़ रोड निवासी मनोज कुमार ने बताया कि सिलिंडर लेने के लिए गोदाम पर जदोजहद करनी पड़ रही है। कभी गाड़ी नहीं आने की बात कही जाती है तो कभी कहा जाता है कि सिलिंडर बुकिंग का समय पूरा नहीं हुआ है। गुप्ता कालोनी के आदित्य कुमार ने बताया कि लाइन में दो घंटे तक लगने के बाद भी सिलिंडर नहीं

मिला। नौचंदी निवासी रमेश ने भी इसी तरह की समस्या बताई। **डिलीवरी का मैसेज, सिलिंडर का अता-पता नहीं :** उपभोक्ताओं को सिलिंडर लेने में परेशानी हो रही है। कई उपभोक्ता हैं जिन्हें एजेंसी से सिलिंडर तो मिला नहीं, मगर उनके मोबाइल पर डिलीवरी का मैसेज जरूर पहुंच गया। ऐसे उपभोक्ता रविवार को कंकरखेड़ा की खिर्वा रोड स्थित मधु गैस एजेंसी पहुंचे और अपनी शिकायत दर्ज कराई। रविवार को करीब 20 से

**6** मेरे मोबाइल पर 20 मार्च को गैस डिलीवरी का मैसेज आया था, मगर सिलिंडर नहीं पहुंचा। अब सिलिंडर के बारे में पूछने एजेंसी आया तो जवाब नहीं दिया जा रहा है।

**मनीष,** निवासी टोकाराम कालोनी, कंकरखेड़ा **दिसंबर से 27 मार्च तक मेरे मोबाइल पर गैस सिलिंडर डिलीवरी के सात मैसेज आए हैं, मगर एक भी सिलिंडर नहीं मिला। मैसेज कैसे आए और सिलिंडर कहाँ है, पूछने पर जवाब नहीं मिल रहा।**

**सुनील कुमार,** निवासी मंगलपुरी, कंकरखेड़ा

अधिक उपभोक्ता एजेंसी पहुंचे। सभी ने अपनी-अपनी शिकायतें स्टाफ को बताईं। आरोप था कि स्टाफ सही जवाब नहीं दे रहा है। आरोप लगाया कि उनके मोबाइल पर गैस सिलिंडर की डिलीवरी का मैसेज आया है, मगर सिलिंडर अभी तक नहीं पहुंचा।

**हापुड रोड पर सिलिंडर रखकर लोगों ने लगाया जाम :** सिलिंडर नहीं मिलने के कारण रविवार सुबह सात

कंकरखेड़ा स्थित मधु गैस सर्विस नियमित रूप से होम डिलीवरी कर रही है। होम डिलीवरी तभी प्रभावित होती है जब ग्राहक की केवाईसी पूरी न हो या घर पर पहले से ही पीएनजी कनेक्शन हो। सरकार के साफ आदेश हैं कि जिस घर पर पीएनजी कनेक्शन है, वहां गैस सिलिंडर की सप्लाय नहीं हो सकती। उस घर में किरायेदार रहता है तो उसे नियमानुसार सिलिंडर का कनेक्शन दिया जा सकता है।

**अमोल,** संचालक मधु गैस एजेंसी

## सामने आएगी चुनौती... 300 से अधिक शादी मिलेंगे महीने में सिर्फ 450 सिलिंडर

जासं, मेरठ: भले ही कहा जा रहा है कि शादियों के लिए व्यावसायिक गैस सिलिंडर मिलेंगे, लेकिन वास्तविकता यह है कि अब बड़ी चुनौती सामने आने वाली है। कैटर्स और मंडप संचालकों को सिलिंडर नहीं मिल रहे हैं, सिर्फ आयोजक के आवेदन पर ही सीमित संख्या में सिलिंडर दिए जा रहे हैं। अब चुनौती यह आने वाली है कि विशेष मुहूर्तों में बड़ी संख्या में शादियां होती हैं। अनुमान है कि विशेष मुहूर्त में एक दिन में ही 300 से अधिक शादियां होंगी, जबकि जिला पूर्ति विभाग ने 450 सिलिंडर का पूरे महीने के लिए कोटा निर्धारित किया है। इतनी अधिक संख्या में होने वाली शादियों के लिए सिलिंडर कैसे उपलब्ध होंगे, पर बुकिंग के बाद भी सिलिंडर नहीं दिया जा रहा है। जबकि मोबाइल पर सप्लाय कर दी गई है। करीब आधा घंटे बाद पुलिस ने लोगों को समझाकर जाम खुलवाया।

13 से सगाई, 15 से शुरू होंगी शादियां, विशेष मुहूर्त 19 अप्रैल दिन में सैकड़ों शादियां होंगी तो विभाग आपूर्ति कैसे करेगा। उन्होंने कहा कि एसोसिएशन के पदाधिकारी जिलाधिकारी से मिलकर शादियों के लिए कोटा बढ़ाने की मांग करेंगे। उन्होंने यह भी बताया कि मंडपों को सिलिंडर अब नहीं मिल रहे हैं, जिसकी तरफ से आयोजन होता है उसी को सिलिंडर की व्यवस्था करनी होती है। 13 अप्रैल से सगाई और 15 अप्रैल से शादियां का मुहूर्त शुरू हो रहा है। 19 अप्रैल को विशेष मुहूर्त है। उस दिन सबसे अधिक शादियां होंगी। नितान्त कैटर्स के निदेशक नितान्त का कहना है कि कैटर्स को सिलिंडर मिलाने की व्यवस्था बंद है। इस स्थिति में लड़का या लड़की पक्ष ही सिलिंडर उपलब्ध कराता है। मेहमान व व्यंजनों के हिसाब से सिलिंडर की आवश्यकता रहती है।

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## PNG लाइन बिछाने के लिए विधायक से मिले सेक्टरवासी



लोगों का आरोप- आज भी सिलिंडरों पर रहना पड़ता है निर्भर

■ NBT न्यूज, गुड़गांव

शहर के सेक्टर-45 में बुनियादी सुविधा मानी जाने वाली पाइपड नेचुरल गैस (PNG) की कमी अब बड़ा मुद्दा बनती जा रही है। करीब 15 हजार से ज्यादा परिवार आज भी एलपीजी सिलिंडर पर निर्भर हैं। इस समस्या को लेकर रविवार को फेडरेशन ऑफ सेक्टर-45 RWA का प्रतिनिधिमंडल विधायक मुकेश शर्मा से मिला और जल्द समाधान की मांग उठाई। विधायक ने सभी को आश्वासन दिया कि लोगों की समस्या

प्रतिनिधिमंडल ने विधायक को बताया कि सेक्टर में 12 हाईराइज सोसाइटियां हैं। जहां बड़ी संख्या में परिवार रहते हैं, लेकिन इसके बावजूद अभी तक PNG की लाइन यहां पर नहीं पहुंच पाई है। ऐसे में हर घर को हर महीने गैस सिलिंडर की बुकिंग, डिलिवरी का इंतजार और कभी-कभी

■ सेक्टर-45 में 15 हजार से ज्यादा परिवारों को झेलनी पड़ रही परेशानी

सफ्लाई में देरी जैसी समस्याओं का सामना करना पड़ रहा है। जिससे हर कोई परेशान है। RWA के इंटरनल ऑडिटर अश्विनी डाबरा ने बताया कि इतनी बड़ी आबादी वाले सेक्टर में PNG सुविधा का न होना हैरान करने वाला है। RWA अध्यक्ष ओपी यादव ने कहा कि हाल के दिनों में गैस सिलिंडर से जुड़ी किल्लत की खबरों के बीच घरों की महिलाएं सबसे ज्यादा प्रभावित हो रही हैं। विधायक ने भरोसा दिलाया कि संबंधित विभागों से समन्वय कर इस समस्या का समाधान प्राथमिकता के आधार पर किया जाएगा। इस मौके पर RWA के जनरल सेक्रेटरी पुनीत, पूनम, कमल बेरी, एलके गुप्ता, सुनील, मोनिका फोगाट, पीसी दलकीति आदि मौजूद रहे।

# समाधान | ईरान और अमेरिका युद्ध के बीच भारत समेत अन्य देशों के लिए राहत अब होर्मुज संकट के बीच सामने आया नया शिपिंग रूट

## भारतीय झंडे वाला पोत भी शामिल

■ मस्कट, नवभारत नॉलेज डेस्क. अभी ईरान युद्ध खत्म नहीं हुआ है, मगर होर्मुज जलडमरूमध्य में जारी तनाव के बीच वैश्विक शिपिंग के लिए राहत के संकेत सामने आए हैं. डेटा के अनुसार एक नया शिपिंग रूट सामने आया है जिसके जरिए तेल, एलएनजी और सामान्य कार्गो ले जा रहे चार बड़े जहाज, जिनमें एक भारतीय झंडे वाला पोत भी शामिल है सुरक्षित रूप से इस अहम जलमार्ग को पार कर चुके हैं. अमेरिका और इजराइल द्वारा 28 फरवरी को ईरान पर किए गए हवाई हमलों के कुछ दिन बाद ईरान ने मिसाइल और ड्रोन से जहाजों पर हमले शुरू कर दिए थे. इसके चलते होर्मुज जलडमरूमध्य से गुजरने वाली ऊर्जा आपूर्ति लगभग ठप हो गई थी. इसके बाद ईरान ने जहाजों की आवाजाही को नियंत्रित करने के लिए एक नया और लंबा शिपिंग रूट बनाया.



## ओमान में खुला नया शिपिंग रूट...

एक भारतीय जहाज और तीन दूसरे जहाजों को आम रास्ते से हटकर ओमानी पानी के रास्ते होर्मुज की खाड़ी से गुजरते हुए ट्रेक किया गया.



## एक अच्छा विकल्प बन सकता है नया समुद्री रास्ता

एआईएस और रिमोट सेंसिंग डेटा से पता चला है कि यह नया रूट न तो पारंपरिक अंतरराष्ट्रीय शिपिंग मार्ग से गुजरता है और न ही हाल ही में ईरान द्वारा बनाए गए रास्ते से. यह मार्ग ओमान के क्षेत्रीय समुद्री दायरे के भीतर रहते हुए जहाजों को होर्मुज जलडमरूमध्य पार करने का विकल्प मुहैया कराता है. डेटा के मुताबिक, मार्शल आइलैंड के झंडे वाले वीएलसीसी हानुत और ढालकुट, साथ ही पनामाफ्लैग सोहार एलएनजी ने यूएई के रास अल खैमाह के पास ओमान के क्षेत्रीय जल में प्रवेश किया. इसके बाद ये जहाज मुसंदम प्रायद्वीप के पास अपने पोजीशन सिग्नल ट्रांसपोंडर बंद करते हुए आगे बढ़े. 3 अप्रैल को ये जहाज मस्कट, ओमान की मुख्य भूमि के तट से करीब 350 किलोमीटर दूर देखे गए.

## 20 लाख बैरल कच्चे तेल से लदे थे दो वीएलसीसी

फर्म टैंकरट्रैकर्स के अनुसार, ढालकुट और हवुत जहाज क्रमशः सऊदी अरब और यूएई के 20 लाख बैरल कच्चे तेल से लदे हुए थे. वहीं, सोहार एलएनजी 21 मार्च को यूएई के पोर्ट ऑफ अल हमरियाह से रवाना हुआ था, लेकिन यह साफ नहीं हो सका कि उस पर माल लदा था या नहीं. एआईएस डेटा में जहाज की स्थिति 'आंशिक रूप से लदा' दिखाई गई.

## भारतीय झंडे वाला कार्गो जहाज भी गुजरा

इन तीनों जहाजों के पीछे एक भारतीय झंडे वाला कार्गो पोत एमएसवी क्यूबा एमएनवी 2183 भी इसी नए रूट से गुजरा. यह जहाज 31 मार्च को दुबई से रवाना हुआ था और इसकी आखिरी स्थिति ओमान के पोर्ट से करीब 40 किलोमीटर दूर खुले समुद्र में दर्ज की गई. यह साफ नहीं हो सका है कि जहाज पर माल था या वह कहाँ जा रहा था.