Business Standard, Delhi, 23/04/2026

Page No: 4, Size: 24.05cm × 56.12cm

Policy for adoption of flex-fuel vehicles in works: Centre

SHUBHANGI MATHUR
New Delhi, 22 April

The government is working on a policy for the adoption of flex-fuel vehicles in the country as supply disruptions caused by the West Asia conflict highlight the importance of alternate fuels, said Sujata Sharma, joint secretary at the Ministry of Petroleum and Natural Gas (MoPNG), on Wednesday.

The official's comments come a day after Nitin Gadkari, Union minister of road transport and highways, said the country needs to target 100 per cent ethanol blending in petrol in the near future to become energy self-reliant in the wake of the energy crisis due to the conflict in West Asia.

"It is an idea (flex fuel) whose time has arrived. By blending, we are saving on imports and stakeholder consultations are going on. In due course, we will inform you about the decision. The government is trying to bring all the stakeholders together. Automobile companies have to keep the vehicles ready and oil marketing companies have to be ready to supply that fuel," said Sharma at an inter-ministerial briefing.

India currently blends 20 per cent ethanol with petrol. The government's plan to increase blending beyond 20 per cent was met with resistance after reports emerged of reduced mileage due to the use of blended fuel in vehicles.

Meanwhile, to boost consumption of alternate fuels in the country, the government said 467 applications for compressed natural gas (CNG) and compressed biogas (CBG) dispensing stations were received between March 25 and April 2. Out of the total applications, 157 were granted final licences and 38 were given prior approvals for the construction of new CNG or CBG dispensing stations.

The government has also approved 41 biogas cylinder filling and storage plants and subsequently granted licences to 14 plants. Additionally, Petronet LNG has been granted commissioning permission for an additional 5 million tonnes per annum (mtpa) regasification capacity at the Dahej terminal, increasing total capacity to 22.5 mtpa.

Business Line, Delhi, 23/04/2026
Page No: 3, Size: 12.46cm × 23.92cm

It's an idea whose time has come: Oil Ministry on higher ethanol blending

Rishi Ranjan Kala
New Delhi

The West Asia conflict has helped crystallise the government's push towards higher ethanol blending in petrol in a bid to reduce crude oil import dependence with the Ministry of Petroleum & Natural Gas (MoPNG) emphasising that it is an idea whose time has come.

Currently, around one-third of India's crude oil imports, which transit the Strait of Hormuz (SoH), are severely impacted. The government has managed to bring down dependence on SoH from over 50 per cent of its total crude imports in January and February to roughly 30 per cent by March.

On higher ethanol blending with petrol, MoPNG Joint Secretary Sujata Sharma said, "The question was whether we are going to increase the base fuel. I must say that it is an idea whose time has arrived. By blending, we are saving on our imports. The stakeholder consultations are going on."

On flex fuel vehicles, she said, "The government is trying to bring all the stakeholders together. On one side, the automobile companies have to keep the vehicles ready and at the same time, our oil marketing companies also have to be ready to supply that kind of fuel. That exercise is going on. It's more of a stakeholder consultation in bringing different stakeholders on a common platform."

Currently, 20 per cent ethanol is blended with petrol, which the government aims to increase further.

USE OF BIOFUELS

Last week, the Ministry of Heavy Industries Additional Secretary Hanif Qureshi said that government is committed to use biofuels as far as possible and E20 has already taken place.

The Bureau of Indian Standards has said that there can be +/- 1 per cent blending.

The ethanol blended petrol programme has helped India save roughly 6 million tonnes (mt), or around 44 million barrels annually.

LPG ships from Gulf idle; foreign ships bring U.S. cargoes

M. Kalyanaraman
Debayan Tewari
CHENNAI

Many of the nine Indian-flagged LPG carriers evacuated from the Persian Gulf are drifting empty after unloading, even as India contracts foreign vessels loading LPG at ports in Texas, U.S.

The carriers – Shivalik, Nanda Devi, BW Elm, BW Tyr, Pine Gas, Jag Vasant, Jag Vikram, Green Sanvi and Green Asha – have been moved out of the Gulf. Barring BW Elm, now anchored off Trincomalee in Sri Lanka, the rest are stationed off India's west coast near Mumbai, Kandla and nearby areas, as per marinetraffic.com. Another 'light' LPG carrier, Sahyadri, has been anchored off the west coast for over 40 days. The vessels have likely completed cargo operations and are ready to load but are awaiting instructions – possibly with an eye on a quick resolution allowing a return to Persian Gulf routes.

India's LPG import deficit was about 9 lakh tonne in April.

India diversifies

Meanwhile, India has been diversifying LPG sourcing. As per an S&P Global report, as of April 15, U.S. LPG flows to India surpassed last year's volumes.

Several foreign-flagged ethane and LPG carriers loaded at Houston are headed to Indian ports such as Visakhapatnam, Mangaluru and Ennore for deliveries. Ships such as Crystal Explorer, Ethane Crystal, Badrinath, Hannibal, Vega Sky, Jirisan Explorer, Kaede and Ethane Opal departed Houston, while Jia Yuan and Future Ace sailed from Nederland, Texas. Copernicus loaded at Freeport, Texas.

Security concerns

Many of the vessels are taking the longer route around Cape of Good Hope rather than the shorter Suez Canal. Though the Suez route is more direct– and likely more economical given surging ship fuel costs – high canal transit fee and security concerns, including risk of Houthi attacks on U.S.-origin cargoes, may be pushing operators to the longer route.

Many of the current shipments are spot purchases, which come with elevated freight rates. "LPG freight rates on the USGC-Japan route have risen by almost $100 per tonne over the past month or so, making freight costs significantly higher," said Manish Sejwal, senior vice president of commodity markets at Rystad Energy.

Mr. Sejwal noted India's LPG import deficit was about 1 million tonne in March and about 9 lakh tonne in April. The above vessels have a combined cargo carrying capacity of some 6 lakh tonne.

"High terminal fee, ranging 30-35 cents per gallon, make U.S. LPG relatively expensive on landed basis in India," he added.

Erik Grundt, senior market analyst at Rystad Energy, pointed to capacity constraints, noting U.S. Gulf Coast nameplate terminal capacity is about 2.6 million barrels per day, with effective throughput at roughly 2.5 million barrels per day – close to current export levels.

More VLCCs

He added even if additional supply is available, the longer voyage means India would need twice as many Very Large Gas Carriers (VLCCs) compared with the shorter Persian Gulf–India trade routes.

Hindu, Delhi, 23/04/2026
Page No: 13, Size: 10.77cm × 10.90cm

Petronet gets nod for Dahej terminal capacity expansion

Petronet LNG has been accorded the commissioning permission for expansion of Dahej LNG terminal by five million metric tonnes per annum (MMTPA), Nidhi Kesarwani, Joint Secretary at the Department for Promotion of Industry and Internal Trade (DPIIT) said during the daily briefing for affairs relating to West Asia, on Wednesday. "Commissioning permission has also been granted to Petronet for additional 5 MMTPA regassification capacity at Dahej terminal, which has increased storage capacities," Ms. Kesarwani said. The company had informed about the commissioning of the expansion of Dahej LNG terminal from 17.5 MMPTA to 22.5 MMPTA on April 1.

Mint, Delhi, 23/04/2026
Page No: 2, Size: 7.36cm × 36.20cm

Talks on for high-blend ethanol, flex fuel engines

Rituraj Baruah & Harsh Kumar
NEW DELHI

India is making a policy move towards high-blend ethanol and flex-fuel vehicles as the West Asia war threatens to disrupt the country's energy supply. Government officials are holding talks with automakers and state-run refiners to coordinate rollout of engines capable of running on up to 85% ethanol, Sujata Sharma, joint secretary, ministry of petroleum and natural gas (MopNG), said while addressing media on the West Asia war and the domestic fuel stock situation.

New Delhi is now looking at its current 20% blending target as a stepping stone to even higher blends. The MopNG is also changing fuel standards for aircraft to enhance adoption of sustainable jet fuel. An amendment to aviation marketing norms now permits blending synthesized hydrocarbons with traditional jet fuel, laying the groundwork for a mandatory sustainable aviation fuel (SAF) rollout from 2027.

SAF is made from feedstocks such as ethanol, agricultural residues, biomass, waste oils, and municipal waste. The government has already set a target of achieving 1% SAF blending with jet fuel by 2027, 2% by 2028, and 5% by 2030.

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For an extended version of this story, go to livemint.com.

PETROL PUMPS, AGENCIES DIRECTED TO ENSURE STRICT COMPLIANCE WITH RULES

Clean air drive: No PUC? No fuel

AIMAN FATIMA

NEW DELHI: In a decisive push to curb rising air pollution, the Delhi government has announced that vehicles without a valid Pollution Under Control (PUC) certificate will no longer be allowed to refuel at any petrol pump or gas station in the Capital. The stringent move signals a zero-tolerance approach towards vehicular emissions and marks a major step in enforcing environmental compliance on the ground.

Announcing the decision, Chief Minister Rekha Gupta said, "Tackling air pollution requires firm and effective interventions. This decision is a crucial step in that direction," reaffirming the government's commitment to ensuring cleaner air and a healthier environment for Delhi's residents.

Under the new directive, fuel including petrol, diesel, CNG and LPG will be supplied strictly and exclusively to vehicles possessing a valid PUC certificate. The rule is being implemented as a permanent measure aimed at strengthening pollution control mechanisms and ensuring strict adherence to environmental norms.

As per Rule 115 (sub-rule 7) of the Central Motor Vehicles Rules, 1989, all vehicles are required to carry a valid PUC certificate after one year of registration and present it on demand. However, officials noted that a significant number of vehicles continue to ply without valid certification, contributing heavily to the capital's pollution burden.

The Chief Minister highlighted that the Commission for Air Quality Management, under its revised Graded Response Action Plan (GRAP), has also mandated strict enforcement of PUC norms. The framework предусматривает stringent action against violators, including vehicle seizure and imposition of maximum penalties.

To ensure seamless implementation, multiple agencies including the Transport Department, Food and Supplies Department, Municipal Corporation and Delhi Traffic Police have been tasked with rigorous enforcement. Petrol pumps and gas outlets across the city have been directed to comply with the order in letter and spirit, with accountability fixed at all levels.

"Clean, healthy environment is our priority, and we are committed to improving Delhi's air quality through sustained and comprehensive measures," Gupta said, urging citizens to ensure their vehicles carry valid PUC certificates at all times.

She further appealed to residents to actively participate in the fight against pollution, stressing that controlling vehicular emissions remains a key pillar of the government's broader environmental strategy.

ZERO-TOLERANCE

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- Tackling air pollution requires firm and effective interventions. This decision is a crucial step in that direction: CM
- Under the new directive, fuel including petrol, diesel, CNG and LPG will be supplied strictly and exclusively to vehicles possessing a valid PUC certificate
- The rule is being implemented as a permanent measure aimed at strengthening pollution control mechanisms

OUR TAKE

Follow the storages, not oil wells

The US wants to stop the flow of Iranian oil to stop the war

It is a matter of days, maybe two or three, before Iran's crude oil storage capacity on Kharg Island, which accounts for 90 per cent of its exports, and is blocked by the US military, is full. This is the new grand strategy that the US president, Donald Trump, has dreamed up to finish the ongoing war. Once there is nowhere to store the oil, Iran will be forced to shut its "fragile... oil wells." If the island remains blockaded, the stored oil cannot be shipped out. It will be a classic economic squeeze, which will force Iran to come to the peace table.

However, Iran has maintained its own blockade of the Strait of Hormuz, through which 25-30 per cent of the global crude oil passed through each year before the war. In effect, it has imposed huge economic costs on the global suppliers and buyers, and the repercussions are even felt in the retail markets in the US. Since Iran has millions of barrels floating on the open sea, which can easily be sold to earn huge revenues, it has an economic buffer to counter the US blockade. Iran wants Kharg Island to be open before serious peace talks can begin.

Of course, there is a Trump deadline, a temporary two-week ceasefire announced on April 8, which is now extended till Iran's storage achieves full capacity. There is an Iran counter, which maintains that the Strait will remain choked until Kharg Island is un-choked. Producers have found alternate routes to bypass the Strait, at least temporarily, and in parts. The International Maritime Organisation (IMO) is preparing a massive evacuation plan for the hundreds of vessels that are stranded in the Strait, but it will be activated only when there are "clear signs of de-escalation in regional tensions" from both the sides.

"Based on the fact that the Government of Iran is seriously fractured, not unexpectedly so and, upon the request of Field Marshal Asim Munir, and Prime Minister Shehbaz Sharif, of Pakistan, we have been asked to hold our Attack on the Country of Iran until such time as their leaders and representatives can come up with a unified proposal," Trump announced in a post on Truth Social. He added that the US would continue the blockade, and remain "ready and able." In effect, he candidly admitted that he had indeed extended the ongoing two-week ceasefire "until such time as their (Iran's) proposal is submitted, and discussions are concluded, one way or the other."

Instead of mere economic sanctions, and a freeze on Iran's global financial and other assets, which are in place, America has gone a few steps further. It aims to squeeze Iran's economy, which depends on oil exports from the Kharg Island. "The US Treasury will continue to apply maximum pressure through Economic Fury to systematically degrade Teheran's ability to generate, move, and repatriate funds. Any person or vessel facilitating these flows, through covert trade and finance, risks exposure to US sanctions," warned Treasury Secretary Scott Bessent. He feels that restraining Iran's sea trade will target "revenue lifelines."

Some experts think that the grand plan may not work in a few days. For years, despite the sanctions, Iran was able to both siphon out oil, and funnel in revenues through legal and illegal channels. These illicit methods are quite robust and stable, and will be used to sell millions of barrels of oil on the high seas, and bring back the dollars, and yuan. China will be an over-eager buyer. In addition, Iran will charge premiums on the sales, which will boost revenues. Everything depends on how porous the US blockade is. It is easier for Iran to control the Strait compared to the US' ability to choke Kharg Island.

As the world waits for some sort of a peace to emerge, the IMO is holding discussions on operational evacuation details that include the priority of the departure of the vessels in the Strait "based on how long crews have been stranded, along with other logistical and safety considerations." Of course, the IMO will interact with Iran and Oman, which together proposed the traffic separation scheme to route the vessels in the region, which was adopted in 1968. The complication is that during the war, Iran devised a new routing system, which includes "coastal navigation paths and, in some cases, associated payments."

As recent experiences indicate, the IMO, apart from the various regional nations, will need to deal with possible irregularities and illegalities. According to reports, there were recent incidents related to security, as shipowners resorted to fraudulent communications, and talked about "fake passage arrangements." Once the Strait is open, after peace is declared, there will be a hurry among the owners, crews, insurers, and buyers to expedite the process. There will be attempts to surreptitiously enable their ships to leave before the others. This can create confusion, random accidents, and logistics uncertainty.

Most nations want a speedy resolution, a solution that enables both sides to come to the table, and claim victory to their constituents. The easiest way is for both to declare the end of the respective blockades. Iran keeps the Strait free, and the US sails away from Kharg Island. But the world has figured out that while it watched Iran's nuclear progress, it had a more powerful ticking bomb in its possession. "Iran's most powerful weapon is not a (nuclear) bomb. It is the geography it controls," stated a media report, which implied the Strait.

Think about it. A narrow 21-mile choke point in the sea, which allows for a few safe lanes of shipping. One does not need to sink dozens of ships, as a single episode creates a credible and long-sustaining threat. "Military planners call this anti-access/area-denial strategy. The goal is not to defeat the US Navy in open battle. The goal is to create conditions so dangerous that commercial shipping simply refuses to enter," explains the same report. Now, the US has done the same, fighting military-commerce RDX with a similar dynamite.

It is a matter of who blinks first. The US feels Iran will because it will run out of storage, shut the wells, and be deprived of the revenues. Iran thinks there will be additional pressure on the US, which has built over three weeks, if it can resist for maybe a week or so. Both sides know the implications, and do not wish to be the first one to bat their eyelids.

Hindustan Times, Delhi, 23/04/2026
Page No: 18, Size: 37.07cm × 34.69cm

Hindustan Times

Govt weighs E100 fuel blending

Rajeev Jayaswal
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NEW DELHI: The government is considering E100 fuel blending and a transition to flex-fuel vehicles to reduce India's dependence on imported crude, senior officials said on Wednesday, while also announcing that the Centre has allowed blending in aviation fuel.

The steps come amid a growing energy crisis triggered by the war in West Asia, which has choked supplies of crude oil and gas.

Giving a daily update on the energy supply situation, petroleum ministry joint secretary Sujata Sharma said the government has allowed blends of sustainable aviation fuel (SAF), produced from used cooking oil or ethanol. She was referring to the ministry's gazette notification published on Tuesday.

The notification legally defines aviation turbine fuel (ATF) both as a complex mixture of hydrocarbons and as synthesised hydrocarbons blended with cooking oil or ethanol, creating a legal basis for SAF. "The way we have done for MS (motor spirit or petrol), it is on the similar lines," she said.

Replying to a question on E100 and flex-fuel vehicles (FFVs), Sharma said: "I must say that it is an idea whose time has arrived."

E100 refers to fuel with 100% ethanol content — or near-100%, since small quantities of water improve combustion. Flex-fuel vehicles are designed to run on any mixture of ethanol and petrol, from pure petrol to E100, with onboard sensors adjusting engine parameters accordingly. There is precedent: Brazil operates the world's most mature flex-fuel programme since 2003, where sugarcane-derived ethanol powers a large share of the vehicle fleet – though users typically have a choice to buy petrol with lower ethanol content.

India is considering a transition to flex-fuel vehicles to cut its dependence on imported crude. AFP

Transitioning to E100 or high-ethanol blends requires significant vehicle reconfiguration: fuel system components — seals, fuel lines, injectors — must be upgraded to handle ethanol's corrosive properties, and engine management systems need retuning for ethanol's different combustion characteristics. The fuel delivers roughly a third less energy per litre than petrol, requiring larger fuel tank capacity or more frequent refuelling.

"By blending we are saving on our imports and the stakeholders' consultations are going on. And in the due course we will inform you the decision there also. And regarding flex-fuel also, the government is trying to bring all the stakeholders together," Sharma said, adding that the timeline would depend on the readiness of both automobile companies and petroleum refiners. "So, that exercise is going on," she said.

Speaking about efforts of the department for promotion of industry and internal trade in facilitating industries, DPIIT joint secretary Nidhi Kesarwani said the department has taken several measures to facilitate supply of energy to the industry. DPIIT is an arm of the commerce and industry ministry.

The government has also granted several regulatory exemptions to encourage adoption and use of alternate fuels across industrial sectors, she said, while giving updates on government initiatives to facilitate energy supplies amid the ongoing war in West Asia.

DPIIT's arm petroleum and explosives safety organization (PESO) has expeditiously given regulatory approvals to 467 applications for installing compressed natural gas (CNG) and compressed bio gas (CBG) dispensing stations between March 25 and April 21, she said.

In order to safeguard domestic availability, the government imposed a complete export ban on ammonium nitrate on March 18, she said. Ammonium nitrate is used as an explosive in coal production. According to the March 18 notification, the decision was taken in view of "current geopolitical tensions" in West Asia and to ensure adequate ammonium nitrate supply for "uninterrupted coal production" in India.

The government also issued guidelines on April 2 permitting night-time operations, particularly for liquefied petroleum gas (LPG) bottling plants, which resulted in extended operational hours and enhanced production capacity, she said.

The government also granted permission to Petronet LNG Ltd on March 30 to commission an additional 5 million metric tonnes per annum (MMTPA) re-gasification capacity at the Dahej terminal, taking total capacity to 22.5 MMTPA, aimed at improving natural gas availability for city gas distribution (CGD) networks, she said.

"Stakeholder consultations were held by DPIIT in coordination with the Department of Commerce and the Ministry of Power to address demand–supply challenges in the induction cooktop sector and assess immediate measures required to stabilize supply and prices," Kesarwani said.

She said the government has already reduced basic customs duties (BCDs) on various inputs to give relief to specific sectors and enhanced energy allocations — particularly commercial LPG and PNG — for their unhindered operations. Industries covered include paint, paper, tyre, glass, leather, footwear and ceramics.

Free Press Journal, Mumbai, 23/04/2026
Page No: 10, Size: 13.89cm × 15.37cm

Centre allows ethanol blending in aviation fuel

PTI
NEW DELHI

India has permitted the blending of ethanol and other synthetic or man-made hydrocarbons in aviation turbine fuel (ATF), but has not set any immediate mandatory blending targets, according to a government notification.

The move follows amendments to the Aviation Turbine Fuel (Regulation of Marketing) Order, 2001, under the Essential Commodities Act, 1955, which broadened the definition of ATF to include blends with synthetic hydrocarbons. This is with a view to cutting emissions and reducing reliance on the import of oil. However, no mandatory blending targets have been set so far.

The Ministry of Petroleum and Natural Gas (MoPNG), through a gazette notification, amended rules governing the marketing of ATF, broadening the definition of the fuel and aligning enforcement provisions with updated criminal procedures. Under the amendment, ATF is now defined as a mixture of hydrocarbons conforming to IS 1571 specifications or blends with synthetic hydrocarbons under IS 17081 standards, enabling the inclusion of newer fuel variants.

Economic Times, Delhi, 23/04/2026
Page No: 4, Size: 29.61cm × 18.79cm

Govt Eyes Ethanol Blend Beyond 20%, Pushes Flex-Fuel Vehicles

More biofuels in transport can curb oil imports, says ministry official

Our Bureau

New Delhi: The government is consulting stakeholders on raising the ethanol blending ratio in petrol and introducing flex-fuel vehicles, as greater use of biofuels in transport would help curb oil imports, said a petroleum and natural gas ministry official.

"It is an idea whose time has arrived," Sujata Sharma, joint secretary in the ministry, told a news conference when asked whether the government was considering increasing the mandated share of ethanol in domestic petrol sales.

The government is also seeking to align stakeholders on flex-fuel vehicles. "On one side the automobile companies have to keep the vehicles ready. At the same time, our oil marketing companies also have to be ready to supply that kind of fuel," Sharma said.

State oil companies blended 10.22 billion litres of ethanol in the 2024-25 ethanol supply year, which ended in October 2025, achieving an average blending ratio of 19.2%. In the current ethanol supply year, which began in November 2025, the blending ratio is 20%.

Rising ethanol production capacity had sparked discussions among policymakers last year about increasing the blending ratio. The talks, however, subsided after a social media backlash over reduced mileage and potential damage to vehicles not designed for higher ethanol blends.

The Iran war, which has made supplies harder to secure, has revived the case for raising the blending ratio. At the same time, domestic overcapacity in ethanol production could make such a move easier to implement, though it may again face pushback from vehicle owners.

Economic Times, Delhi, 23/04/2026
Page No: 4, Size: 29.90cm × 43.26cm

BINDING BIDS LIKELY TO BE UNDER THE $2-B ASK AMID PROJECT DELAYS

NIIF Leads $1.7-B Race for Shell's Sprng Energy

In talks with Temasek; Actis, Aditya Birla Group and KKR are other contenders

Arijit Barman

Mumbai: National Investment and Infrastructure Fund (NIIF) has emerged as the frontrunner to acquire Sprng Energy from Shell for nearly $1.7 billion, said people in the know, as India's quasi-sovereign wealth fund looks to re-enter the clean energy space a year after selling its platform Ayana Renewable Power.

NIIF is in discussions with Temasek, Singapore's investment fund, to form a consortium ahead of the binding offers, scheduled in the next few days, the people said.

NIIF is competing against Actis, which is also looking to buy Sprng back, besides the Aditya Birla Group, and private equity firm KKR. The four were shortlisted in February after an initial round of screening.

Temasek was the co-sponsor of O2Power with EQT. It however currently lacks a presence in the clean energy segment in India after the sale of O2Power to JSW Energy. Temasek is a dominant shareholder in Singapore-based Sembcorp Industries, which is present in India and parts of Southeast Asia, including Singapore.

Sprng Energy, the second greenfield platform set up by Actis in India, has a portfolio of under-construction and operational renewable power projects totalling 5 GW capacity. Around 2 GW of that is currently operational. The first, Ostro Energy, was sold to Renew Power along with its 1 GW assets for $1.5 enterprise value in 2018, the largest such transaction in the sector at the time. Shell Group acquired Sprng as part of a global clean energy pivot for $1.55 billion in 2022.

Sprng Energy is a wholly owned entity of Mauritius-based Solenergi Power, which in turn is 100% owned by Shell Overseas Investment BV.

The binding offers, however, are likely to be under the original $2 billion ask. The projects under construction have time and cost overruns and, in some cases, the power purchase agreements (PPAs) may have to be renegotiated. So, most are expecting the bidders to be cautious and submit conditional offers linked to performance-related milestones.

Upon full completion of its pipeline projects, the share of strong counterparties is expected at around 84%.

Temasek declined to comment. NIIF and Shell didn't respond to email queries.

Barclays is an advisor in the process.

Since 2023, Shell has spent $8 billion on renewables as part of a stated three-year target of between $10 billion and $15 billion of investment in the segment. However, under chief executive Wael Sawan, the UK oil major has been pulling back from renewable power generation and has already said it will not build any new offshore wind farms after many of these projects failed to deliver returns to shareholders.

Besides exiting Sprng Energy, Shell has retreated from major investments in big power generation projects to focus on potentially more lucrative activities such as power trading.

The company has already cut investment and written down its US wind farms by almost $1 billion starting 2025. Shell also walked away from two major floating offshore wind projects off the north-east coast of Scotland in a move that surprised decarbonisation champions. In India, Shell divested its 49% stake in Cleantech Solar to Singapore's Keppel Ltd for $200 million.

Shell's diversified business interests in India include selling lubricants and running an LNG terminal at Gujarat's Hazira port besides operating fuel retail outlets and electric vehicle charging stations.

ET has been reporting since October 8 about the impending transaction. It had reported that Shell's attempts at a partial sale of Sprng Energy's assets last April to Edelweiss-backed Sekura Energy and ONGC failed due to a valuation mismatch.

NIIF, with $5 billion of assets under management, has been churning its portfolio. It is in the process of selling its infrastructure NBFC Assem Infrastructure Finance for Rs 4,000 crore to TPG, ET reported on April 6. It also raised a new $750 million second private markets fund that will look to invest indirectly into local companies by backing other private equity and venture capital funds, the firm said earlier this year.

Virat Vaibhav, Delhi, 23/04/2026
Page No: 12, Size: 27.20cm × 15.37cm

महाराष्ट्र *स्थानीय निकाय कचरे पर प्रति टन टिपिंग फीस देंगे और राज्य सरकार इन इकाइयों को बिजली की प्राथमिकता भी देगी*

सरकार ने महाराष्ट्र राज्य संपीडित बायोगैस नीति को दी मंजूरी

वैभव न्यूज ■ मुंबई

महाराष्ट्र सरकार ने बुधवार को मुख्यमंत्री देवेंद्र फडणवीस की अध्यक्षता में कैबिनेट बैठक में 'महाराष्ट्र राज्य संपीडित बायोगैस (सीबीजी) नीति 2026' को मंजूरी दी। यह नीति कचरे के बेहतर प्रबंधन और ऊर्जा में आत्मनिर्भरता बढ़ाने के उद्देश्य से बनाई गई है। इस नीति का मकसद शहरों में बढ़ते कचरे और कृषि अवशेषों की समस्या का समाधान करना है, जिससे इन्हें साफ और नवीकरणीय ईंधन में बदला जा सके। महाराष्ट्र में अभी लगभग 24,500 मीट्रिक टन नगरपालिका ठोस कचरा हर दिन 423 शहरी निकायों से निकलता है। इसका बड़ा हिस्सा जैविक (ऑर्गेनिक) होता है, लेकिन बहुत कम मात्रा में इसे खाद या बायोगैस में बदला जाता है। इससे

लैंडफिल क्षेत्रों में प्रदूषण और भूजल प्रदूषण की गंभीर समस्या पैदा होती है। इसके अलावा राज्य में हर साल 2 करोड़ टन से अधिक कृषि अवशेष जलाए जाते हैं या बर्बाद हो जाते हैं। नई नीति का उद्देश्य इस समस्या को कम करना है और कचरे को दो हिस्सों जैविक और अजैविक में अलग करने को अनिवार्य बनाना है। इस नीति के मुख्य लक्ष्य हैं, सीबीजी उत्पादन बढ़ाना, जो उद्योग, परिवहन और घरेलू उपयोग में काम आएगा, भारत के 2070 तक नेट-जीरो कार्बन उत्सर्जन लक्ष्य में योगदान देना, बायोएनर्जी क्षेत्र में निवेश, रोजगार और उद्यमिता बढ़ाना और मराठवाड़ा क्षेत्र की खाली और आर्द्रभूमि में नेपियर घास की खेती को बढ़ावा देना, जिससे ज्यादा मीथेन गैस मिल सके। आर्थिक रूप से परियोजनाओं को व्यावहारिक बनाने के लिए, हर सीबीजी प्रोजेक्ट में रोजाना कम से कम 200 टन जैविक कचरे की आवश्यकता होगी। छोटे शहरी निकायों को मिलाकर समूह (क्लस्टर) बनाए जाएंगे और हर तालुका में एक परियोजना स्थापित करने का लक्ष्य रखा गया है। किसान उत्पादक संगठन गन्ने के अवशेष, सोयाबीन कचरा और पशु अपशिष्ट जैसी सामग्री उपलब्ध कराएंगे। इसके लिए एक विशेष पोर्टल और मोबाइल ऐप भी बनाया जाएगा, जो किसानों, कचरा संग्राहकों और परियोजना डेवलपर्स को जोड़ेगा। कैबिनेट निर्णय के अनुसार, शहरी विकास विभाग राज्य स्तर पर नोडल एजेंसी होगा, जो टेंडर और वित्तीय व्यवहार्यता की निगरानी करेगा। मुख्य सचिव की अध्यक्षता में राज्य स्तरीय समिति और जिला कलेक्टरों की अध्यक्षता में जिला समितियां परियोजनाओं की मंजूरी और भूमि आवंटन देखेंगी। सरकार ने 2026-27 के लिए 500 करोड़ रुपए की वायबिलिटी गैप फंडिंग का प्रस्ताव रखा है। परियोजनाओं को उनकी क्षमता के अनुसार अधिकतम 10 करोड़ रुपए तक सब्सिडी मिल सकती है। परियोजनाएं पब्लिक-प्राइवेट पार्टनरशिप या हाइब्रिड एन्युटी मॉडल के तहत लागू की जाएंगी। स्थानीय निकाय कचरे पर प्रति टन टिपिंग फीस देंगे और राज्य सरकार इन इकाइयों को बिजली और पानी की प्राथमिकता भी देगी।

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बायोगैस सिलेंडर स्टोरेज प्लांट्स को मिली मंजूरी

एजेंसी ■ नई दिल्ली

पश्चिम एशिया में जारी संघर्ष के बीच केंद्र सरकार ने बुधवार को बताया कि 41 बायोगैस सिलेंडर भरने और स्टोरेज प्लांट्स को मंजूरी दी गई है, जिनमें से 14 प्लांट्स को लाइसेंस भी जारी कर दिया गया है। एक आधिकारिक बयान में पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने बताया कि पेट्रोलियम और विस्फोटक सुरक्षा संगठन (पीईएसओ) को कंप्रेस्ड नेचुरल गैस (सीएनजी) और कंप्रेस्ड बायोगैस (सीबीजी) स्टेशन के लिए कुल 467 आवेदन मिले थे, जिन्हें 25 मार्च से 21 अप्रैल के बीच प्राथमिकता के आधार पर निपटाया गया।पेट्रोलियम मंत्रालय के अनुसार, इन 467 मामलों में से 157 को अंतिम लाइसेंस मिला, जबकि 38 मामलों में नए सीएनजी/सीबीजी स्टेशनों के निर्माण के लिए पूर्व मंजूरी दी गई।पेट्रोलियम और विस्फोटक सुरक्षा संगठन (पीईएसओ) ने मौजूदा संकट के दौरान ईंधन और गैस की उपलब्धता बनाए रखने के लिए कई सुरक्षा और सहायक कदम उठाए हैं।

सुपीरियर केरोसीन ऑयल (एसकेओ) के अस्थायी भंडारण में छूट दी गई है, जिससे 2,500 लीटर तक स्टोरेज की अनुमति मिली है और एक बार के लिए 5,000 लीटर तक की छूट दी गई है, ताकि पब्लिक डिस्ट्रीब्यूशन सिस्टम (पीडीएस) के तहत अंतिम उपभोक्ता तक आपूर्ति जारी रहे।मंत्रालय ने बताया कि घरेलू उपलब्धता सुनिश्चित करने के लिए 18 मार्च को अमोनियम नाइट्रेट के निर्यात पर पूरी तरह रोक लगा दी गई। साथ ही, एलएनजी को क्रायोजेनिक सिलेंडर में भरने की अनुमति देने के दिशा-निर्देश जारी किए गए, जिससे ईंधन आपूर्ति को और लचीला बनाया जा सके।

पीईएसओ ने 20 मार्च को निर्देश जारी किए कि सीएनजी स्टेशनों और डिकंप्रेशन यूनिट्स से जुड़े आवेदनों को 10 दिनों के भीतर निपटाया जाए, ताकि इंफ्रास्ट्रक्चर तेजी से विकसित हो सके।जल्द आपूर्ति की समस्या को दूर करने के लिए 14 मार्च को पोरबंदर जेट्टी पर एलपीजी उतारने की अनुमति भी दी गई।

पारदर्शिता बढ़ाने के लिए 1 अप्रैल 2026 को पीईएसओ की वेबसाइट पर पीडीएस केरोसीन और डीजल सप्लाई के लिए मंजूर कंटेनर निर्माताओं और उनकी क्षमता की सूची जारी की गई।

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अब तक करीब 5.10 लाख नए कनेक्शन चालू, छोटे सिलेंडरों की सप्लाई हुई दोगुनी: सरकार

वैभव न्यूज ▪ नई दिल्ली

पश्चिम एशिया में चल रहे तनाव के बीच केंद्र सरकार ने बुधवार को साफ किया है कि देश में पेट्रोल, डीजल और एलपीजी की सप्लाई को लेकर घबराने की जरूरत नहीं है। उद्योगों की गतिविधियां जारी रखने और सप्लाई चेन को स्थिर रखने के लिए केंद्र सरकार का उद्योग एवं आंतरिक व्यापार संवर्धन विभाग (डीपीआईआईटी) लगातार काम कर रहा है।

एक आधिकारिक बयान में पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने बताया कि एलपीजी और अन्य ईंधनों की सप्लाई बनाए रखने के लिए अस्थायी राहत भी दी गई है। केरोसिन स्टोरेज की सीमा बढ़ाई गई, एलपीजी अनलोडिंग को आसान बनाया गया और एलएनजी फिलिंग के लिए नई गाइडलाइंस जारी की गई हैं। सरकार ने यह भी बताया कि गैस सिलेंडर की डिलीवरी में 94 प्रतिशत तक डीएसी सिस्टम लागू हो चुका है, जिससे गड़बड़ी और कालाबाजारी पर रोक लगेगी। सरकार के मुताबिक, देश भर में घरेलू एलपीजी, पीएनजी और सीएनजी की 100 प्रतिशत सप्लाई सुनिश्चित की जा रही है। 23 मार्च 2026 से अब तक 20 लाख से ज्यादा 5 किलो वाले छोटे गैस सिलेंडर (एफटीएल) बेचे जा चुके हैं, जो खासकर प्रवासी मजदूरों के लिए राहत का काम कर रहे हैं। सरकार ने इन सिलेंडरों की सप्लाई भी दोगुनी कर दी है ताकि जरूरतमंदों तक आसानी से गैस पहुंच सके। पीएनजी (पाइप्ड नेचुरल गैस) के विस्तार पर भी तेजी से काम हो रहा है। मार्च 2026 से अब तक करीब 5.10 लाख नए कनेक्शन चालू किए जा चुके हैं और 2.56 लाख अतिरिक्त कनेक्शन के लिए इंफ्रास्ट्रक्चर तैयार हो चुका है। इसके अलावा, 5.77 लाख लोग नए कनेक्शन के लिए रजिस्ट्रेशन कर चुके हैं। सरकार कंपनियों के साथ मिलकर लोगों को पीएनजी अपनाने के लिए प्रोत्साहित कर रही है। कई कंपनियां नए कनेक्शन पर ऑफर भी दे रही हैं। साथ ही राज्यों को भी निर्देश दिए गए हैं कि वे गैस कनेक्शन देने की प्रक्रिया को तेज करें। सरकार ने लोगों से अपील की है कि वे पेट्रोल-डीजल या गैस की घबराहट में खरीदारी न करें और केवल आधिकारिक जानकारी पर ही भरोसा करें। साथ ही, वैकल्पिक ईंधनों जैसे पीएनजी और इलेक्ट्रिक कुकटॉप्स के इस्तेमाल को बढ़ावा देने पर जोर दिया जा रहा है। सरकार ने विदेशों में रह रहे भारतीयों की सुरक्षा और उन्हें वापस लाने के लिए भी बड़े स्तर पर तैयारी की है। विदेश मंत्रालय के अनुसार, 28 फरवरी से अब तक करीब 11.91 लाख यात्री इस क्षेत्र से भारत लौट चुके हैं।

सरकार ने विभिन्न देशों में हेल्पलाइन और कंट्रोल रूम बनाए हैं, जो 24 घंटे काम कर रहे हैं। भारतीय दूतावास लगातार वहां रह रहे लोगों से संपर्क में हैं और उन्हें हर संभव मदद दी जा रही है।

जरूरत पड़ने पर लोगों को अन्य रास्तों से सुरक्षित बाहर निकालने की व्यवस्था भी की जा रही है। समुद्री सुरक्षा को लेकर भी सरकार सतर्क है। भारतीय जहाजों और नाविकों की सुरक्षा सुनिश्चित की जा रही है। भारतीय झंडे वाला तेल टैंकर देश गरिमा सुरक्षित रूप से होर्मुज जलडमरूमध्य पार कर चुका है और आज मुंबई पहुंचने की उम्मीद है, जिसमें 31 भारतीय नाविक सवार हैं।

Hari Bhoomi, Delhi, 23/04/2026
Page No: 10, Size: 7.36cm × 16.01cm

पांच लाख से अधिक नए पीएनजी कनेक्शन शुरू

नई दिल्ली। पश्चिम एशिया संकट से एलपीजी की आपूर्ति पर बने दबाव के बीच मार्च से अब तक देश में पाइप वाली रसोई गैस (पीएनजी) के 5.01 लाख से अधिक नए कनेक्शनों में आपूर्ति शुरू हो चुकी है, जबकि 5.68 लाख से अधिक उपभोक्ताओं ने नए कनेक्शन के लिए पंजीकरण कराया है।

Hindustan Live, Noida, 23/04/2026

Page No: 2, Size: 31.25cm × 14.18cm

तैयारी | गीले कूड़े के निस्तारण के लिए 300 टन क्षमता का संयंत्र लगेगा, प्राधिकरण और आईजीएल में करार हुआ, दो साल में निर्माण होगा

अस्तौली में संयंत्र से रोजाना दस टन बायो गैस बनेगा

नोएडा, प्रमुख संवाददाता । ग्रेनो के अस्तौली में गीले कूड़े के निस्तारण के लिए 300 टन क्षमता का संयंत्र लगेगा। यह अगले दो साल के भीतर बनकर तैयार होगा। संयंत्र में रोजाना करीब दस टन बायो गैस बनाया जाएगा। इसे लेकर बुधवार को प्राधिकरण और आईजीएल के बीच करार हुआ। संयंत्र लगाने का काम तीन महीने में शुरू होगा।

शहर से रोजाना करीब 600 टन गीला कूड़ा निकलता है। अभी गीले कूड़े का निस्तारण शहर में कुछ स्थानों पर छोटे स्तर पर होता है। बाकी का प्रयोग नहीं हो पा रहा। कुछ समय पहले आईजीएल ने गीले कूड़े के निस्तारण के लिए प्राधिकरण को प्रस्ताव दिया। प्राधिकरण ने इसे मंजूरी देते हुए बुधवार को कंपनी के साथ करार कर लिया। प्राधिकरण के ओएसडी इंदु प्रकाश ने बताया कि यह संयंत्र अस्तौली में लगाया जाएगा।

संयंत्र से करीब आठ किलोमीटर दूरी तक पाइपलाइन डालकर गैस को आईजीएल अपने पंप तक ले जाएगी। इसके बाद उसका वितरण होगा। उन्होंने बताया कि संयंत्र में गीले कूड़े के निस्तारण से रोजाना करीब 10 टन गैस तैयार होगी। इसका प्रयोग सीएनजी और पीएनजी दोनों में हो सकेगा। संयंत्र लगाने में करीब 100 करोड़ रुपये का खर्च आएगा, जो आईजीएल वहन करेगा।

सूखे कूड़े के लिए भी संयंत्र लगेगा

प्राधिकरण ने सूखे कूड़े के लिए निस्तारण के लिए भी संयंत्र लगाने के लिए जगह चिन्हित कर ली है। इसके लिए 600-700 टन क्षमता का संयंत्र लगाया जाएगा। यह संयंत्र सेक्टर-145 से दूर न होकर काफी शहर के आंतरिक हिस्से में आबादी से दूर होगा। अभी सेक्टर-145 में पूरे शहर का कूड़ा भिजवाया जा रहा है। यहां करीब सात लाख टन कूड़ा पड़ा हुआ है। इसके निस्तारण के लिए चिन्हित की गई कंपनी ने हाल ही में निस्तारण शुरू किया है।

परिवहन शुल्क का भार पड़ रहा

शहर में कूड़ा निस्तारण प्राधिकरण के लिए बड़ी समस्या बनता जा रहा है। अभी कूड़े को सेक्टर-145 तक पहुंचाने में प्राधिकरण के हर महीने करीब पांच करोड़ रुपये परिवहन शुल्क के रूप में खर्च हो रहे हैं। प्राधिकरण गाड़ियों के जरिए सेक्टर-145 तक कूड़े को भिजवाता है। सेक्टर-54 में भी प्लांट लगाने को लेकर लोगों का विरोध सामने आया था।

Amar Ujala, Delhi, 23/04/2026
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पेट्रोल, एलपीजी व डीजल आपूर्ति सामान्य कोड आधारित वितरण में 94% की वृद्धि

वाणिज्यिक एलपीजी का आवंटन 70% तक हुआ, 1,17,000 तक पहुंचे 5 किलो के सिलिंडर

अमर उजाला ब्यूरो

नई दिल्ली। देश में पेट्रोल, एलपीजी, सीएनजी व डीजल का पर्याप्त भंडार है और इसकी अब आपूर्ति सामान्य हो रही है। ऑनलाइन एलपीजी सिलिंडर बुकिंग बढ़कर 98 प्रतिशत हो गई है। डिलीवरी प्रमाणीकरण कोड आधारित वितरण में लगभग 94 प्रतिशत की वृद्धि हुई है। मंगलवार को देश भर में 51 लाख से अधिक घरेलू एलपीजी सिलिंडर वितरित किए गए।

पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने बुधवार को अंतर मंत्रालयी ब्रीफिंग में यह जानकारी दी। उन्होंने कहा कि कुल वाणिज्यिक एलपीजी आवंटन संकट-पूर्व स्तरों के लगभग 70 प्रतिशत तक बढ़ा दिया गया है, जिसमें 10 प्रतिशत सुधार-संबंधी आवंटन शामिल है। 3 अप्रैल से वितरण कंपनियों ने 5 किलोग्राम के सिलिंडरों के लिए 7,800 से अधिक जागरूकता शिविर लगाए। इनमें 1,17,000 से अधिक 5 किलो के सिलिंडर बिके हैं। उत्तराखंड में चार धाम यात्रा के दौरान छोटे छोटे दुकानदारों को गैस सिलिंडर की कमी के बाबत सवाल पर उन्होंने कहा कि राज्य सरकार के साथ हम संपर्क में हैं और जरूरी कदम उठाए जा रहे हैं।

अब तक 41 बायोगैस संयंत्रों को मंजूरी: इस बीच उद्योग और आंतरिक व्यापार संवर्धन विभाग में संयुक्त सचिव निधि केसरवानी ने पेट्रोलियम और विस्फोटक सुरक्षा संगठन यानी पीईएसओ की ओर से लिए गए निर्णयों की जानकारी दी। उन्होंने बताया कि सीएनजी और कम्प्रेस्ड बायोगैस (सीबीजी) वितरण स्टेशनों के लिए कुल 467 आवेदन प्राप्त हुए और अब तक इन सभी का प्राथमिकता के आधार पर निपटारा किया गया। 467 मामलों में से 157 मामलों में अंतिम लाइसेंस जारी किए गए और 38 मामलों में नए सीएनजी व सीबीजी वितरण स्टेशनों के निर्माण के लिए पूर्व स्वीकृति प्रदान की गई। मार्च 2026 से अब तक 41 बायोगैस सिलेंडर भरने और भंडारण संयंत्रों को मंजूरी दी जा चुकी है और इसके परिणामस्वरूप 14 संयंत्रों को लाइसेंस जारी किए गए हैं।

इंडक्शन के लिए क्यूसीओ का समय बढ़ा...निर्माताओं की ओर से पूर्व की समयसीमाओं को पूरा करने में आ रही कठिनाई को देखते हुए, इंडक्शन कुकटॉप के लिए अनिवार्य ऊर्जा दक्षता और गुणवत्ता नियंत्रण आदेश (क्यूसीओ) की समयसीमा बढ़ा दी गई है। टायर उद्योग में महत्वपूर्ण रसायनों की कमी को दूर करने के लिए, पॉलीब्यूटाडीन, स्टाइरीन ब्यूटाडीन रबर और रेजिन जैसे रसायनों और सॉल्वेंट्स पर मूल सीमा शुल्क को घटाकर शून्य कर दिया गया।

97,422 मीट्रिक टन कच्चा तेल लेकर भारतीय जहाज देश गरिमा मुंबई पहुंचा

नई दिल्ली। भारतीय ध्वज वाला जहाज देश गरिमा 97,422 मीट्रिक टन कच्चे तेल लेकर बुधवार को मुंबई पहुंच गया। इसमें सवार 31 भारतीय नाविक भी सुरक्षित पहुंच गए। जहाज ने 18 अप्रैल को होर्मुल जलमार्ग को पार किया था। इसी दिन ईरानी नौसेना की गोलाबारी में दो जहाज फंस गए और उन्हें वापस लौटना पड़ा था। इसी खतरे के बीच देश गरिमा होर्मुल जलमार्ग को सुरक्षित रूप से पार करने में सफल रहा। भारतीय नौसेना की निगरानी में यह जहाज सुरक्षित पहुंच गया है। ब्यूरो

होर्मुज पार करने के लिए ईरान को कोई भुगतान नहीं : भारत

नई दिल्ली। भारत ने इस बात से इन्कार किया है कि उसने होर्मुज जलडमरूमध्य से अपने जहाजों को सुरक्षित निकालने के लिए ईरान को नकद या क्रिप्टोकरेंसी के रूप में किसी भी प्रकार का भुगतान किया है। यह स्पष्टीकरण 18 अप्रैल को दो भारतीय जहाजों के होर्मुज जलडमरूमध्य से वापस लौटने के बाद आया, जब ईरानी सेना ने उन पर गोलीबारी की थी। मीडिया रिपोर्ट में कहा गया है कि इनमें से एक जहाज सनमार हेराल्ड के कप्तान ने ईरानी नौसेना के प्रतिनिधि होने का दवा करने वालों को भुगतान किया। बंदरगाह, जहाजरानी और जलमार्ग मंत्रालय के अतिरिक्त सचिव मुकेश मंगल ने बुधवार को प्रेस वार्ता में कहा कि सनमार हेराल्ड के सुरक्षित मार्ग के लिए किसी भी भुगतान की खबर को फर्जी खबर बताया। उन्होंने कहा कि हमने जहाज के मालिक से बात की और उन्होंने पुष्टि की कि यह फर्जी खबर है और ऐसी कोई घटना नहीं हुई है। उन्होंने कहा कि उनका मंत्रालय, विदेश मंत्रालय के समन्वय से, ईरान युद्ध की शुरुआत से फारस की खाड़ी में फंसे भारतीय जहाजों को होर्मुज जलडमरूमध्य पार करने के लिए कहने से पहले स्थिति का आकलन करता है। ब्यूरो