Mint, Delhi, 24/03/2026

Page No: 1, Size: 44.85cm × 45.67cm

mint primer

Why India stares at an LNG squeeze, and what it can do

BY RITURAJ BARUAH

India imports 50% of its liquefied natural gas needs from West Asia, mostly from Qatar. With the blockade of the Strait of Hormuz and attacks on Ras Laffan industrial city, much of India's imports are halted. *Mint* takes a look at the impact on the country's gas supplies.

AFP

1 How has the war hit global LNG supplies?

About 20% of global LNG supplies come via the Strait of Hormuz, which has almost halted since the war started on 28 February. The attacks on the Ras Laffan industrial city and LNG project of QatarEnergy has hurt the firm's production and capacity. CEO QatarEnergy Saad Sherida Al-Kaabi said that attacks on its Ras Laffan plant cut Qatar's LNG export capacity by 17% and led to an estimated loss of $20 billion in annual revenue. The damage to its production facilities will take up to five years to repair and compelled the firm to declare *force majeure*, he said, which would impact several Qatari gas buyers.

2 What's been the price trend in natural gas?

Since the start of the war in West Asia on 28 February, natural gas prices have witnessed significant volatility. The US natural gas futures rose approximately 13% to $3.23 per metric million British thermal unit (MMBtu) since the start of the war. At the time of writing the article, it was at $3.01 per MMBtu. Natural gas prices have surged further in Asia. Spot prices in Asia, referenced by the Japan/Korea Marker, JKM, have surged to three-year highs to $22 per MMBtu, more than doubling from around $10 on 27 February. Europe has been majorly hit as prices there have surged over 50% since the start of the war.

BLOOMBERG

3 How dependent is India on imports for LNG supplies?

India imported about 27 million tonnes LNG in FY2025 worth $14.9 billion. Of India's total LNG imports, 40-45% comes from Qatar and other suppliers in West Asia. India produces half of its natural gas needs, but most of it is used for city gas distribution leaving other downstream consuming sectors like fertilizers, steel and power dependant on imports.

4 What is the impact of the supply crunch?

India and other energy-importing nations have been impacted by the supply squeeze due to the West Asian war. After QatarEnergy's force majeure announcement, Petronet announced force majeure for consumers in India. The government already cut supplies to industries and fertilizer plants to prioritize availability for domestic consumers. The fertilizer sector has been allocated 70% of its average natural gas consumption, and other industrial consumers like tea would get 80% of their pre-war average supplies.

5 How can the war's impact be mitigated?

Apart from reprioritizing the natural gas supplies for cooking and mobility, the government is making efforts to diversify the country's LNG imports. India is looking to increase LNG supplies from Australia, US, and Algeria, as well as from global portfolios of LNG trading and production firms. The nation is looking to increase domestic LNG output, along with crude oil. India has 1.3 trillion cubic metres of natural gas reserves and oil reserves of 4.5 billion barrels, a Parliament panel's report said.

PM: Iran war a concern for India's energy needs

Prime Minister Narendra Modi speaking in the Lok Sabha during the second part of the Budget session of Parliament in New Delhi PTI

PIONEER NEWS SERVICE
New Delhi

Prime Minister Narendra Modi, on Monday, said in the Lok Sabha that the war in Iran presents a "concerning situation" given India imports significant quantities of crude oil and gas from Gulf nations. Expressing serious concern, the PM called upon the nation to remain prepared and united, just as it had stood together during the COVID-19 pandemic.

A day after reviewing the West Asia situation in the Cabinet Committee on Security (CCS), Modi informed the nation through Parliament that the difficult global conditions caused by the West Asia conflict are likely to persist for a long time.

In a statement in the lower house, Modi addressed concerns related to the impact on fuel, fertilisers, national security and other areas in India as well on its nationals residing in the West Asia region, detailing steps taken by the government to ensure that "ordinary families face as little trouble as possible", and said a unanimous voice should go out to the world from India's Parliament on this crisis.

Reaffirming India's unwavering commitment to humanity and peace, Modi said the dialogue and diplomacy remain the only path to resolution.

Informing the House that he has engaged with all relevant West Asian leaders and urged them to reduce tensions, Modi emphasised that attacks on commercial ships and obstruction of international waterways like the Strait of Hormuz are "wholly unacceptable".

CONTINUED ON >> P4

PM: Iran war a concern for India's energy needs

He said endangering any life in this war runs counter to the interests of humanity and "India's effort is to encourage all parties to arrive at a peaceful resolution as soon as possible".

On India's diplomatic response to the West Asia conflict, the Prime Minister said India's stand has been clear from the very beginning, when the US and Israel attacked Iran and the latter retaliated by targeting its Gulf neighbours and Israel, "one of expressing deep concern, advocating de-escalation, and opposing attacks on civilians and on energy and transport infrastructure". "India, through diplomacy, is making continuous efforts for the safe passage of Indian ships even amidst the war environment. Due to such efforts, several of our ships that were stuck in the Strait of Hormuz have also arrived in India in recent days," he said.

The prime minister also drew the attention of the House to the internal security dimension of the crisis, warning that certain elements attempt to exploit such situations. He said all security agencies have been placed on alert and that security across all domains, coastal, border, cyber, and strategic installations, is being further strengthened. "Whether it is coastal security, border security, cyber security, or strategic installations, the security of all is being reinforced," he said.

Urging patience, restraint, and vigilance, and cautioning against those who may seek to exploit the situation by spreading falsehoods, engaging in black-marketing, or hoarding, Modi appealed to all state governments to ensure strict monitoring and swift action against such elements. Expressing his abiding faith in the collective resolve of the nation, the Prime Minister said that when every government and every citizen of this country walk together, "we can challenge every challenge, this is our identity, and this is our strength". The prime minister said the crisis has been going on now for more than three weeks, and it is having a very adverse impact on the global economy and on people's lives. The entire world is urging all parties for the earliest resolution of this crisis, he said. This region is important to India for yet another reason, as nearly one crore Indians live and work in the Gulf countries and among the commercial ships that sail in these seas, the number of Indian crew members is also very high, he said. "India's concerns are naturally greater, and therefore it is essential that a united and unanimous voice goes out to the world from India's Parliament on this crisis," he said. Modi underscored how the energy diversification strategy pursued over the past decade has proven its worth in the current crisis. He informed the House that India has expanded its energy import sources from 27 countries to 41 countries over the past 11 years, thereby reducing dependence on any single region.

Modi said India has more than 5.3 million metric tonnes of strategic petroleum reserves, and the country is also working on arrangements for more than 6.5 million metric tonnes of storage. Apart from this, he said, there are reserves held by the domestic oil companies.

"In the last 11 years, our refining capacity has increased significantly, and the government is in constant touch with suppliers from different countries. The effort is to ensure that oil and gas supplies continue from wherever possible," he said. Highlighting the scale of the evacuation effort, the Prime Minister said more than 3,75,000 Indians have safely returned to India since the war began, including approximately 1,000 Indians from Iran alone, of whom over 700 are young medical students. He said the government is working with a comprehensive short-term, medium-term, and long-term strategy, supported by strong economic fundamentals, sector specific stakeholder consultations, and a dedicated Inter-Ministerial Group that meets daily to assess and resolve every difficulty in India's import-export chain.

He said another question is the impact of the war on agriculture, but the good part is that the country's farmers have filled the food grain reserves, so India is well prepared in terms of food security. "We are also making efforts to ensure that the kharif sowing takes place properly. For this, the government has made adequate arrangements for fertilisers to deal with any emergency. In the past as well, our government did not let any global crisis impact our farmers," he said. Modi assured that as the summer season has begun in India, electricity demand has increased, but all power plants in the country have adequate coal stock available.

Mint, Delhi, 24/03/2026
Page No: 2, Size: 37.60cm × 36.20cm

Centre mulls rules to make oil firms fortify LPG buffer

The present practice of stocking LPG for 2-3 days has left India short of supply due to the war

Rituraj Baruah
rituraj.baruah@livemint.com
NEW DELHI

India is considering making it mandatory for oil marketing companies (OMCs) to hold minimum kitchen gas reserves to double the buffer, as the world's second-largest importer of the fuel faces a supply crunch amid the ongoing West Asia war, according to two people aware of the development.

"Companies may have to look at having an inventory for longer reserves for themselves than the usual two-three days. There is so far no such mandate. Given the scenario, the government may consider coming up with a mandate for minimum LPG (liquefied petroleum gas) storage for a certain period for the OMCs," said one of the two people mentioned above, speaking on the condition of anonymity.

"Any such move would require an order from the petroleum ministry. However, the decision would be taken after factoring in several aspects, including the cost factor as setting up additional storage capacity would involve a higher inventory cost for these companies," the person added.

The present practice of stocking LPG for two to three days has left India short of supply after the US and Israel's war on Iran, and subsequent retaliation from Tehran blocked the Strait of Hormuz. The country imports up to 65% of its annual LPG requirement of around 33 million tonnes, with 90% of it sourced from West Asia.

65%
The share of annual LPG requirement imported by India

Panic booking and long queues were seen outside retail LPG distribution centres after the war in West Asia broke. AFP

"It is of utmost importance to develop more reserves for LPG, whether strategic or commercial. Currently, India may have about 18.6 days of LPG reserves, which are spread across pipelines, depots and the commercial reserves. It's quite small given the country's requirement," said D.K. Sarraf, former chairman of the Petroleum and Natural Gas Regulatory Board (PNGRB) and former chairman of Oil and Natural Gas Corp. "Given that about 90% of the country's LPG consumption goes towards domestic cooking, the government cannot afford any discontinuity in LPG supplies."

LPG is used for cooking by nearly 340 million households. Panic booking and long queues were seen outside retail LPG distribution centres after the war in West Asia broke. The government has prioritized domestic supplies over commercial and industrial sales and has directed oil companies to maximize production. It also restricted households in rural areas to one LPG refill 45 days after the previous booking, and in urban areas to 25 days. It also asked households and commercial consumers to move towards piped natural gas (PNG), which is supplied through natural gas supplies, and has also eased the norms for using fuels like kerosene and coal.

90%
Share of yearly LPG need imported from West Asia

Mandates to ensure minimum reserves are in place across several member countries of the International Energy Agency (IEA), but India has so far imposed such mandates on the OMCs, which are commercial entities, said the second person cited, who also did not want to be identified.

Apart from storage by OMCs at depots or other storage tanks, the government is also working on a roadmap to increase the cavern-based underground commercial LPG reserves. Currently, the country has two commercial reserves with a cumulative capacity of 140,000 tonnes, owned and operated by state-run Hindustan Petroleum Corp. Ltd (HPCL) and TotalEnergies.

"Both caverns are operational, and drawdowns have also taken place from the caverns as a regular business operation. More such reserves will be developed. Consultations have already started. The plan right now is to enhance reserves of LPG in the country," said the second person.

Queries emailed to the spokespersons of Union ministry of petroleum and natural gas remained unanswered until press time.

For an extended version of the story, visit livemint.com

Business Line, Delhi, 24/03/2026
Page No: 2, Size: 31.91cm × 21.27cm

OMCs to push for more LPG storage

WEST ASIA FALLOUT. Oil marketing firms mulling more caverns for storing gas on the lines of existing ones

Rishi Ranjan Kala
New Delhi

As the West Asia conflict intensifies fuelling uncertainty about de-escalation, oil marketing companies (OMCs) are now aggressively pursuing plans to set up storage sites for liquefied petroleum gas (LPG), the most impacted commodity by the conflict.

Sources said that OMCs have been contemplating establishing more caverns for storing LPG, on the lines of the two caverns India has that can store a cumulative quantity of around 1.40 lakh tonnes.

"OMCs have been working for some time on plans for having more caverns or sites to store LPG. The war has severely impacted India's imports. Consequently, they are now moving aggressively on this as a medium-to-long-term strategy...," said one of the sources.

This has also been discussed in the Prime Minister's Office (PMO). Storage for crude oil and LPG are now a priority, the source added.

India already has two caverns to store the critical commodity, which is the main cooking medium for more than 33 crore consumers. State-run Hindustan Petroleum Corporation (HPCL) has an 80,000-tonne underground LPG rock cavern in Mangaluru. South Asia LPG — a JV of HPCL and TotalEnergies Marketing Holdings India — has a 60,000-tonne cavern in Visakhapatnam.

CRYOGENIC UNITS

Globally, there are more than 80 LPG storage caverns. Underground caverns are among the safest options to store the commodity. As a pressurised propane-butane mix, LPG requires costly high-pressure or cryogenic facilities.

A senior official said the push to have more storage is getting priority now due to the "current crisis".

"The government's objective now, more than ever, is to establish storages. The present hostilities have made it quite clear that large consuming nations today have to have storages. This is pertinent not just from the perspective of energy security, but also for strategic autonomy to some extent to deal with frequent weaponisation of such resources," the official explained.

The government keeps replenishing stocks in the LPG caverns. For instance, it said on March 16 that the very large gas carrier (VLGC), Shivalik which crossed the Strait of Hormuz (SoH) and reached India with 46,000 tonnes of LPG, will unload 26,000 tonnes at HPCL's cavern in Mangaluru.

The country imports 60 per cent of its demand for the key cooking fuel. India consumed more than 33 million tonnes (mt) of LPG in FY25, of which roughly 20.67 mt was imported. Around 90 per cent of this was imported from West Asia transiting the SoH.

LIFE LINE. The critical commodity is the main cooking medium for more than 33 crore consumers ALLEN EGENUSE J

CRUDE OIL

Sources said the government is also pushing for more cavern storage for crude oil. It is now fast-tracking the setting up of strategic petroleum reserves (SPR) at Odisha and Karnataka. Besides, the assessment of new sites for establishing additional crude oil reserves is ongoing. In July 2021, the Oil Ministry approved the establishment of two additional commercial-cum-strategic petroleum reserve facilities with total storage capacity of 6.5 mt in Odisha and Karnataka, on a public-private partnership mode at a total project cost of ₹14,527 crore.

This is being overseen by the special purpose vehicle (SPV), Indian Strategic Petroleum Reserve (ISPRL), which has already established SPR facilities of 5.33 mt crude oil at three locations in Andhra Pradesh and Karnataka.

Asian Age, Delhi, 24/03/2026
Page No: 1, Size: 14.13cm × 12.54cm

Oil reserves are sufficient; no need to panic, says PM

Modi briefs Lok Sabha 1st time on West Asia war

VINEETA PANDEY
NEW DELHI, MARCH 23

Prime Minister Narendra Modi on Monday acknowledged that the war in West Asia has created unprecedented economic, national security, and humanitarian pressures on India, but urged people not to panic as the country has sufficient oil reserves.

Addressing the Lok Sabha on the ongoing conflict in West Asia and the wide-ranging challenges it has posed for India, Mr Modi said the country has a strategic petroleum reserve of more than 53 lakh metric tonnes in addition to the separate reserves held by oil companies and work is underway to build reserves exceeding 65 lakh metric tonnes.

Narendra Modi

Speaking for the first time on the impact of the West Asia crisis on India, he informed the House that the government is working with a comprehensive short, medium, and long-term strategy, supported by strong economic fundamentals, sector-specific stakeholder consultations. He added that a dedicated inter-ministerial group meets daily to assess and resolve every difficulty in India's import-export chain.

He remarked that the difficult global conditions caused by this war are likely to persist for a long time and called upon the nation to remain prepared and united, just as it had stood together during the Covid-19 pandemic. Urging patience, restraint and vigilance, he cautioned against

Turn to Page 4

Asian Age, Delhi, 24/03/2026
Page No: 1, Size: 17.70cm × 18.73cm

Oil reserves sufficient; don't panic: PM

■ Continued from Page 1

those who may seek to exploit the situation by spreading falsehoods, engaging in black-marketing or hoarding, Mr Modi appealed through the House to all state governments to ensure strict monitoring and swift action against such elements.

He stressed that the government's focus has been on protecting ordinary families from hardship, and added measures such as prioritizing domestic use of LPG and boosting its domestic production.

"Continuous work has been done to ensure that the supply of petrol and diesel continues smoothly across the entire country," Mr Modi remarked. He mentioned that India has prioritized the stockpiling of crude oil for precisely such times of crisis.

The PM acknowledged that since large quantities of crude oil, gas, fertilisers and other essentials reach India through the Strait of Hormuz, shipping through the strait has become highly challenging since the war. He shared details of the government's engagement with global suppliers and its vigilant monitoring of Gulf shipping routes to ensure the safe passage of ships carrying oil, gas, fertilisers and other essential goods to India. Noting the continuous dialogue with all global partners to keep maritime corridors secure, Mr Modi remarked: "Due to such efforts, several of our ships that were stuck in the Strait of Hormuz have also arrived in India in recent days."

Mr Modi also underscored how the energy diversification strategy pursued over the past decade has proven its worth in the current crisis and informed the House that India has expanded its energy import sources from 27 countries to 41 countries over the past 11 years, thereby reducing dependence on any single region.

Noting that the crisis has now persisted for over three weeks, with deeply adverse consequences for the global economy and human lives, the PM underscored the urgency of a resolution.

Drawing attention to the nearly one crore Indians who live and work in the Gulf countries, as well as the significant number of Indian crew members aboard commercial ships in those waters, the Prime Minister asserted: "India's concerns are naturally greater, and, therefore, it is essential that a united and unanimous voice goes out to the world from India's Parliament on this crisis."

He talked about the government's response to safeguard Indian nationals since the war broke out, stating that he has personally spoken, in two rounds, with the heads of state of most of the West Asian countries, all of whom have given full assurances on the safety of Indians. He informed the House that more than 3,75,000 Indians have safely returned to India since the war began, including approximately 1,000 Indians from Iran alone, of whom over 700 are young medical students.

He highlighted that ethanol blending electrification of the railways, expansion of the metro network and electric buses have helped in cutting down dependency on petroleum products. To handle the rising summer electricity demand amid the ongoing war, the PM informed the House that adequate coal stocks are available at all power plants across the country. He highlighted that all systems from power generation to power supply are being continuously monitored.

The PM reassured the House that India's farmers have ensured adequate foodgrain stocks and that the government is working to facilitate proper kharif sowing and has built robust emergency food arrangements in recent years.

On India's diplomatic response to the West Asia conflict, the Prime Minister stated that India's stand has been clear from the very beginning, one of expressing deep concern, advocating de-escalation, and opposing attacks on civilians and on energy and transport infrastructure. He informed the House that he has engaged with all relevant West Asian leaders and urged them to reduce tensions and end the conflict, while emphasising that attacks on commercial ships and obstruction of international waterways like the Strait of Hormuz are wholly unacceptable.

He informed the House that all law-and-order agencies have been placed on alert and that security across all domains, coastal, border, cyber, and strategic installations, is being further strengthened. The PM cautioned: "Whether it is coastal security, border security, cyber security, or strategic installations, the security of all is being reinforced."

Mint, Delhi, 24/03/2026

Page No: 14, Size: 27.91cm × 58.98cm

LPG scarcity: We need a full-spectrum response

With second-order impacts of an LPG shortage in evidence, India must employ additional ways to plug supply gaps and double down on fostering a mass transition to electric cooking

Liquefied petroleum gas (LPG) is one of the products facing a global supply crunch today, thanks to the Iran war. The result is more than a cooking gas shortage in India. In order to prioritize the availability of cooking gas for homes, the government reduced supplies to commercial establishments. Although strictures were eased a little, scarcity-hit eateries have shut down in several towns and cities. Other impacts have been in evidence too. A large proportion of the urban poor who live in slums and informal rental housing fail to qualify for LPG supply from oil marketing companies, leave alone subsidized connections under the Centre's Ujjwala Scheme; they mostly buy their LPG in 5kg cylinders filled with gas meant for commercial use and have been the worst affected by the current shortfall. Migrant workers employed by eateries starved of LPG have found themselves out of work. Like other migrant workers, many have struggled to keep kitchen stoves running. Faced with livelihood losses and unaffordable means of cooking food, many are headed back home from their cities of employment. The LPG dislocation has been so sharp, it could take weeks to recover from it even after supplies normalize—for which the war must end and the Gulf's hydrocarbon facilities repaired. India is staring at an LPG scarcity that could stretch from the short to medium term.

One way out is for LPG production at domestic refineries to rise. This can be achieved through tweaks of the usual refining process and the use of catalysts. Of course, refiners would have to forgo some of their high-value petrol output in favour of LPG. There are limits to how far a refinery's output mix can be altered, but the use of lighter crude can also help increase its LPG yield. Yet, such a step-up can make up for only a fraction of our lost imports from the Gulf. India must shop around for LPG from other major producers such as the US, Canada and Russia, even if it means paying a higher price. The higher cost must be passed on to consumers for them to modify their consumption either by reducing gas use or making it more efficient; the poor, of course, would need help. Thankfully, with minor tweaks, LPG stoves can be adapted for piped natural gas (PNG). So, homes in areas where piped gas is available should be shifted to PNG. Urban gas suppliers have reportedly been pushed into action. But this is a stopgap solution, since we also face a shortage of natural gas; the war has clamped most of our imports, which fulfil about half the country's consumption. Over the medium term, thus, India must shift to cooking with electricity derived from domestic coal and renewable energy, as *Mint* has argued earlier.

This switch could start with homes that have reliable electricity and can afford the extra cost of induction stoves and the special utensils that are magnetized by such stoves to generate an electric current in their walls, resistance to which creates heat. To foster electric cooking on a mass scale, we must strengthen grids at the national, state, zonal, divisional, sub-divisional and feeder levels to bear the higher load that induction stoves would call for. Many buildings would need to be rewired, too. Building codes should be amended to require circuitry that can sustain electric cooking. This is the direction in which policy needs to turn. Stopgap measures are needed, but we must not labour under the illusion that our hydrocarbon supply chain will snap back to a sustainable normal.

Business Line, Delhi, 24/03/2026
Page No: 3, Size: 25.43cm × 18.63cm

Domestic LPG production ramped up to 50-60% of demand; two carriers to deliver 92,613 tonnes

Rishi Ranjan Kala
New Delhi

As the conflict in West Asia rages on completely skewing India's liquefied petroleum gas (LPG) imports, the government's emergency measures seem to be bearing fruit, as domestic production of the critical cooking fuel is now around 50-60 per cent of demand, compared to roughly 40 per cent before February 28, 2026 — the day when the latest US-Israel offensive on Iran started.

Parallelly, two very large gas carriers (VLGCs) with roughly 92,613 tonnes of LPG transited the Strait of Hormuz (SoH) on Monday evening towards India. By March-end, India is likely to have received a total of around 2.5-2.75 lakh tonnes of LPG. Besides, seven VLGCs with an expected 3.22 lakh tonnes are idling in the Persian Gulf awaiting transit via the strait.

Ministry of Petroleum and Natural Gas Joint Secretary Sujata Sharma, during the briefing on West Asia on Monday, said that LPG supply continues to be monitored in view of the prevailing geopolitical situation.

However, no dry-outs have been reported at distributorships and panic bookings have reduced significantly, and domestic LPG cylinder deliveries continue as normal, she added.

Asked about the progress in LPG production, Sharma noted, "I think right now, our domestic production is accounting for something between 50 and 60 per cent of our demand."

India consumed around 33 million tonnes (mt) LPG in FY25. A back of the envelope calculation shows that India's average daily production could be in the range of 45,200-54,200 tonnes.

MIGRATION TO PNG

Sharma informed that close to 1.9 lakh LPG consumers migrated to piped natural gas (PNG) in the last few days. Besides, more than 3.5 lakh domestic and commercial PNG connections have been activated since the latest offensive started.

Rakesh Kumar Sinha, Special Secretary at the Shipping Ministry, said that there has been no change in vessel deployment over the past 48 hours, with 22 Indian-flagged vessels and around 600 Indian seafarers currently in the western Persian Gulf region. Eleven seafarers have signed off and are being repatriated as per standard procedures.

The Ministry of Ports, Shipping and Waterways said that two Indian flag LPG carriers — *Jag Vasant* and *Pine Gas* — carrying 92,612.59 tonnes have transited through the SoH on Monday evening.

These vessels are destined for India and are likely to reach ports between March 26 and 28.

Twenty States and UTs have issued orders to allocate the non-domestic LPG in line with the guidelines issued by the government.

Mint, Delhi, 24/03/2026

Page No: 6, Size: 60.22cm × 23.57cm

India's LPG adoption success story is being choked dry

NARAYAN RAMACHANDRAN

is chairman, InKlude Labs. Read Narayan's Mint columns at www.livemint.com/avisiblehand

Growing up in Kerala, it was a weekly ritual to spark the firewood and get ready for an oil bath. The weather was warm enough during the week to use the plentiful water from a running tap or well. The firewood had to be kept dry and was allocated pride of place in the outhouse to be brought out in small batches for weekly baths or cooking. In an unexpected twist, many parts of India are having to return to this tradition of burning firewood.

Liquefied petroleum gas (LPG) is a fuel commonly used in Indian households and commercial establishments for cooking purposes. It is most often a combination of propane and butane. An almost-fully-burning clean fuel, it has replaced firewood and kerosene in most Indian kitchens. LPG is produced as a byproduct of natural gas liquids (NGL) extraction or as a distillate product from the oil refinery process. The cost of extraction as a byproduct is much lower than as a distillate, which explains to some degree why India still relies on LPG imports rather than on domestic oil distillation for its full annual requirement.

The global demand for LPG is over 340 million tonnes annually. India's consumption of LPG, almost entirely for cooking, is approximately one-tenth of the world's consumption at around 31.3 million tonnes. The household sector, utilizing 14.2kg cylinders, accounts for the overwhelming bulk, approximately 87% of total consumption. The commercial sector (restaurants mainly) uses 19kg, 47.5kg or 425kg cylinders and accounts for 13% of total usage.

For nearly 40 years after the late 60s, India saw a gradual uptake of LPG as a kitchen fuel. Most households continued to use a mix of coal, firewood, kerosene and LPG during that time. The 2011 census showed that 29% of Indian households were using LPG; it was 62% in 2016 and has reached 'near saturation' levels today. India has a little over 300 million households and now has 330 million gas connections, which implies full penetration. The government's scheme to convert the population to clean burning fuel has been a success. If you add the fact that its LPG subsidy has been specifically aimed at poor households using an Aadhaar-based direct benefit transfer (DBT) mechanism, it can be deemed a spectacular success. The online process for ordering refills and a transparent scorecard for LPG distributors that uses a star rating system has resulted in much greater empowerment of LPG consumers.

This grand success has an Achilles heel. Nearly 60% of India's LPG needs are imported and nearly 90% of that is sourced from the Gulf. Our biggest source countries are the UAE, Qatar, Saudi Arabia and Kuwait. Bringing these imports using ships called VLGCs (Very Large Gas Carriers) requires transit through the Strait of Hormuz. Each VLGC carries about 50,000 tonnes of LPG. India needs about 400 such ships a year, a little more than one a day, to fulfill its import demand expected to reach 20 million tonnes. The Strait of Hormuz, named for the Zoroastrian divinity Ahura Mazda, has become a major chokepoint in the ongoing war between the US and Iran.

The country's switch to clean cooking gas was impressive but it's now time for kitchens to go electric

The near-term strategy for Indian homes is to practise LPG conservation. Using pressure cookers and communal cooking can reduce cooking time substantially. Using electricity for peripheral cooking tasks like water boiling and making tea diversifies the use of energy. Cooking with induction stoves saves about 30% of the heat for the same cooking task. Only when direct heat is used for charring, like that used to make *rotis*, is gas a better alternative. Beyond measures at the household level, India must continue its diplomacy with Iran to get more ships through Hormuz. Every three ships that pass through the strait gives India two days of LPG supply. India should also increase purchases from Saudi Arabia, Russia and the US. Saudi Arabian LPG could be contracted through its Red Sea ports. Red Sea transit will require passage through the Bab el-Mandeb Strait. This strait is sandwiched between Yemen and Djibouti and could also be targeted if Houthis in Yemen join the fight, although Iran itself struck a Saudi hydrocarbon target on the Red Sea coast after its South Pars gas-field was hit.

Longer term, India must scale its domestic production and increase strategic storage of LPG. India's storage capacity is placed at about 150,000 tonnes, or two days of demand, and it should expand to at least 30 days of demand. As India proceeds towards its net-zero emissions target set for 2070, it is important to promote electricity-based alternatives. This can and should be achieved concurrently with the grid being decarbonized.

I ran a scenario analysis through Claude with the following assumption: blended adoption between rural and urban households rises from 8% today to 25% in 2030 to 45% in 2035. The analysis projects LPG demand will drop to about 21 million tonnes by 2035, which can be met with increased domestic production and limited imports. The increase in power requirement due to this is about 100 terawatt hours per year or 4% extra, which is easily plannable. In the same way that India switched from earlier cooking fuels to LPG, it must begin an aggressive transition to electricity-based cooking. Ahura Mazda, the 'father of fire,' would approve.

P.S: "If it weren't for electricity, we would be watching television by candlelight," said Comedian George Gobel.

Business Line, Delhi, 24/03/2026

Page No: 5, Size: 34.63cm × 40.90cm

Petroyuan— a geopolitical signal

DOLLAR'S SWAY. Yuan is constrained by lack of capital account convertibility and PBOC control on exchange rate

RAM SINGH

Amid the Hormuz choke, Iran has signalled conditional openness to energy shipments by permitting oil cargo passage only if transactions are invoiced in Chinese-yuan (¥), a move widely seen as an attempt to challenge the long-standing dominance of the petrodollar system. This development has revived debate over whether the Petroyuan could emerge as an alternative currency for global energy trade.

However, replacing the dollar requires several structural attributes of an international currency, including deep and liquid financial markets, full capital convertibility, global investor trust, and reserve currency dominance, conditions that the renminbi still only partially meets. Therefore, decoding these structural constraints is essential to evaluate whether such shifts could realistically reshape global energy trade and what implications they may hold for India's energy security and financial stability.

PETROYUAN: THE CONSTRAINTS

Petroyuan is a signal, not a system, its growing use in energy trade reflects geopolitical intent to challenge dollar dominance, but structural constraints limit its emergence as a true global monetary alternative. First, from a monetary perspective, the ¥ remains only partially internationalised. According to the IMF, the Chinese-¥ accounts for 2-3 per cent of global foreign exchange reserves, compared with about 56 per cent held in US dollars (see table).

SWIFT data show that the ¥ accounts for 3-4 per cent of global payment transactions, even though China now invoices over 60 per cent of its trade in ¥, while the dollar still dominates with more than 40 per cent of global payments. A key constraint lies in China's continued reliance on capital controls.

Unlike the US dollar or euro, the ¥ is not fully convertible on the capital account, and its exchange rate remains managed by the PBOC. For energy exporters holding large trade surpluses, limited convertibility reduces the attractiveness of ¥ reserves. Moreover, wider ¥ use can constrain PBOC's monetary and liquidity management, particularly during inflationary cycles.

Petrodollar vs Petroyuan: Hype vs Reality

Dimension	Petrodollar (USD)	Petroyuan (RMB)
Monetary credibility & convertibility	Fully convertible currency; global reserve dominance (56% of global FX reserves). Independent central bank, Federal Reserve	Partially convertible currency with capital controls. RMB accounts for 2-3% of global reserves; exchange rate managed by PBOC
Financial market depth	Deep and liquid financial markets; US Treasury market >$26 trillion. Global investors can park oil revenues safely in dollar assets	Financial markets expanding but limited global participation; foreign holdings in Chinese bonds remain relatively low (<10%)
Forex & global payments role	USD dominates global payments (>40% via SWIFT) and >80% of global oil trade is dollar-denominated. India invoices over 85% trade in $	RMB accounts for 3-4% of global payments; limited use in global commodity pricing. Very limited use in India except in the case of some oil trade settlements with Russia
Institutional & regulatory framework	Strong rule of law, transparent financial regulations, investor protection, open capital markets	Regulatory opacity, strong state influence over banks and capital flows, limited investor protection perception
Energy trade & recycling mechanism	Oil exporters recycle petrodollars into US assets (Treasuries, equities, bonds). Large and liquid asset markets sustain system	Limited avenues to recycle large yuan surpluses globally; yuan-denominated oil futures exist but limited adoption
Geopolitical & strategic networks	Supported by US security alliances with Gulf oil producers and dominance of global financial infrastructure (SWIFT, dollar clearing)	China expanding influence via Belt and Road, currency swaps, and CIPS, but geopolitical trust and adoption remain limited

Source: Author's compilations based on IMF data inputs

Second, constraints within China's financial system limit the yuan's global role. Reserve currencies require deep and liquid markets capable of absorbing large international capital flows. The US Treasury market alone exceeds $26 trillion, offering a vast pool of safe assets for global investors and sovereign wealth funds.

Although China's government bond market is sizeable, around $20 trillion, foreign participation remains low, near 10 per cent of outstanding bonds. Capital controls, regulatory restrictions, and concerns over legal transparency discourage investors from holding large ¥-denominated assets. Moreover, China's financial system remains dominated by state-owned banks and policy-driven lending, weakening global confidence in market-based capital allocation.

Third, foreign-exchange recycling mechanisms for the ¥ remain limited. Under the petrodollar system, oil exporters particularly Gulf states, reinvest surplus revenues into US financial markets, especially US Treasuries and other dollar-denominated assets that provide liquidity, transparency, and legal certainty. China lacks a comparable ecosystem capable of absorbing large global energy surpluses. Although Shanghai hosts ¥-denominated oil futures, their trading volumes remain far smaller than benchmark Brent and WTI contracts.

> **India should strengthen the international role of the rupee through deeper** domestic financial markets, and bilateral currency-swap arrangements

Geopolitical and institutional factors further reinforce dollar dominance. The US financial system is supported by global infrastructure such as SWIFT messaging networks, dollar clearing systems, extensive banking linkages and 'rule-of-law' unlike China's 'rule-by-law'.

Moreover, many energy exporters maintain deep strategic and security ties with the US, encouraging continued dollar invoicing. Despite China's currency swaps and Belt and Road settlements, most global oil contracts remain dollar-priced.

WAY FORWARD

Even as a geopolitical signal, Petroyuan-based invoicing warrants a nuanced policy debate in India, given its implications for energy security, monetary stability, and strategic autonomy. Given the dollar's liquidity, transparent pricing, and stable recycling, India should largely remain within the dollar-based system, while allowing selective ¥ invoicing to manage transactional flexibility, sanctions exposure, and growing unpredictability in US policy. Further, given the ¥'s partial convertibility, capital controls, shallow financial integration and state-controlled policy initiatives, it should be treated as a tactical tool, not a systemic alternative, with vigilance against excessive dependence on China's state-controlled financial ecosystem.

Second, India must simultaneously strengthen its export capabilities. Without a resilient balance of payments supported by strong export growth, India's ambition of rupee internationalisation will remain largely aspirational and confined to sanction-driven corridors.

In this context, India may explore emerging digital settlement architectures such as the mBridge platform, enabling corridor-specific payment arrangements with trusted partners. It is paramount given that India's existing rupee-trade settlement is also subject to risks of sanctions (Russia, Iran).

Third, strengthening foreign-exchange resilience remains essential. Maintaining robust and diversified reserve holdings including gradual integration of yuan in India's currency reserve amid opening of Chinese investment can be considered as a hedge to manage volatility arising from geopolitical shocks, commodity price fluctuations, or currency realignments in global energy markets amid escalating transactional opacity.

Fourth, India must deepen energy diplomacy beyond 'supplier diversification' to 'supplier integration' involving them as stakeholders in expanding its strategic reserve infrastructure. As India scales geo-economically and geo-strategically, its rise will certainly be tested under strategic rivalry and deterrence and, correspondingly, it must gradually scale crude oil and gas reserves to initially 90 days to become a member of IEA and eventually to 120-150 days.

Finally, India should gradually strengthen the international role of the rupee through deeper domestic financial markets, expanded bilateral currency-swap arrangements, and more resilient cross-border payment infrastructure. Such a balanced strategy, preserving dollar stability while cautiously expanding currency flexibility, will best safeguard India's energy trade, financial stability, and long-term strategic autonomy.

The writer is Professor and Head, IIFT New Delhi. Views expressed are personal

Business Line, Delhi, 24/03/2026
Page No: 9, Size: 14.55cm × 19.84cm

IBA urges Delhi govt to blend 20% biogas in CNG

Press Trust of India
New Delhi

The Indian Biogas Association (IBA) has suggested to the Delhi government that it pursue up to 20 per cent blending of compressed biogas into compressed natural gas as it can bring gaseous (vehicular) mobility close to carbon neutrality.

In a statement, the IBA pointed out that although EV adoption is increasing, EV penetration in the overall vehicle fleet remains limited. Thus, it makes CNG the best choice as a clean fuel because of its negligible particulate emission and significantly lower levels of NOx compared to diesel, it added.

The IBA has submitted its recommendations on the Draft Delhi Electric Vehicle Policy to the government, urging policymakers to adopt an integrated clean mobility approach that combines electric vehicles, CNG and CBG to deliver immediate and scalable emissions reductions.

The IBA pointed out the existing infrastructure for the supply of CNG, including pipelines, dispensing stations and millions of vehicles that run on this fuel.

Pioneer, Delhi, 24/03/2026

Page No: 10, Size: 25.80cm × 27.44cm

OUR TAKE

Crude confusions confound crisis

Worst energy crisis since the 1970s looms ahead, says IEA

The current situation is "very severe," states the International Energy Agency (IEA). The scale of the shock, and the crisis may exceed the twin 'crude' shocks of the 1970s (1973 and 1979), and the rude one after the Russia-Ukraine war in 2022. "This crisis... is now two oil crises, and one gas (Russia) crisis put together," warned Fatih Birol, the head of the IEA. This is the gravest warning that has emanated from a global expert agency, whose understanding of the energy markets is immense. Yesterday, the Indian Sensex was down by more than 1,800 points, albeit a 100 points over the intra-day low.

Decisions by the world leaders, especially the Americans, hint at a similar analysis. In the past few days, the US allowed Russia to sell oil, and even urged Iran to sell its oil despite the western sanctions against both nations. The US president, Donald Trump, then gave a 48-hour ultimatum to Iran to open the Strait of Hormuz, or the US would "hit and obliterate" the latter's power plants. Just before the end of the ultimatum, Trump declared "peace through strength," and described it as being put "mildly." Iran responded with a similar paradox.

First, Teheran said that it would allow tankers to pass through the Strait, except for the enemy vessels that included the American ones. Later, after the 48-hour ultimatum, Teheran mocked Trump. "Hey, Trump, you are fired. You are familiar with this sentence. Thank you for your attention to this matter." The first line echoed the language the US president used when he hosted the show, The Apprentice. The last one is the typical Trump sign off in his social media posts. After the "hit" warning, Teheran stated that it would retaliate.

"If Iran's fuel and energy infrastructure is attacked by the enemy, all energy infrastructure, as well as information technology, and water desalination facilities, belonging to the US and the regime in the region will be targeted pursuant to previous warnings," screamed Teheran. This was days after Iran unleashed a long-distance missile to attack ships in the distant ocean, a move that stunned and shocked several military observers. Not many realised that it had this capability. Teheran's missiles seem to have a longer range than expected.

Of course, the IEA is concerned about the near-closure of the Strait of Hormuz, which is the oil lifeline, and main transport artery for global energy flows. It triggered the largest-ever supply shock, much larger than those of the 1970s, which disrupted economies. Hence, the flames in the Middle East can easily engulf and envelope the economies in Asia, Americas, Europe, and Africa. In fact, no nation is safe. As Birol said, it is no longer about oil and gas, as "some of the vital arteries of the global economy, their trade, is interrupted."

Social media is full of insights, pieces, articles, and blogs by experts and amateurs on how this crisis has expanded beyond crude. In fact, crude is an extremely 'crude' explanation of it. Now, there are talks about how fertiliser supplies will be derailed, how the lack of sulfur will affect mining in sensitive metals and minerals, and how the manufacturing related to artificial intelligence, smartphones, and tech gadgets will be hit. Lower refinery production of petrochemicals will impact the textile sectors, and manufacture of plastics. The list goes on.

The Pioneer SINCE 1865

Large consumers like India and China are scouring for new sources, any sources, to acquire crude oil, and other products like liquefied petroleum gas (LPG). This is despite the IEA stating that it will release 400 million barrels from the emergency strategic reserves. Iran apparently allowed two Indian ships carrying LPG. New Delhi plans to purchase double the quantity from Washington, which has pushed the former to buy energy from it for more than 12 months. China is relying on Russia, as is India, as also smuggled and legal oil supplies from Iran.

In media interviews, IEA's Birol explained that even if the war ends soon, the destruction in the Middle East will require months before the energy assets come back to normal operations and supplies. "It will take six months for some (sites) to be operational, others much longer," he said in one of the interviews. According to him, the world leaders and policy-makers were underestimating the scale of the disruptions, and nearly a fifth of the oil and gas supplies were stranded. The leaders possibly do not want to scare away their citizens, and potential voters, by airing extreme negative views. They wish to convey things are under control, even if they are not, and the keys are with the others.

Different consumer nations have reacted differently over the past three weeks. China has enhanced illegal sourcing from Russia and Iran, apart from paying huge premiums to divert oil and gas. India did the same, and a ship bound for China took a U-Turn mid-ocean, and sailed to India. Prices of some of the products, including LPG, have gone up, either marginally or steeply. India has asked refiners to hike LPG production, and curtail others. Bangladesh and Thailand have begun to ration fuel, and draw on internal emergency reserves.

For a country like India, there was a lucky respite, as temperatures came down dramatically and suddenly in North India over the past several days. This reduced the demand for power, as before the cold wave, households had begun to use ACs and coolers. But with the hot season around the corner, if the war continues, power demand will peak. The annual coal production of over a billion tonnes for the second year in row has provided some confidence. Officials are in talks with the coal miners, including the state-owned near-monopolist, to gauge whether there is enough fuel, or can production be ramped up further.

According to a media report, "The country has enough generation during daytime to meet the surge in demand.... The evening, when nearly 140 GW of solar capacity is idle, can be trickier. That could be compounded by disrupted supplies of liquefied natural gas, putting more pressure on coal-powered plants. India's summer starts in April, but in recent years the nation has seen temperatures rising from March (though there was a respite this year). There is an increased likelihood of more heatwave days across many parts of the country in the three months to May 31, the Indian Met Department said earlier."

Financial Express, Delhi, 24/03/2026
Page No: 2, Size: 15.82cm × 24.71cm

LPG consumption doubles in decade, import share rises

AS INDIA'S LIQUEFIED petroleum gas (LPG) consumption has doubled over the last decade from 15 million metric tonnes (MMT) in FY12 to 31 MMT in FY25 driven by Pradhan Mantri Ujjwala Yojana (PMUY) scheme, the share of imports of the gas has grown from 38% to 66% during the same period. As of February 19, 2026, about 105.7 million connections have been released under PMUY. Similarly, India's imports of liquified natural gas (LNG) has doubled in the period. India imports nearly 60% of its LPG and 50% of LNG. City-gas distribution and fertilisers alone account for about 50% of natural gas consumption.

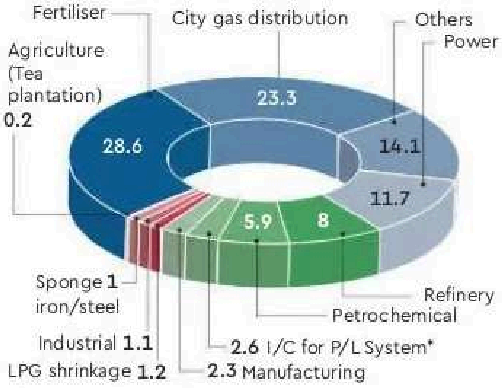
—***Saikat Neogi***

LPG consumption, imports

LNG imports
Long term, spot; MMSCM

FY12	17,849
FY13	17,405
FY14	17,252
FY15	17,608
FY16	19,049
FY17	23,563
FY18	26,734
FY19	28,547
FY20	32,352
FY21	33,198
FY22	31,028
FY23	26,304
FY24	31,795
FY25	35,720

Use of natural gas
Share in LNG consumption, % (Data for FY26 till January)



* I/C is internal combustion for pipeline system

Source: PPAC, Ambit Capital research

Millennium Post, Delhi, 24/03/2026

Page No: 11, Size: 23.12cm × 20.37cm

India's strategic oil reserves about two-thirds full: Minister

India has built strategic underground crude oil storage facilities at — Visakhapatnam in Andhra, and Mangaluru and Padur in Karnataka

OUR CORRESPONDENT

NEW DELHI: India's strategic oil reserves, designed to provide cover for about 9.5 days of supplies during disruptions or price shocks, are currently sitting at only two-thirds capacity, the Rajya Sabha was informed on Monday.

India, the world's third-largest energy consumer and heavily dependent on imports for about 88 per cent of its crude oil needs, has built strategic underground storage facilities with a total capacity of 5.33 million tonnes across three locations — Visakhapatnam in Andhra Pradesh, and Mangaluru and Padur in Karnataka — to store crude oil.

"Quantity of the crude available in the caverns varies depending on market conditions," Minister of State for Petroleum and Natural Gas Suresh Gopi said in a written reply in the Upper House. "Currently, ISPRL has around 3.372 million tonnes of crude stock available, which is around 64 per cent of the total storage capacity." Indian Strategic Petroleum Reserve Ltd (ISPRL) is the special purpose vehicle that established strategic petroleum reserves (SPR) facilities with a total capacity of 5.33 million tonnes of crude oil at three locations, which can act as a buffer for short-term supply shocks.

"The actual reserve is a dynamic number depending on the stocks and actual consumption, both of which are not static," he said. The stockpile has been in focus since the breakout of war in the Middle East snapped the supply of crude oil, natural gas and LPG from the Gulf countries to India. India spent $110 billion in the first 11 months of the current fiscal year on importing about 226 million tonnes (or 88.7 per cent of oil needs). Half of this came from countries like Saudi Arabia, Iraq and the UAE, which use a narrow sealane of the Strait of Hormuz for shipping the oil and gas.

Besides, $12.4 billion was spent on importing half of the natural gas consumed in the country from April 2025 to February 2026. Also, 60 per cent of its LPG came from overseas. As much as 85-95 per cent of LPG and 30 per cent of the gas came through the strait. While the disruption in crude oil has been partially offset through alternative sources, such as Russia, West Africa, the US and Latin America, gas and LPG supplies to industrial and commercial users have been curtailed.

Highlights

- 'Quantity of the crude available in the caverns varies depending on market conditions'
- 'Currently, ISPRL has around 3.372 mn tonnes of crude stock available, which is around 64% of total storage capacity'
- 'The actual reserve is a dynamic number depending on stocks & actual consumption, both of which are not static'

Gopi said in July 2021, the government had approved the establishment of two additional commercial-cum-strategic petroleum reserve facilities with a total storage capacity of 6.5 million tonnes, -- Chandikhol (4 million tonnes) in Odisha and Padur (2.5 million tonnes) in Karnataka.

"Work for construction at Padur has been awarded on October 1, 2025," he said.

In July 2021, the government also approved the commercialization of Phase -I SPRs under which an agreement was signed between Abu Dhabi National Oil Company (ADNOC) of the UAE, and ISPRL, permitting ADNOC to use Cavern-A with 750,000 tonnes capacity at Mangalore. "The current total national capacity for storage of crude oil and petroleum products is 74 days, which includes the capacity of storage facilities of the oil marketing companies (OMCs)," he said. "The actual reserve is a dynamic number depending on the stocks and actual consumption, both of which are not static."

Gopi said to ensure the security of crude supplies and to mitigate the risk of dependence on crude oil from a single region, oil and gas public sector enterprises (PSEs), which are Board-run entities, source crude oil from diverse sources depending on their technical and commercial considerations.

"Currently, these PSEs import crude oil from 41 countries, including new suppliers like the USA, Nigeria, Angola, Canada, Columbia, Brazil and Mexico in addition to traditional suppliers in the Middle East such as Iraq, Saudi Arabia, UAE, Kuwait and Qatar," he added.

Millennium Post, Delhi, 24/03/2026
Page No: 11, Size: 13.65cm × 20.56cm

Two Indian LPG tankers safely sail through Strait of Hormuz

SIMONTINI BHATTACHARJEE

NEW DELHI: On Monday, the government assured everyone that India's fuel supply remains stable, even though the Strait of Hormuz is closed. Many countries are now trying to save energy because the conflict in West Asia is affecting oil and gas supplies. Officials informed that two Indian ships, Jag Vasant and Pine Gas, safely passed through the Strait of Hormuz on Monday evening.

Together, they are carrying about 92,613 metric tonnes of LPG and are expected to reach India between March 26 and 28. There are 33 sailors on one ship and 27 on the other, officials said.

All Indian sailors in the area are safe, the centre assured further. Currently, 22 Indian ships with about 600 sailors are in the western Persian Gulf region, and 547 sailors have already returned to India.

Senior government officials briefed on the status of fuel supply, shipping and the safety of people, here in the national capital. They said that all refineries in India are working well and have crude oil. There is enough petrol, diesel and LPG available in the country. India is producing more LPG than before.

There are no fuel shortages at outlets. People have been told repeatedly to be restrained from panic booking. The government also emphasised the importance of natural gas for transportation and household use. A controlled gas supply is provided to commercial and industrial locations. Connections have been requested from city gas companies. In the first three weeks of March, more than 3.5 lakh connections were made. To lower demand, commercial establishments have been asked to switch from LPG to gas.

Centre is also closely monitoring LPG supplies, and officials have informed that the cylinder deliveries are at a normal pace. More commercial LPGs have been provided to states to support the food and hospitality sectors, officials added further.

Additional kerosene has also been given to states. Besides, state governments have been ordered by the centre to prevent hoarding and black-marketing. District administrations have also been asked to conduct inspections. So far, many people have also been arrested.

Officials also confirmed that Indian ports are operating as usual. Extra storage has been built to handle any disturbance, and there is no congestion. The central government prioritises the safety of the local populace.

Meanwhile, Prime Minister Narendra Modi has discussed the situation with foreign leaders. PM Modi emphasised the reopening of the Strait of Hormuz shipping lines, according to the government reports.

On the other hand, the External Affairs Ministry is helping stranded Indians, students and sailors. Since February 28, around 3.75 lakh passengers have returned to India. Special travel arrangements are being made for Indians in Iran, Israel and other affected countries.

Meanwhile, reportedly, many countries across the world are taking measures to save energy. They are introducing fuel rationing, public holidays and work-from-home rules to reduce consumption. In South Asia, Sri Lanka has started fuel rationing again. Bangladesh has imposed power cuts. Shut educational institutions. Pakistan has moved to a four-day work week. Reduced fuel use. Bhutan and the Philippines have started work-from-home systems. Restricted non-essential travel.

Some Asian countries are also facing shortages. Myanmar has imposed even rules on private vehicles. Cambodia has seen fuel station closures. Laos has ordered working and rotational shifts to reduce commuting.

African countries are also taking various measures. Egypt is closing malls and government offices early to conserve electricity. Kenya is introducing fuel rationing. South Africa is controlling the allocation of petroleum products to prevent panic buying.

In Oceania, New Zealand is considering car-free day policies. They have released fuel from reserves. High jet fuel prices have already forced flight cancellations. European countries like Slovakia and Slovenia are limiting diesel sales to prevent hoarding.

However, officials claimed that India has managed to maintain supplies so far.

Millennium Post, Delhi, 24/03/2026

Page No: 7, Size: 24.98cm × 20.72cm

GROWTH GRID

Breaking The Import Trap

As global energy markets grow unstable, India's expanding biofuel capacity offers a strategic pathway to reduce import dependence, strengthen resilience and achieve long-term energy security

VAIBHAV DANGE

THE WRITER IS FOUNDER DIRECTOR IFGE & PUBLIC POLICY EXPERT ON INFRASTRUCTURE, BIO FUELS & SUSTAINABLE MOBILITY

> Energy security is no longer about access alone—it is about control, resilience and domestic capacity

The global energy system is no longer stable—it is fragmented. Geopolitical tensions, particularly in the Middle East, along with sanctions and supply-chain disruptions, have transformed oil and gas markets into arenas of strategic contestation. For India, which imports over 85 per cent of its crude oil and more than half of its LPG, this volatility directly translates into inflationary pressures, fiscal strain, and external vulnerability.

Yet, within this disruption lies a strategic opportunity. India's biofuel sector—spanning ethanol, compressed biogas (CBG), and biomass—has reached a critical inflexion point. The challenge now is not technological feasibility, but policy direction and scale.

A Success Story Creating a New Challenge

India's ethanol blending programme stands out as one of its most successful energy transitions. Blending has risen from about 1.5 per cent in 2014 to 20 per cent in 2025—achieved ahead of schedule. Ethanol production capacity has expanded to roughly 16-17 billion litres annually.

However, success has created a new challenge. Ethanol production capacity in the country is now estimated at around 17-18 billion litres, while demand for E20 blending is only about 10-11 billion litres. This surplus highlights a structural imbalance—India has built supply faster than demand.

CBG: High Potential, Limited Scale

Compressed biogas presents a parallel opportunity. India has over 130 operational CBG plants with a combined output of around 900+ tonnes per day. Yet, this remains small compared to the country's LPG consumption of 31–32 million tonnes annually, more than half of which is imported.

CBG can serve as an immediate substitute for LPG in commercial and industrial applications—but policy support and infrastructure remain inadequate.

The Brazil Lesson: Clarity Drives Investment

Brazil's ethanol success is rooted in policy certainty. With blending levels of 27–30 per cent and widespread adoption of flex-fuel vehicles, Brazil created a stable, long-term roadmap that aligned farmers, fuel suppliers, and automakers.

This predictability enabled sustained investment across the value chain. India must now adopt a similar roadmap to avoid underutilization of its growing biofuel capacity.

Countering the Narrative: Ethanol's Strategic Value

It is also important to acknowledge that India's ethanol programme has not evolved without resistance. At various stages, vested interests—ranging from segments of the fossil fuel ecosystem to sections of the food and environmental lobby—have sought to cast doubts on ethanol's viability, raising concerns around food security, water use, and efficiency.

While some of these concerns merit careful policy calibration, the broader narrative has often been disproportionately negative, overlooking the tangible benefits already delivered. Today, with global oil markets under stress, the strategic value of ethanol is unmistakable. Achieving 20 per cent blending has effectively translated into significant savings in crude oil imports—shielding India from external shocks, reducing foreign exchange outflows, and stabilising domestic fuel prices. In the current geopolitical environment, this is not just an energy policy success; it is a strategic buffer for the Indian economy.

A 10-Point Biofuel Agenda

To build on this momentum, India needs a coherent and forward-looking strategy:

- **Mandate LPG substitution with CBG (20–40 per cent)**
  Focus on commercial and industrial users to create immediate demand.
- **Build decentralised CBG infrastructure**
  Support compression, storage, and last-mile distribution systems.
- **Introduce green production incentives for CBG**
  Reward environmental performance to improve viability.
- **Strengthen carbon markets**
  Enable biofuels to generate tradable carbon credits.
- Shift ethanol policy from supply to demand
  Expand use beyond petrol blending into multiple sectors.
- **Announce a roadmap beyond E20 (toward E27)**
  Provide long-term policy certainty.
- **Accelerate flex-fuel vehicles (FFVs)**
  Offer fiscal incentives and promote retrofit solutions.
- **Scale advanced biofuels (2G ethanol, SAF, DME)**
  Leverage agricultural residues and alternative pathways.
- **Promote ethanol and CBG for cooking energy**
  Reduce LPG imports and expand clean energy access.
- **Mainstream solid biofuels**
  Promote pellets, briquettes, and clean cookstoves.

From Vulnerability to Strategic Autonomy

India's biofuel journey has already delivered measurable gains—reduced fuel imports, lower emissions, and increased rural incomes. But the next phase requires a shift from incremental progress to strategic intent.

Without expanding demand, surplus ethanol will remain underutilised. Without scaling CBG, import dependence on LPG will persist. Without policy alignment, investments will slow.

In a world defined by energy insecurity, biofuels offer India a rare pathway to resilience—built on domestic resources and decentralised production. A clear, long-term roadmap—on the lines of Brazil—can transform today's progress into enduring strategic strength.

The choice is clear: India can either remain vulnerable to global shocks or leverage biofuels to build true energy independence.

Views expressed are personal

India must move beyond targets and scale biofuels into a core pillar of its energy security and economic strategy

Hindu, Delhi, 24/03/2026
Page No: 12, Size: 18.94cm × 28.02cm

Two more Indian vessels carrying 93,000 tonnes of LPG cross Strait of Hormuz

M. Kalyanaraman
CHENNAI

Two Indian-flagged LPG carriers, *Jag Vasant* and *Pine Gas*, have transited through the Strait of Hormuz on Monday evening. They are together carrying nearly 93,000 tonnes of LPG, as per the inter-Ministerial briefing held on Monday. In addition, a flurry of LPG import shipments that came in the past few days and scheduled for the upcoming week may have eased the cooking gas crisis somewhat.

In a sign of the easing crisis, the government had announced a 20% increase in commercial LPG allocations, taking it to 50% of pre-war levels even while saying the LPG situation continues to be worrisome.

Jag Vasant and *Pine Gas*, owned by Great Eastern Shipping and Seven Island Shipping respectively, are likely to reach Indian ports between March 26 and 28. The government had said that domestic LPG production had increased by 40%, which would mean an additional 18,000 tonnes production a day, bringing down the approximate daily import requirement from 55,000 tonnes. At normal times, India would need at least one Very Large Gas Carrier of some 55,000 tonnes to dock at one of its ports every day and discharge the cargo.

People in a queue with empty LPG cooking gas cylinders to avail refilled ones in Prayagraj.

Two foreign-owned and foreign-flagged LPG carriers, *Hellas Gladiator* and *Gas Jupiter*, each carrying 24,000 tonnes are expected to reach Visakhapatnam on March 30.

Hellas Gladiator had loaded in Netherlands. Port sources say that this shipment is part of the strategic decision to source LPG from European markets to bypass the ongoing supply constraints in West Asia. *Gas Jupiter* loaded its cargo in the U.S.

The cavern project of SA-LPG at Visakhapatnam, which is one of India's two long-term LPG storage locations, had handled two ships carrying LPG after February 28. Each ship carried and unloaded about 24,000 tonnes. The total capacity of the cavern is 60,000 tonnes and is one of two long-term LPG storage facilities in India.

Globe Polaris, carrying cargo from Houston, Texas, is expected to reach Sandhead, Kolkata, on March 24, according to an official in Haldia port.

It will berth the following day and discharge more than 20,000 tonnes in all.

BW Birch, carrying LPG taken from *Nanda Devi* in Vadinar Port in Gujarat through ship-to-ship transfer, is expected to dock at Haldia on March 29 and discharge cargo.

Gas Jupiter is also expected on April 3 at Haldia. *(Inputs from Sumit Bhattacharjee, Sunita Sekar, Anil Kumar Sastri, Satyasundar Barik, Dhinesh Kallungal and Lalatendu Mishra)*

Hindu, Delhi, 24/03/2026
Page No: 15, Size: 25.43cm × 17.75cm

Local LPG output now at 50-60% of consumption requirement: official

The Hindu Bureau
NEW DELHI

Local production of liquified petroleum gas (LPG) is fulfilling about 50-60% of domestic demand, Sujata Sharma, Joint-Secretary at the Ministry of Petroleum and Natural Gas (MoPNG) told reporters at the daily inter-Ministerial briefing on West Asia situation.

Responding to queries about the geographies India is procuring LPG from, Ms. Sharma held the country was picking up cargoes from wherever available.

"We require a whole lot of LPG now, and because earlier 90% of our imports were coming from West Asia," she stated.


Earlier 90% LPG was from West Asia, Ms. Sharma said.

The senior official emphasised domestic LPG supplies were 'normal as before.' "Panic bookings, which peaked to 88 lakh, has come down to about 50 lakhs. So, it has come to normal," she said.

Migration to PNG

She said about 1.90 lakh consumers had migrated from LPG to PNG. Cumulatively more than 3.5 lakh domestic and commercial PNG connections had been issued or activated in the first three weeks of March.

For perspective, amid the escalating tensions, the Union Government had been encouraging for a transition to piped natural gas (PNG) from the cooking gas cylinders.

'Techno-commercial'

On India potentially tapping into market for Iranian crude oil, she held, "I would like to state [that] these are techno-commercial decisions taken by oil marketing companies."

Fuel tanker charters

Separately, Rajesh Kumar Sinha, Special Secretary at the Ministry of Ports, Shipping and Waterways, informed India-flagged vessel carrying liquified natural gas (LNG) was chartered by Petronet LNG. Further, state-owned OMCs Bharat Petroleum and Hindustan Petroleum chartered India-flagged vessels carrying LPG while IndianOil, RIL and BGN International chartered India-flagged vessels carrying crude oil.

Hindu, Delhi, 24/03/2026
Page No: 15, Size: 10.77cm × 16.59cm

INBRIEF

Oil plunges after strikes on Iranian power plants put off

Oil prices plunged by more than 13% on Monday after U.S. President Donald Trump said he would postpone any military strikes against Iranian power plants for five days, hours ahead of a deadline that threatened further escalation in the conflict now in its fourth week. Brent crude futures traded at about $104.1 a barrel, or down 7.2%, at 11.30 GMT after sliding as much as 15% to a session low of $96 a barrel. REUTERS

Economic Times, Delhi, 24/03/2026

Page No: 6, Size: 41.46cm × 26.17cm

The Other Ether-Blend Solution

A Prathap Reddy

On Monday, the PM laid out his government's efforts to ensure that petroleum, diesel and gas supply isn't significantly affected by the US-Israel war against Iran and Tehran's response to severely restrict passage of cargo through the Strait of Hormuz. He added that such efforts included blending 'close to 20% ethanol in petrol' along with expanding RE, nuclear power and compressed biogas capacity.

Even with a planned 25% increase in domestic LPG output from refineries, India is still expected to face nearly a 50% shortfall that must be met through imports. This means that India's cooking fuel security and several small-scale industrial operations remain closely tied to stability of global supply chains, an increasingly uncertain situation during periods of conflict.

While ethanol blending has been prioritised, and All India Distillers' Association (AIDA) has offered to supply ethanol blends exceeding 20% with petrol, GoI could also look at another solution to reduce the current energy burden: blending dimethyl ether (DME), a clean-burning fuel that can function as a substitute for LPG.

DME has been adopted in several countries, particularly China, where large-scale production and application demonstrate its practicality. China has installed DME production capacity of around 20 mn MT, and uses it for cooking fuel, industrial heating and transportation applications. Success of this model highlights feasibility of integrating DME into mainstream energy systems.

One of the most significant advantages of DME is its compatibility with existing LPG infrastructure. According to Bureau of Indian Standards (BIS), DME can be safely blended with LPG up to 20%, allowing it to be used across sectors without requiring major changes to current systems.

This blending capability means that transition can begin gradually, reducing dependence on imported LPG, while maintaining continuity in supply and usage. The standard for DME-blending in India has been developed in line with international benchmarks such as ISO 16861:2015, ensuring that safety and performance parameters remain consistent with global best practices.

Flame excuse

Another major advantage is the minimal infrastructure adjustment required for blending. DME can be introduced into LPG bulk storage tanks through controlled mixing or recirculation processes, without requiring extensive new infrastructure. This allows existing LPG storage and distribution networks to be utilised effectively. Even LPG tankers can be adapted to transport DME with minor safety modifications like additional safety valves.

From an industrial standpoint, adopting DME could also help stabilise sectors that heavily depend on LPG. Industries such as food processing, bakery manufacturing, glass production, ceramics and aerosol manufacturing rely on LPG as a cleaner alternative to coal or firewood. Similarly, small businesses — roadside eateries, restaurants, dhabas — depend on LPG for daily operations. Any disruption in LPG supply affects employment, production and livelihoods across large segments of the economy. DME offers a pathway to protect these sectors from energy shortages.

While standalone use of DME may require some modification to burners and stoves to optimise thermal efficiency, research institutions have already begun developing compatible equipment designs. This means that technological barriers to adoption are relatively limited and manageable.

In strategic terms, DME adoption aligns with the broader concept of a 'methanol economy', which promotes alternative fuels derived from domestic resources. This approach places DME within a broader national strategy aimed at building a more resilient and self-reliant energy system that Narendra Modi reiterated in Parliament on Monday.

The writer is founder-executive chairman, Balaji Amines

Economic Times, Delhi, 24/03/2026

Page No: 16, Size: 9.50cm × 55.51cm

IN SOME RELIEF

Two Indian LPG Vessels Cross Strait of Hormuz

Our Bureau

New Delhi: Two Indian-flagged LPG carriers stranded in the Persian Gulf since the start of the war have crossed the Strait of Hormuz and are sailing towards India, according to ship-tracking data.

Rajesh Sinha, special secretary, ports, shipping and waterways ministry, confirmed "some movement" but declined to share details when asked about the vessels on Monday. The vessels—Jag Vasant and Pine Gas—are carrying about 92,000 tonnes of LPG, he said. The supplies would be enough to meet roughly a day's demand.

The vessels carrying 92,000 tonnes of gas are enough to meet a day's demand

Both ships are sailing in close proximity, not indicating a destination, and are only displaying Indian ownership. Jag Vasant loaded cargo in Kuwait, while Pine Gas loaded in UAE. They are understood to have followed a route approved by Iran while transiting the strait.

Five more Indian-flagged LPG carriers remain stuck in the Gulf, Sinha said. Together with the two that have crossed, they are chartered by Bharat Petroleum and Hindustan Petroleum. One more LNG tanker chartered by Petronet LNG and four crude tankers chartered by Indian Oil, Reliance Industries and BGN International are stranded, he said.

Last week, India received two LPG cargoes from the Persian Gulf, together equivalent to about a day's consumption. The government is rationing LPG supplies and urging users to switch to alternative fuels. **ET** reported on Monday that state-run oil companies were also weighing supplying only 10 kg in 14.2 kg cylinders to stretch stocks. Sujata Sharma, joint secretary, petroleum and natural gas ministry, called the report "highly speculative".

On whether Indian refiners would buy Iranian crude after easing of US sanctions, Sharma said refiners would decide it based on "techno-commercial" considerations.

Hindustan Times, Delhi, 24/03/2026
Page No: 8, Size: 21.99cm × 26.11cm

Hindustan Times

2 LPG ships, 1 oil tanker head for India from W Asia ports

Shishir Gupta
letters@hindustantimes.com

NEW DELHI: Two LPG carriers from the UAE and one crude oil carrier from Saudi Arabia are headed towards Indian ports to fill the energy supplies gap even as Navy Chief Dinesh Tripathi has cancelled his official trip to Australia and New Zealand due to the Iran-US war and the ensuing shipping crisis in the Persian Gulf, people familiar with the matter said.

Indian-flagged MV Jag Vasant followed by MV Pine Gas, sailing at a distance of five nautical miles apart, left their anchorage at UAE ports at 6 am IST on Monday for India after Iran gave clearance for the two LPG vessels to cross the highly sensitive strait. The vessels carrying 92,612.59 MT of LPG transited the Strait of Hormuz on Monday evening, the shipping ministry said. The vessels have 33 and 27 Indian seafarers on board, respectively. The Jag Vasant is likely to reach Kandla port on March 26 and Pine Gas is scheduled to reach New Mangalore on March 28, according to the shipping ministry.

THE TWO VESSELS CARRYING 92,612.59 MT OF LPG TRANSITED THE STRAIT OF HORMUZ ON MONDAY EVENING, THE SHIPPING MINISTRY SAID

In the Gulf of Oman, the LPG ships will be provided escort by Indian Navy warships for 24 hours before they begin their journey towards Indian ports on the west coast.

Additionally, a crude oil carrier, MT Kallista, is loading at the Saudi Arabian port of Yanbu and will depart Tuesday for Paradip port in India via Jeddah port, these people said. The Panama-flagged ship will also be provided escort by Indian Navy ships through the Gulf of Aden in coordination with the petroleum ministry.

Due to constant missile and drone firing across the Persian Gulf, the Indian crews on board tankers in the war zone are highly stressed but the Indian Navy and the ship owners are constantly talking to them to boost their morale. It is due to the on-going crisis and its impact on Indian energy security that Navy Chief Admiral Dinesh Tripathi cancelled his bilateral visit to Australia and New Zealand from March 19-23.

While India has not paid any money to Iran for allowing the transit of the Indian LPG tankers, the Iranian Revolutionary Guards Council (IRGC) is not allowing any Indian warship to escort Indian flagged vessels. The Iranian embassy in India on Monday denied reports that Tehran is seeking a payment of $2 million for each vessel that passes through the Hormuz Straits.

The Narendra Modi government has asked the Indian Navy to deploy its Kolkata class destroyers around Gulf of Oman and Gulf of Aden to ensure safety of Indian flagged ships. Captains of all Indian flagged ships are being constantly contacted to tell them that Indian help is round the corner.

Tribune, Delhi, 24/03/2026

Page No: 12, Size: 5.16cm × 27.81cm

Speculative: Govt junks reports on 10-kg LPG cylinder

NEW DELHI, MARCH 23

The Centre on Monday firmly denied reports suggesting that domestic 14.2-kg LPG cylinders could be converted into 10-kg units. The government terming these claims as "highly speculative" and urged citizens not to believe rumours, even as it ramped up enforcement against hoarding and expanded piped gas connections amid the ongoing West Asia crisis.

Sujata Sharma, Joint Secretary (Marketing & Oil Refinery) in the Ministry of Petroleum and Natural Gas, said there was no basis to the reports. "This is highly speculative, and there cannot be any comment or explanation to the speculation," she said.

800 cylinders seized in 24 hrs | 3.5 lakh got PNG connections this month

In a significant push towards alternative fuel adoption, the government said more than 3.5 lakh domestic and commercial PNG (piped natural gas) connections have been issued or activated by City Gas Distribution entities in the first three weeks of March alone.

On LPG availability, officials said supplies continue to be closely monitored, with no reported dry-outs at distributorships. Besides, the government has progressively restored commercial LPG supplies, with total allocation now reaching 50 per cent, including additional quotas for priority sectors like restaurants, hotels, community kitchens and food processing units.

Meanwhile, enforcement agencies have intensified action against hoarding and black marketing. In the past 24 hours, 2,400 raids were conducted across the country, leading to the seizure of more than 800 cylinders. —TNS

Oil prices plunge; two Indian LPG tankers cross Strait of Hormuz

SHUBHANGI MATHUR & DHRUVAKSH SAHA
New Delhi, 23 March

International prices of crude oil sharply declined on Monday after United States (US) President Donald Trump announced a five-day pause in military strikes on Iran following "productive conversations" between the countries.

"I have instructed the Department of War to postpone any and all military strikes against Iranian power plants and energy infrastructure for a five-day period, subject to the success of the ongoing meetings and discussions," said Trump in a post on Truth Social.

Following the announcement, Benchmark Brent fell more than 10 per cent to $96.06 a barrel at 19:30 Indian Standard Time (IST), as against $106.88 on March 20, but later rose to $101.

The Indian basket of crude oil in March so far averaged $119, a sharp rise from $69 last month.

The halting of US military action comes a day after Trump threatened Iran with a 48-hour ultimatum, warning of strikes on the country's energy infrastructure if Tehran did not fully reopen the Strait of Hormuz.

WEST ASIA CONFLICT

Despite the closure of the strait, a critical maritime chokepoint between Iran and Oman, the Jag Vasant and Pine Gas, two Indian-flagged tankers containing liquefied petroleum gas (LPG), have crossed the strategic waterway and are headed to this country.

The two tankers are carrying 92,000 million tonnes (MT) of LPG, said Special Secretary (Shipping) Rajesh Kumar Sinha.

The vessels, with 33 and 27 Indian seafarers, respectively, on board are likely to reach the shores of this country between March 26 and 28.

Of the India-bound vessels held up around the strait, two LPG tankers and one containing crude oil have safely reached India.

The LPG vessels are chartered by Bharat Petroleum and Hindustan Petroleum, shipments of crude oil are tied to Indian Oil, Reliance Industries, and PGN International, and the vessel with liquefied natural gas is chartered by Petronet LNG, according to government officials.

The government is looking at the situation of reefer containers and refrigerated containers used for perishable products and temperature-sensitive medical goods, said Sinha.

TWO LPG TANKERS ARE CARRYING 92,000 MT OF LPG, SAID SPECIAL SECRETARY AT THE SHIPPING MINISTRY RAJESH KUMAR SINHA

The directorate general of shipping, India's shipping regulator, had told the shipping industry last week that a delayed turnaround of containers amid the crisis might lead to a shortage.

Sinha on Monday said seafarers aboard the vessels had adequate water and provisions. This paper reported on Saturday that some of these vessels had reported critically low levels of fresh water and provisions.

India has stepped up LPG purchases from the US, with 13 tankers carrying around 350,000 tonnes coming to the country, according to the data from maritime intelligence firm Kpler.

For the first time, India has booked an LPG cargo from Argentina, with a shipment of 19,486 tonnes expected to arrive by the end of March.

Meanwhile, LPG supplies from West Asia have fallen sharply due to the conflict. Only 11 tankers, carrying 192,734 tonnes, are coming from there, and most of those had started before the conflict began.

As the government urged consumers to switch to piped natural gas (PNG) amid LPG shortage, more than 350,000 domestic and commercial PNG connections have been issued during the first three weeks of March by gas entities.

India's LPG supply shortage shows no sign of abating even as new route opens up

S DINAKAR
Chennai, 23 March

The big squeeze

LPG shipments (in '000 tons)

Expected arrivals

LPG loadings

	Jan	Feb	March
US	258	346	166
West Asia	2,037	1,773	92
Others	36	33	6

Note: Data as on 23 Mar Source: Kpler

Very few fuel tankers crossed the beleaguered Strait of Hormuz, the world's most critical passageway for oil and gas supplies to Asia, in the last few days, throwing a wrench in India's plans to meet liquefied petroleum g as (LPG) and liquefied natural gas (LNG) shortages, according to an analysis of industry and shipping data, consumers and company officials.

On the other hand, alternative fuel supplies located 20-45 days away have not gained sufficient momentum to cater to the needs of the country's consumers. The data, which reflects the current state of shipping across Hormuz, effectively shut for non-Iranian tankers because of the war, indicates several ships headed to China after loading from Iran. However, none, without formal permission from Tehran, were seen heading to any other Asian country.

Six LPG tankers crossed Hormuz on the last day of February, prior to the war, compared to just one each on March 18, 20 and 21 — all the three loaded with propane and butane, a blend of which forms LPG. They headed to China from Iran, according to Kpler. On the positive side, a new route, bypassing Hormuz, opened for LPG from Saudi Arabia, one of India's top suppliers.

Ocean Gas, a 46,000-tonne LPG tanker, sufficient to meet the country's fuel demand for half a day, was the first vessel laden with cooking gas to be loaded from the Yanbu (Saudi Arabia) terminal on March 19 to discharge at the southeastern port of Ennore on April 3. Yanbu port has increased loadings of oil and LPG cargoes for supplying Asia via the Red Sea, a lengthier diversion compared to transiting Hormuz. Global forecasters have pegged loadings from Yanbu at around 5 million barrels per day of crude oil, but this is still less than a third of shipments via Hormuz.

New Delhi said last week that of the remaining 22 vessels needing passage across Hormuz, five comprise LPG and talks are on with Iran to ensure safe passage. Of these, Pine Gas and Jag Vasant were seen crossing Hormuz in the morning after switching on their GPS, according to Kpler data accessed by *Business Standard*. But their GPS is now off, indicating they have crossed the waterway and may reach India late March and April 1, an industry official said. The official said that typically coordinates were kept on to let Iran know about the passage, and upon crossing the Strait, the trackers were switched off to ward off any attack.

The development reflects some breakthroughs in India's talks with Iran. Nanda Devi and Shivalik were the first two LPG tankers to secure such passage earlier this month.

Shortfall in supply

India has received only 860,000 tonnes of LPG in the first three weeks of March, ship tracking data shows.

It is likely to get another 200,000 tonnes of US LPG, by March 31, according to calculations based on shipping data. Two vessels of around 90,000 tonnes combined capacity are headed from West Asia and may reach this month, a senior refining official said.

Taken together, that's a total of around 1.2 million tonnes, short of February's 2.15 million tonnes in receipts by 1 million tonnes. This is over 10 days of India's fuel use, according to *Business Standard* calculations based on industry data.

Incoming April receipts of LPG are even lower than March, with global loadings adequate to meet only 3-4 days of April demand.

The US loaded 346,000 tonnes in February— of which three cargoes may arrive on March 31 and one on April 1. Another 166,000 tonnes were loaded this month and are scheduled to reach in April. April receipts, as of now, may total only 300,000 tonnes compared to around 2.8 million tonnes the country consumes on average — domestic production of LPG may contribute around 1.2 million tonnes a month after recent output increases. This leaves a gap of around 1.6 million tonnes for imports to fill — in the absence of rationing.

Typically, India imports over 60 per cent of its fuel, with over 85 per cent coming from West Asia via the Strait of Hormuz.

Senior refining officials did not comment on this looming shortage. They said that all efforts are on to procure cargoes from the US for April but a shortage of supplies in the spot market is crimping efforts.

US LPG is typically booked under term contracts, a refining official said.

More on business-standard.com

GEOPOLITICS • **WEST ASIA WAR**

IN DIRE STRAITS

THE WEST ASIA CONFLICT HAS DISRUPTED OIL AND GAS SUPPLIES AND BROUGHT THE RUPEE UNDER MORE PRESSURE. A PROLONGED WAR COULD HAVE WIDER ECONOMIC RAMIFICATIONS

BY **SURABHI AND PRINCE TYAGI**

JUST AS COUNTRIES across the world were beginning to heave a sigh of relief after the US Supreme Court struck down the reciprocal tariffs imposed by US President Donald Trump, a new crisis opened up.

On February 28, the US and Israel began coordinated attacks on Iran, killing Iran's Supreme Leader Ayatollah Ali Khamenei and sparking Iranian attacks across West Asia. As the war escalated, energy supplies, global trade and supply chains came under intense pressure as Iran blockaded the crucial Strait of Hormuz.

The Strait of Hormuz, which extends between Oman and Iran, is a vital maritime corridor for global shipments and connects the Persian Gulf with the Gulf of Oman and the Arabian Sea. As per a CareEdge report, about 20% of the global oil supply and one-third of the world's liquified natural gas (LNG) flows through the Strait.

The other route is through the Red Sea via the Suez Canal, but this has been disrupted for over a year because of attacks by the Houthi rebels of Yemen, with just about 30% of the usual traffic flowing through it.

Kristalina Georgieva, Managing Director of the International Monetary Fund, says global economic resilience is being tested yet again. "This conflict, if it proves to be more prolonged, has obvious potential to affect global energy prices, market sentiment, growth, and inflation, placing new demands on policymakers," she warned, adding that for most of Asia, what is at stake is energy security and, through that, confidence. Stock markets across the world have seen wild swings since the war broke out.

Business Today, Delhi, 24/03/2026
Page No: 10, Size: 55.09cm × 78.58cm

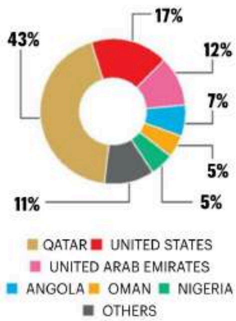
PHOTOS BY **GETTY IMAGES**

Above: A damaged building in Tehran after the US-Israeli military campaign; (*left*) funeral for students and staff killed in a school in Southern Iran

For India, a prolonged conflict could spell further trouble. As the world's third-largest crude oil importer, the conflict has not only disrupted oil supplies but has also jacked up crude oil prices. This in turn could upset fiscal projections, impact the trade deficit, balance of payments, further weaken the rupee, and lead to higher inflation in the long run.

Union Finance Minister Nirmala Sitharaman has, however, said given India's inflation is near the lower bound of the Reserve Bank of India's target of 4% with plus/minus 2% either side, the

COUNTRY-WISE SHARE OF INDIA'S LNG IMPORTS



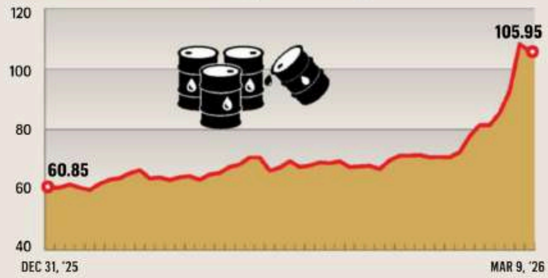
DATA FOR 2024
SOURCE WITS, WORLD BANK

Business Today, Delhi, 24/03/2026
Page No: 10, Size: 55.09cm × 77.89cm

AFTERSHOCKS

• Oil on the boil: Brent crude futures up 74.1% since December 31, 2025

BRENT CRUDE OIL FUTURES ($ PER BARREL)



SOURCE INVESTING.COM

FEELING THE HEAT

• Rupee under pressure: INR has fallen 2.6% against the USD since December 31, 2025

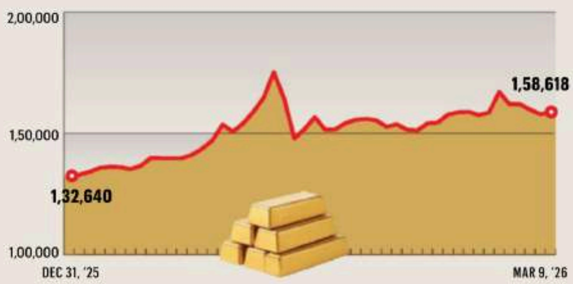
Day	RBI's Reference Rate
	Rupee vs US Dollar
• Dec 31, '25	89.92
• Mar 9, '26	92.26

SOURCE CMIE ECONOMIC OUTLOOK

RUNNING FOR COVER

• Gold up 19.6% since December 2025

SPOT PRICE PER 10 GMS (₹)



SOURCE MCX

impact of the West Asia crisis and rising crude oil prices on inflation is not estimated to be substantial at this point.

The Union Budget 2026-27, which was presented just a month ago in very different circumstances, was drawn up when the Brent crude oil price hovered around $69 per barrel on January 30.

Fast forward to March 9, and Brent crude had crossed $100 per barrel for the first time in four years, touching a high of $119.5 during the day. Prices cooled down a little after Trump later announced that the war would end soon, though he did not say when. However, they inched back up again subsequently.

As a result of the war, the average price of the Indian basket of crude oil has jumped 40% since January to $88.16 per barrel in March. The Indian rupee, which was already weakening, has fallen another 2.6% since December and touched a record low of 92.28 against the US dollar on March 4.

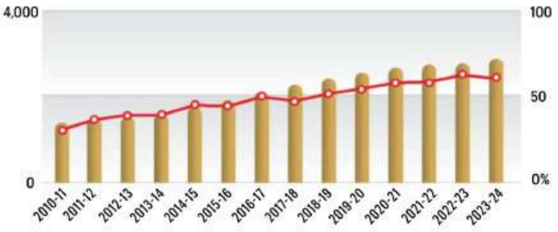
Meanwhile, gold prices have risen about 20% since the end of 2025 to ₹1.58 lakh per 10 grammes as investors fled to secure assets, making it more difficult for Indian households to buy the precious metal. Investor sentiment has also remained volatile and the Nifty 50 has fallen 8% this year. (*See table*)

The government is keeping a close tab on the situation in West Asia and policymakers are hopeful that the war will end in the coming weeks, if not days. Petroleum Minister Hardeep Singh Puri has said India has adequate stocks of crude oil. Sources have indicated that India holds 25 days of crude oil stock and of petroleum products. India has also started purchasing Russian crude oil as the conflict dries up supplies through West Asia.

However, a bigger crisis is emerging on natural gas and the government has invoked the Es-

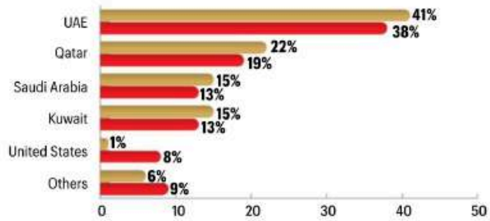
Business Today, Delhi, 24/03/2026
Page No: 10, Size: 55.09cm × 78.53cm

CONSUMPTION OF LPG



CONSUMPTION ('000 METRIC TONNES) ■ % SHARE OF IMPORT [RHS]
SOURCE PETROLEUM PLANNING & ANALYSIS CELL

COUNTRY-WISE SHARE IN LPG IMPORTS



FY25 ■ FY26 (APR TO AUG 2025)
SOURCE CRISIL ANALYSIS

sential Commodities Act (ECA) to protect domestic households that use cooking gas and has asked refineries and petrochemical units to maximise production of liquefied petroleum gas (LPG). This followed an increase in the price of domestic cooking gas cylinder by ₹60 after India's top gas importer Petronet LNG issued a force majeure notice. However, hotels and commercial establishments will face some cuts.

India imports close to 85% of its crude oil requirement—primarily from West Asia and Russia. The Strait of Hormuz accounts for nearly 50% of those shipments. Around 40-45% of India's crude imports come from the UAE, Saudi Arabia, Kuwait, and Iraq. Crucially, the conflict has come at a time when India was planning to reduce its imports from Russia following an interim trade agreement with the US.

West Asia supplies 68.4% of India's LNG imports.

Geopolitical Expert Narendra Taneja says that India consumes around 5.8 million barrels of oil a day of which it imports around 5.2 million barrels from 41 different countries. India imports the bulk of its oil requirements from the Gulf region, including Saudi Arabia, Oman, Kuwait, Iraq, Abu Dhabi and liquified natural gas from Qatar. "The current war has led to a twofold challenge—a rise in prices of crude oil and a disruption in oil availability and supply," he says.

Indian trade is feeling the heat and exporters are worried about delayed shipments, higher freight and insurance premium. The Department of Commerce is in talk with exporters and the government has set up an inter-ministerial group for supply chain resilience to facilitate effective coordination, monitoring and follow-up. Shipments bound for North America and Europe could take longer if ships are forced to pass through the Cape of Good Hope.

India's export exposure to the West Asia is relatively moderate, with the Gulf Cooperation Council (GCC) countries accounting for about 13% of total exports. However, these include crucial items, including fertilisers, rough diamonds, polythene and limestone, sulphur and gypsum, as a report by GTRI pointed out.

India could face a potentially bigger crisis as supply of fertilizer and urea, a key import from the Gulf region, get impacted as supplies dwindle and prices rise ahead of the main Kharif sowing season, which accounts for 55% of the country's agricultural output. India imports about 30% of its fertilizer requirement and the region supplies nearly 40% of it, as per Crisil Ratings. The domestic industry is facing supply chain shocks across other commodities as well. The government hopes that the war will be short lived and contained. But if the conflict prolongs, its repercussions would be far reaching for both India and the world. BT

@surabhi_prasad, @PrinceInMedia

Business Standard, Delhi, 24/03/2026
Page No: 18, Size: 39.26cm × 27.78cm

Govt directs CGD firms to ensure PNG connectivity for schools, colleges in 5 days

SHUBHANGUI MATHUR
New Delhi, 23 March

The government has directed city gas distribution (CGD) companies to connect residential school and colleges, community and Anganwadi kitchens through piped natural gas (PNG) within five days, wherever infrastructure is available. "Amongst the vulnerable sections, for cooking fuel supply security, the Government has targeted hospitals, canteens, restaurants etc. where mass cooking takes place and need uninterrupted fuel supply," Petroleum and Natural Gas Regulatory Board (PNGRB) said in an order Monday, adding that hostels in universities and colleges of different discipline as well as private hostels are covered under the priority categories.

The state governments and Union Territories (UTs) have been advised to proactively implement reforms aimed at fastening laying of infrastructure, including streamlining approval processes, rationalising local levies, and addressing cost-related bottlenecks, it added. A compliance report on connectivity should be submitted after five days and thereafter on daily basis, the regulator said.

The government is urging consumers to shift to PNG as the country is hit by liquefied petroleum gas (LPG) crisis due to the ongoing West Asia conflict. Amid the LPG shortage, the government has prioritised LPG for domestic consumption while cutting allocation for commercial users.

On March 21, the government announced an additional 20 per cent allocation of commercial LPG to states, bringing the total allocation to 50 per cent, as several businesses are hit by the recent cooking gas crisis.

Indian Express, Delhi, 24/03/2026
Page No: 13, Size: 29.82cm × 12.89cm

THE CONCEPT OF DEDICATED STRATEGIC RESERVES WAS FIRST MOOTED IN 1973, AFTER THE FIRST OIL CRISIS

Of India's 5.33 mn tonne of strategic oil reserve capacity, 36% is empty

Sukalp Sharma
New Delhi, March 23

INDIA'S STRATEGIC petroleum reserves (SPRs), which have a capacity to store 5.33 million tonnes (mt) of crude oil, are currently holding 3.37 mt of oil, or just about two-thirds of their total storage capacity, the Ministry of Petroleum and Natural Gas said in the Rajya Sabha on Monday (March 23).

The SPRs — spread across three locations in Andhra Pradesh and Karnataka — are meant to act as a buffer for short-term supply shocks and have been in focus in view of the West Asian conflict, which has disrupted energy flows to India. At full capacity, the three SPRs cover around 9.5 days of India's crude oil supplies.

"Quantity of the crude available in the caverns varies depending on market conditions. Currently, ISPRL (Indian Strategic Petroleum Reserve) has around 3.372 mmt (million tonnes) of crude stock available which is around 64% of the total storage capacity," of State for Petroleum and Natural Gas Suresh Gopi said in a written response in the Rajya Sabha. "The actual reserve is a dynamic number depending on the stocks and actual consumption, both of which are not static," Gopi added.

What are strategic petroleum reserves?

The concept of dedicated strategic reserves was first mooted in 1973, after the first oil crisis. Western strategic reserves have been tapped during the first Gulf War (1991), after Hurricane Katrina (2005), and in 2022 after a surge in oil prices following Russia's invasion of Ukraine.

India is the world's third-largest consumer of crude oil and depends on imports to meet over 88% of its requirement. WEBSITE PHOTO

International Energy Agency (IEA) members have now decided to release 400 million barrels of oil from their emergency in view of the current supply disruption and oil price surge caused by the West Asia war. Countries such as the US, China, and Japan maintain massive strategic petroleum reserves.

In India, ISPRL is a special purpose vehicle floated as a wholly-owned subsidiary of the Oil Industry Development Board for building and managing the strategic crude storage. Currently, it has three underground caverns at Visakhapatnam (1.33 mt), Mangaluru (1.5 mt), and Padur (2.5 mt). In July 2021, the Centre had approved the establishment of two more commercial-cum-strategic petroleum reserves with a cumulative storage capacity of 6.5 mt to 4 mt in Odisha's Chandikhol and another 2.5 mt in Karnataka's Padur. Besides these, there were plans to have reserves in places like Bikaner and Rajkot, which would have raised the total SPR capacity by another 6 mt. Decisions on these reserves are yet to be taken.

India is the world's third-largest consumer of crude oil and depends on imports to meet over 88% of its requirement. The IEA recommends countries to hold oil stocks equivalent to at least 90 days of their net oil imports. IEA members are obligated to maintain these levels of reserves; India is not its full-time member but an associate member. This 90-day reserve holding can include strategic reserves, as well as commercial inventories.

As per Gopi, the current total national capacity to store crude oil and petroleum products is 74 days, including commercial stocks with refiners. It is still lower than what the IEA recommends.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

Times of India, Delhi, 24/03/2026

Page No: 9, Size: 17.59cm × 29.92cm

2 India-flagged tankers clear Hormuz; Iran denies taking ransom

Dipak.Dash@timesofindia.com

New Delhi: Two India-flagged LPG tankers — Jag Vasant and Pine Gas — carrying around 92,600 tonne of cooking gas crossed the Strait of Hormuz on Monday and are likely to reach ports by Saturday, the shipping ministry said. Their arrival would take the total imported LNG to over 2.9 lakh tonnes.

Earlier, Rajesh Kumar Sinha, special secretary in the shipping ministry, said the two ships had started moving but did not disclose the destination. Ship tracking data showed both tankers sailed between Iran's Larak and Qeshm islands, possibly to signal identity to Iranian authorities before crossing.

With this, four India-flagged vessels have sailed through the conflict-hit choke point since the Iran war began on Feb 28. Officials said the govt's focus is to ensure safe passage of 20 remaining India-flagged ships and Indian crews west of the strait.

Sinha said one LNG ship is chartered by Petronet LNG Ltd, while seven LPG carriers have been hired by BPCL and HPCL. The Crude oil tankers have been chartered by IOC, Reliance Industries and BGN International.

Overall, close to 500 tanker vessels remain confined within the Persian Gulf. While multiple reports claimed that Iran was selectively allowing ships to cross, the Iranian embassy in India said in a post on X, "In response to certain claims regarding the alleged receipt of a sum of $2 million by the Islamic Republic of Iran from vessels transiting the Strait of Hormuz, it is emphasised that such claims are unfounded. The statements made in this regard merely reflect the personal views of individuals and do not, in any way, represent the official position of the Islamic Republic of Iran."

India imports about 88% of crude oil, 50% of natural gas and 60% of LPG, much of it routed through the Strait.

Oil Shock Jolts India

Sharp volatility in crude oil prices may widen CAD, hit inflation, and topple fiscal math because of weak risk sentiment, energy pricing, and economic activities


India is a net oil importer with inelastic demand

PHOTO BY ABEER KHAN/BLOOMBERG VIA GETTY IMAGES

WITH THE ESCALATION OF geopolitical tension in West Asia, economists are looking for monetary policy action to cushion the disruptive impact on growth, investments, capital markets, and more particularly, on business sentiment. The rising geopolitical tension in West Asia has increased risks for India's trade with West Asian countries, as net importing countries like India depend on the Strait of Hormuz for crude oil and LNG.

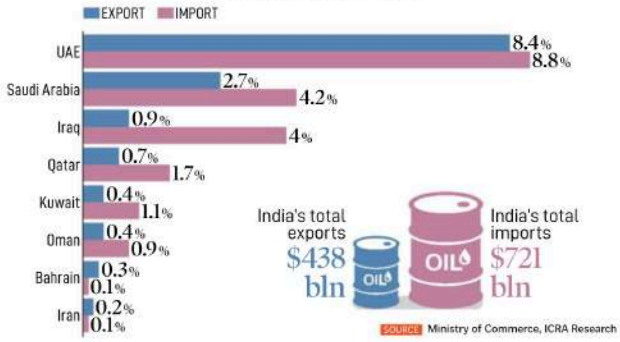
"West Asia accounts for a significant share of India's trade, with around 14 percent of exports and 20 percent of imports linked to the region. As a result, the conflict poses meaningful risks to India's trade flows, particularly in the form of higher freight costs, supply delays, and uncertainty over energy supplies," says Aditi Nayar, chief economist, ICRA Ratings.

The surge in crude oil prices is also feared to widen India's current account deficit (CAD), hit inflation, and upset fiscal calculations. The initial strikes by the US and Israel against Iran prompted retaliatory actions by Iran, targeting US assets in several West Asian countries, including Saudi Arabia, the UAE, Kuwait, Qatar, Iraq, Bahrain, and Oman. As per the International Energy Agency (IEA), collectively these nations account for 30 percent of the world's crude oil production and 17 percent of global gas output.

Iran's response also resulted in the closure of the Strait of Hormuz (SoH)—a critical passage that manages 25 percent of global seaborne oil shipments and 20 percent of LNG exports.

"As India is a net oil importer with inelastic demand, movements in crude oil prices have an important bearing on macro stability and hence economic growth. Higher energy prices would weigh on consumer sentiment, real incomes and spending, while squeezing industrial margins

India's Exports & Imports From Key West Asian Countries in FY25



SOURCE Ministry of Commerce, ICRA Research

INFOGRAPHICS BY MUKESH SINGH

the CPI inflation trajectory will particularly depend on the extent of the change in RSPs of petrol, diesel and LPG, in terms of the immediate transmission," Nayar says.

As per estimates by Gupta, there is a 30 bps upside risk to India's fiscal deficit if higher oil prices continue. For example, to protect Indian households from the impact of rising global oil prices, the government could increase fuel subsidies or reduce excise duties on gasoline and diesel—both of which would affect the country's fiscal position.

"We estimate that a ₹2-per-litre cut in excise duty for petrol and diesel implies an annualised fiscal impact of about ₹32,000 crore (0.1 percent of GDP)," Gupta explains.

EQUITIES ON TENTERHOOKS

Stock markets across the globe have been on tenterhooks, while in India the VIX has remained elevated, implying weak underlying risk sentiment. Domestic financial markets, including equity price action, bonds and the rupee, have felt the heat from the ongoing hostilities in the West Asia region. The currency had depreciated to a fresh low against the dollar, alongside a tentative stabilisation in the benchmark equity indices after a sharp sell-off.

"Crude oil prices, at this juncture, are encapsulating the 'sum of all fears' arising out of the significant escalation of the conflict in the Gulf region," says Vinod Karki, equity strategist, ICICI Institutional Equities Research.

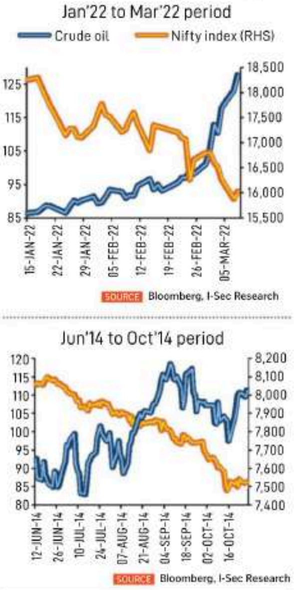
According to his estimates, if crude prices sustain above $100 per barrel, the Nifty could potentially drop by 10 percent, while the price-to-earnings (PE) ratio could drop to 18 times, which is closer to the lowest levels in the post-Covid era.

"Consequently, the earnings yield could rise to 5.6 percent (highest in the post-Covid era), while the relative spread of bond yield over earnings yield could dip to 100 basis points, thereby increasing the relative attractiveness of equities over bonds (assuming bond yields do not spike)," Karki explains.

In 2022, when oil prices spiked beyond $100/bbl for three to four months, driven by Russia's invasion of Ukraine, the Nifty had slumped 10 percent before rallying the following year.

Overall, steep crude prices negatively affect demand as prices rise. Corporate profitability is also impacted, as fuel and raw material costs for most companies surge.

Crude above $90-100/bbl: How Nifty swings



WHAT'S IN IT FOR OMCs?

The heightened risk of supply disruption from the Middle East, a key crude source for Asia, has driven a sharp rise in global oil prices, which will likely intensify financial pressure on oil companies, says Moody's.

"Price caps and delayed cost pass-throughs will compress margins and increase working capital needs, weighing on near-term cash flows where compensation mechanisms remain uncertain. The speed of the price surge brings fuel-pricing frameworks and the adequacy of financial buffers into immediate focus," it says.

In India, domestic retail prices of fuels have remained largely steady since April 2022, despite swings in global oil and gas prices and the country's high dependence on imports.

According to Moody's, India's oil marketing companies (OMCs) will bear rising input costs from higher energy prices without corresponding increases in selling prices because the government's influence over retail pricing prevents timely cost pass-throughs. These companies control nearly 90 percent of retail fuel outlets in the country.

It explains that India stands out among the large Asian economies that rely on crude from the Middle East. The country holds crude reserves covering 74 days' worth of net oil imports. To ease global crude supply constraints caused by the closure of the Strait of Hormuz, the US government has also granted a 30-day waiver for India to buy Russian oil stranded at sea. These measures increase crude supply options for OMCs.

However, Fitch Ratings believes that an extended closure of the SoH or sustained high oil prices beyond a few quarters could pressure issuers' near-term credit metrics and standalone credit profiles (SCPs), although ratings will remain supported by strong government linkages and state support.

"In the event of a prolonged disruption, we expect the government to strike a balance between maintaining adequate financial profiles at OMCs while managing domestic inflation and fiscal policy, as demonstrated in the past, which mitigates risks," Fitch says.

-Nasrin Sultana

Impact of Crude Oil Prices on Indian Economy

Crude oil ($bbl)	CAD as % of GDP
70-75	1
100-105	1.9-2.2
120-125	2.5-3

SOURCE ICRA Research

for some sectors," says Tanvee Gupta Jain, chief India economist, UBS India.

On March 9, Brent crude futures climbed to a high of $119.50 per barrel, surging around 25 percent in a day, the highest since the Russia-Ukraine war in 2022. Soon after, crude oil prices cooled off to below $90 per barrel driven by indications from the US administration that the conflict in Iran may end soon.

Brian Tan, economist, Barclays, feels the volatility in crude oil prices may not immediately trigger a monetary policy action towards tightening. "While global crude oil prices remain elevated and will likely still exert pressure on central bank inflation targets in the region, we continue to expect policymakers to remain cautious about prematurely tightening monetary policy," says Tan.

The SoH is the only marine entryway into the Persian Gulf, with Iran on one side and Oman and the UAE on the other. It also links the Persian Gulf to the Gulf of Oman and the Arabian Sea in the Indian Ocean. The closure of this critical oil corridor will lead to a steep increase in oil prices, affecting all countries, even if oil is not imported from the Gulf region, as prices tend to be linked across markets.

"We see three channels of impact for India—risk sentiment, energy pricing, and economic activity," says Radhika Rao, senior economist, DBS Bank.

HOW CRUDE MAY UPSET FISC

According to Gupta's estimate, a $100/bbl oil price may widen India's net oil imports and goods trade deficit by 1 percent of gross domestic product (GDP), all else being equal. A secondary impact would also be felt via remittances, given Gulf countries account for a 36 percent share of the total.

"Elevated oil prices could widen India's current account deficit by 110–120 basis points of GDP to 2.7 percent in FY27, much higher than the sustainable level of 2 percent of GDP," Gupta says.

India is the third-largest oil consumer globally, with a heavy reliance on crude imports. The country imports more than 85 percent of crude oil supplies, of which more than 55–57 percent comes from Middle Eastern countries. Around half of crude supplies, amounting to 2.5–2.7 million barrels per day, travels through the Strait of Hormuz, largely from Iraq, Saudi Arabia, the UAE, and Kuwait.

"While global crude oil prices remain elevated and will likely still exert pressure on central bank inflation targets in the region, we continue to expect policymakers to remain cautious about prematurely tightening monetary policy," Rao says.

She expects the Reserve Bank of India to stay on a prolonged pause on policy rates, while undertaking specific steps to ease market tensions. "Outside of the geopolitical tensions, we continue to expect the rupee to underperform the regional pack, even as the broader dollar might stabilise," she adds.

ICRA estimates that for every 10 percent increase in crude oil prices, WPI inflation rises by 80-100 bps, compared with a 40-60 bps uptick in CPI inflation, assuming that full transmission to retail selling prices (RSPs) of fuels takes place. "The quantum of the impact on

West Asia war drives crude to 2022 highs, potentially hurting India's oil bill

$119.5 per barrel

Brent crude futures surged more than 25%, reaching their highest since 2022

WHAT DOES COSTLY CRUDE OIL MEAN?

Note: FY26 and FY27 are estimates SOURCE DSP Netra

WHERE DOES INDIA BUY OIL FROM?

Countrywise share in India's oil imports (In %)

Country	Share
Russian Federation	32.8
Iraq	19.3
Saudi Arabia	13.5
United Arab Emirates	9.2
United States	6
Nigeria	3.5
Kuwait	3.4
Angola	2
Kazakhstan	1.8
Brazil	1.6

Note: Data for 2025
SOURCE LSEG, Forbes India calculation

- Samreen Wani

Indian Express, Delhi, 24/03/2026
Page No: 13, Size: 25.06cm × 24.90cm

TANKERS CROSSED THE STRAIT USING THE PATH THROUGH IRAN'S TERRITORIAL WATERS

Indian LPG tankers Jag Vasant, Pine Gas move across Hormuz

Unusual routes through Iranian waters taken by vessels that recently transited Hormuz signal that Tehran is running a checkpoint and regulating traffic

Sukalp Sharma
New Delhi, March 23

TWO INDIA-FLAGGED liquefied petroleum gas (LPG) tankers that had been anchored in the Persian Gulf are on the move and have crossed over to the east of the Strait of Hormuz on Monday using a route — through Iran's territorial waters — that industry experts believe allows Tehran to run a checkpoint and regulate vessel movements through the maritime chokepoint. According to ship tracking data, the two Indian LPG tankers — Pine Gas and Jag Vasant — sailed through the waters between Iran's Larak and Qeshm islands on Monday afternoon.

Both tankers, sailing close to one another, were broadcasting that they were Indian ships, possibly to avoid any confusion regarding their flag and identity among the Iranian authorities keeping a close watch on the Strait of Hormuz — the narrow waterway between Iran and Oman that connections the Persian Gulf to the Gulf of Oman — that is a critical chokepoint for global energy flows from West Asia. While Iran had claimed that the strait was closed only for vessels linked to the US, Israel, and their allies, a few vessels of evidently neutral countries also came under attack. This led to most trading houses, insurers, and vessels becoming loath to transit the Strait in the extremely high-risk environment.

India has been engaged with Iran at the diplomatic level for safe passage of Indian ships through the strait, which earlier helped two LPG tankers — Shivalik and Nanda Devi — to transit the strait a few days back. In an interview to the *Financial Times* last week, Foreign Minister S Jaishankar said there was no "blanket arrangement" with Iran for India-flagged ships, "every ship movement is an individual happening", he added, while saying that he remained engaged in talks with Tehran.

Iran's Foreign Minister Seyed Abbas Araghchi had told *CBS* that Iran was "open" to countries that want to discuss "safe passage of their vessels". Notably, as was the case with Shivalik and Nanda Devi, the transit of Jag Vasant and Pine Gas came close on the heels of a conversation between Prime Minister Narendra Modi and Iran's President Masoud Pezeshkian.

According to Shipping Ministry Special Secretary Rajesh Kumar Sinha, the two tankers were moving and were estimated to be cumulatively carrying over 92,000 tonnes of LPG, or over a day's worth of India's pre-West Asia war consumption. The country's current LPG consumption is lower amid a supply crunch due to the war. According to information provided by the Shipping Ministry, the two vessels together have 60 Indian seafarers onboard, and are expected to reach Indian ports between March 26 and 28.

Iran earlier helped two LPG tankers — Shivalik and Nanda Devi — to transit the strait a few days back. EXPRESS PHOTO

Both Jag Vasant, owned and operated by Mumbai-based Great Eastern Shipping Company, and Pine Gas — owned and operated by Mumbai-based Seven Islands Shipping—were chartered by public sector refiners. As per vessel tracking data, both the tankers are estimated to have started for India between Sunday night and Monday morning. They had initially left their loading ports in the Persian Gulf on March 2-3, but had then been anchored in the region as the war escalated.

The effective closure of the strait has created a major headache for 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 transited the strait, making the chokepoint particularly critical for India's LPG supplies. India's annual LPG consumption stands at a little over 33 mt, with an import dependency level of 60%. With 90% of India's LPG imports coming from West Asia, the strait effectively sees the movement of around 54% of India's LPG consumption.

As of Sunday, India had 22 merchant vessels with 611 seafarers stuck in the Persian Gulf, with a majority being oil and gas tankers. They cumulatively held 3.2 lakh tonnes of LPG, 2 lakh tonnes of LNG, and 16 lakh tonnes of crude oil destined for India. With Jag Vasant and Pine Gas crossing the strait, the number of Indian vessels in the Persian Gulf now stands at 20.

The Ministry of External Affairs has been maintaining that India continues to be in constant contact with all relevant governments at various political and diplomatic levels and is making efforts to ensure that Indian vessels can achieve safe and unhindered transit to maintain the country's energy security.

Even as the effective halt in transits through the strait continues to be in place, there are strong indications that Tehran is selectively allowing some traffic to transit the strait's fraught waters by providing negotiated safe passages based on its talks with other governments and stakeholders, as per industry watchers and vessel tracking data. Rather unusual routes through Iran's territorial waters taken by vessels that recently transited the strait are a major signal of Tehran regulating the flow of maritime traffic through the strait, which accounts for one-fifth of global crude oil and LNG flows.

A number of vessels that have managed to trickle out of the Persian Gulf over the past few days went through the waters between Qeshm island (on Larak's east) and Larak island to take a longer, circuitous path before crossing the strait, as against the shorter and straighter path through the middle of the strait, ship tracking data shows. Jag Vasant and Pine Gas used the same corridor, the data shows. Nanda Devi and Shivalik were also estimated to have taken the same route, as did vessels from other countries including Pakistan, Turkey, and Greece.

FULL REPORT ON WWW.INDIANEXPRESS.COM

Business Standard, Delhi, 24/03/2026

Page No: 17, Size: 105.09cm × 152.93cm

Why India's energy security goal is an unfinished journey

Plans to cut import dependence have faltered, as is evident from the cooking gas crisis caused by the Iran war

SUDHEER PAL SINGH
New Delhi, 23 March

It was March 2015, and Prime Minister Narendra Modi was speaking at the Urja Sangam, India's biggest hydrocarbon event at the time, in Delhi. What the PM said that day, amid an urgent need to boost domestic production and cut foreign imports of oil and gas, amazed the industry. He urged energy sector stakeholders to increase domestic oil and gas production and reduce import dependence from 77 per cent then to 67 per cent by 2022 and further to 50 per cent by 2030.

That national target remained a hot topic for the next few years – it remains a vision statement worth recalling today, in the context of the West Asia crisis and its energy shock. However, in the 11 years since that speech, India's dependence on imported crude oil and natural gas has only increased — from 80.6 per cent to 88.6 per cent for crude and 40.7 per cent to 50.1 per cent for gas, according to data sourced from the Ministry of Petroleum and Natural Gas.

This rising import dependence, partly the outcome of stagnant domestic energy output, is now reflected in the natural gas crisis, with many consumers having to waiting in queues for hours and days for cooking gas cylinders, as officials across ministries struggle to free tankers stuck in the Strait of Hormuz, the narrow nerve centre of the ongoing Iran war.

The crisis has raised questions about when and how India slipped on its energy security ambitions, and whether the country could have moved more resolutely key aspects, including exploration and production (E&P) efforts, investor-friendly policies, diversification of imports, and an energy basket with renewables to gradually wean it off fossil fuels.

Local production flat

Domestic oil and gas exploration and production have remained stagnant over the years — as has output — and industry stakeholders and experts say the main reason for this is the age of India's hydrocarbon assets. India's total production of oil and oil equivalent gas dropped 1.5 per cent to 64.8 million tonnes of oil equivalent (mtoe) last financial year (2024-25). In the current financial year (April to February) too production dropped 3 per cent to 57.5 mtoe.

As a result, the country's combined oil and gas import dependence rose 1 percentage point to 80.6 per cent in the first 11 months of 2025-26. At Oil and Natural Gas Corporation (ONGC), the state-owned E&P major, crude production remained nearly flat at 13.907 million tonnes (mt) in the first nine months of the current financial year, compared with 13.858 mt produced in the year-ago period.

One thing is for sure. The problem with domestic production does not lie in policy. For the sheer number of policy changes introduced in the past ten years to make the oil and gas sector more investor-friendly is mind-boggling.

INDIA'S TOTAL PRODUCTION OF OIL AND OIL EQUIVALENT GAS DROPPED 1.5 PER CENT TO 64.8 MTOE IN FY25. IN FY26 (APRIL TO FEBRUARY) TOO, PRODUCTION DROPPED 3 PER CENT TO 57.5 MTOE

Policy proliferation

Starting off with the policy under Production Sharing Contract (PSC) for early monetization of hydrocarbon discoveries in 2014, the government moved in quick succession to the Discovered Small Field Policy in 2015, Hydrocarbon Exploration and Licensing Policy (the acronym is HELP), 2016, policy for extension of PSCs in 2016 and 2017, policy for early monetization of coal bed methane, 2017, setting up of the National Data Repository in 2017, appraisal of unappraised areas in sedimentary basins under the National Seismic Programme in 2017, policy for 'discovered fields and exploration blocks' under the pre-new exploration licensing policy (Pre-NELP) in 2016 and 2017, and the policy to promote and incentivise enhanced recovery methods for oil and gas in 2018.

More recently, the government last year freed up 1 million sq km of 'no-go' areas offshore for exploration after blocking them for decades. The long list finally ends with the enactment of the Oilfields (Regulation and Development) Amendment Act, 2025, which aims to foster an investor-friendly environment and enhance ease of doing business.

If you are wondering how to make sense of this barrage of policies carried out over years in the backdrop of the current energy crisis, here is some perspective.

"For hydrocarbons, the lesson is straightforward. Import dependence will persist in the medium term, but domestic exploration must play a larger stabilising role. India's sedimentary basins remain underexplored, not because of lack of geology, but because exploration is inherently a high-risk business that responds sharply to policy signals," said Deepak Mahurkar, leader, oil and gas at accounting and consultancy firm PwC India.

The global exploration industry offers a simple rule-of-the-thumb often repeated by investors: The tighter and more unpredictable the regime, the faster capital flees to other jurisdictions.

Mahurkar asserted that exploration capital is mobile and, therefore, countries that simplify fiscal terms, allow pricing freedom, reduce retrospective interventions and shorten approval cycles tend to attract sustained risk capital, even when geology is uncertain.

Conversely, frequent contractual reinterpretation or layered clearances raise the risk premium. "India's policy challenge, therefore, is not subsidy but confidence. Stable contracts, faster acreage award cycles, genuine operational autonomy and clear exit options matter far more than headline incentives. A steady revival of domestic oil and gas production, even if modest in scale, acts as strategic insurance by reducing exposure at the margin during global disruptions," he said.

According to Anil Agarwal, chairman of Vedanta, India's largest private oil and gas exploration and production company, the solution lies in declaring the oil and gas sector a national priority, cutting cumbersome processes and facilitating rapid increase in domestic production.

"Government should exempt the sector from time-consuming regulations, including public hearing (for minerals). The latter (exemption) has already been done for critical minerals but needs to be done across the board for all processes and minerals. Environment clearances need to be on self-certification basis. Once a company commits to the government's rulebook, there should be no further process, only audit at a later time," he said in a recent social media post asserting that India imports 90 per cent of its oil used for public transport, 66 per cent of liquefied petroleum gas (LPG) used for cooking, and 50 per cent of liquefied natural gas (LNG), which goes into low-emission public transport vehicles. No wonder oil and gas is the biggest item in the country's import bill, at around $176 billion per year.

Imports, energy basket - the more the better

India has expanded its crude sourcing from 27 countries a decade ago to more than 40 today. The expansion of the import basket has helped the country better manage oil supply.

However, this is not so for gas supplies. The current crisis in LPG availability is rooted in three factors — huge consumption volumes, with India being the second-largest LPG consumer, high import dependence, (66 per cent of demand is met through imports), and over-dependence on a single region. As much as 90 per cent of LPG imports come from West Asia the Strait of Hormuz.

For the government, the current crisis has come as a lesson learned the hard way. Reports indicate a drop in weekly LPG imports from West Asia, a pipeline that is being increasingly replaced by the US and other regions.

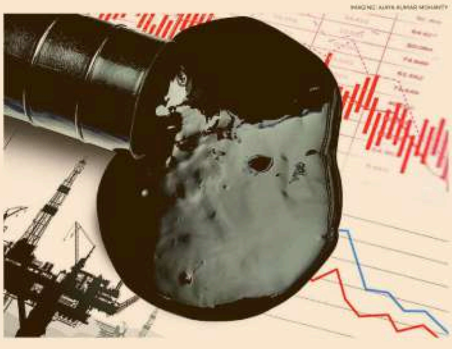
When it comes to diversification of the domestic energy basket, it is a relatively simple story. Electric mobility, with the potential to usurp oil and gas volumes in the transport sector, has expanded over the years but not enough. Similarly, ethanol blending in petrol has increased but it is still inadequate.

The government launched the Faster Adoption and Manufacturing of (Hybrid &) EVs in India (FAME I) scheme in 2015. In its first phase, 278,000 electric vehicles (EVs) were added, resulting in a savings of about 50 million litres of fuel. The second phase, launched in 2019, subsidised the purchase of 1.6 million EVs and the construction of charging infrastructure, saving 42.6 million litres of fuel. The number of EVs registered in India in 2023-24 increased by 9.7 times compared with 2019-20. The EV market surged in 2025, reaching 2.3 million in sales and an 8 per cent share of new vehicle registrations.

Similarly, ethanol blending in petrol has risen from 1.5 per cent in 2014 to 20 per cent in 2025, a 13-fold increase over 11 years. Ethanol production surged from 380 million litres to 6.61 billion litres in this period, and the 20 per cent ethanol blending programme now saves 44 million barrels of crude oil annually. Yet, these measures have been unable to stave off the current crisis.

Asked what specific steps and policy interventions India could have taken to mitigate the energy shock it is experiencing now, Kirit Parikh, former member of the Planning Commission, and the principal architect of the Integrated Energy Policy (IEP) 2005 told *Business Standard*: "With perfect 20-20 hindsight, we could not have pushed electrification faster, as the technology was not fully evolved. However, a much greater emphasis on public transport and shifting freight movement from road to railways was possible and suggested in the IEP 2005 report."

He said the ongoing West Asia crisis has highlighted the urgent need for India to cut the import dependence on crude oil. "We had recognized the need for self-reliance and solar as our ultimate energy source in the IEP report. The solar mission was started in 2010. The present government has boosted its targets supported by steep a fall in the price of Photo Voltaic cells in the international market. However, further development requires a coordinated policy of RE generation and electricity storage," he said.



A balanced path sought

So, what is the way forward? As Parikh, who heads Integrated Research for Action and Development (IRADe), a research institute, puts it: "Push electric mobility faster, have a coordinated development of RE (renewable energy) generation and storage, and push public transport, especially in smaller cities and towns. Public transport can be attractive if the cost and time are comparable to private vehicle transport."

PwC's Mahurkar is of the same view. He argues that the recent turbulence in West Asia is best viewed not as a failure of India's energy policy, but as a reminder of the scale and complexity of the transition still underway. "Energy self-sufficiency for an economy of India's size cannot be achieved through a single lever. It requires parallel progress across hydrocarbons, renewables and efficiency, each with its own policy logic and constraints," he said.

Mahurkar asserts that India's energy journey is neither delayed nor misdirected — it is simply unfinished. He says that the lesson from global disruptions is not to abandon markets, but to deepen resilience. Exploration needs confidence, renewables need execution ease, and efficiency needs institutional muscle. Progress across all three, pursued simultaneously, is what ultimately converts ambition into energy security.

FOR THE GOVERNMENT, THE CURRENT CRISIS HAS COME AS A LESSON LEARNED THE HARD WAY

DJ Rashtriya Sanskaran, Delhi, 24/03/2026
Page No: 3, Size: 22.49cm × 34.98cm

लगभग 64 प्रतिशत भरा है भारत का रणनीतिक तेल भंडार

- पेट्रोलियम और प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने राज्यसभा में बताया
- भारत के रणनीतिक भंडारों में 3.372 मिलियन मीट्रिक टन से अधिक तेल

सुरेश गोपी। फाइल

नई दिल्ली, प्रेट्र : पेट्रोलियम व प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने सोमवार को राज्यसभा में एक प्रश्न के लिखित उत्तर में बताया कि इस समय भारतीय रणनीतिक पेट्रोलियम रिजर्व लिमिटेड (आइएसपीआरएल) के पास 3.372 मिलियन टन कच्चा तेल उपलब्ध है, जो कुल भंडारण क्षमता का लगभग 64 प्रतिशत है। वास्तविक भंडार गतिशील संख्या है जो भंडारण व वास्तविक खपत पर निर्भर करती है। दोनों स्थिर नहीं हैं। ज्ञात हो, रणनीतिक तेल भंडार व्यवधानों के दौरान करीब 9.5 दिनों की आपूर्ति प्रदान करने के लिए बनाए गए हैं। भारत ने आंध्र प्रदेश के विशाखापत्तनम व कर्नाटक के मंगलुरु और पडुर में कुल 5.33 मिलियन टन की क्षमता वाले रणनीतिक भूमिगत भंडारण सुविधाएं स्थापित की हैं ताकि पेट्रोल और डीजल जैसे ईंधनों के उत्पादन के लिए कच्चे तेल को संग्रहीत किया जा सके।

सुरेश गोपी ने बताया कि चालू वित्त वर्ष के पहले 11 माह में करीब 226 मिलियन टन या 88.7 प्रतिशत तेल की जरूरतों के आयात पर 110 अरब अमेरिकी डालर खर्च किए। इसमें से आधा सऊदी अरब, इराक व यूएई जैसे देशों से आया। अप्रैल 2025 से फरवरी 2026 के बीच देश में उपभोग की जाने वाली आधी प्राकृतिक गैस के आयात पर 12.4 अरब अमेरिकी डालर खर्च किए गए। 60 प्रतिशत एलपीजी विदेश से आया। गोपी ने कहा, जुलाई 2021 में, सरकार ने 6.5 मिलियन टन की कुल भंडारण क्षमता वाले दो अतिरिक्त वाणिज्यिक-सम रणनीतिक पेट्रोलियम भंडार केंद्रों की स्थापना को मंजूरी दी थी। इनमें ओडिशा में चांदिखोल (चार मिलियन टन) और पडुर, कर्नाटक में 2.5 मिलियन टन शामिल हैं। पडुर में निर्माण का कार्य एक अक्टूबर 2025 को सौंपा गया है।

वर्तमान में कच्चे तेल और पेट्रोलियम उत्पादों के भंडारण की कुल राष्ट्रीय क्षमता 74 दिन है, जिसमें तेल मार्केटिंग कंपनियों के भंडारण केंद्रों की क्षमता शामिल है।

DJ Rashtriya Sanskaran, Delhi, 24/03/2026
Page No: 5, Size: 22.49cm × 37.70cm

तेल संकट के बीच आखिर पीएम ने ई20 पेट्रोल को क्यों सराहा?

नई दिल्ली, जागरण न्यूज नेटवर्क

पश्चिम एशिया में बढ़ते तनाव और तेल संकट के बीच प्रधानमंत्री नरेन्द्र मोदी ने संसद में ई20 पेट्रोल के प्रति अपनी सरकार के विजन की जमकर प्रशंसा की है। उन्होंने स्पष्ट किया कि 20 प्रतिशत इथेनाल मिश्रण की नीति ने न केवल भारत के आयात बिल को कम किया है, बल्कि वैश्विक अस्थिरता के समय देश को एक सुरक्षा कवच भी प्रदान किया है।

ऊर्जा सुरक्षा और आयात में भारी कटौती : प्रधानमंत्री ने लोकसभा में अपने संबोधन के दौरान बताया कि एक दशक पहले भारत में इथेनाल सम्मिश्रण की क्षमता केवल एक प्रतिशत थी, जो अब बढ़कर 20 प्रतिशत के करीब पहुंच गई है। 28 फरवरी को ईरान पर हुए हमलों के बाद से खाड़ी क्षेत्र में युद्ध की स्थिति बनी हुई है, जिससे कच्चे तेल की आपूर्ति बाधित होने का खतरा मंडरा रहा है। मोदी ने रेखांकित किया कि पिछले एक वर्ष में 20 प्रतिशत इथेनाल सम्मिश्रण के कारण भारत को लगभग 4.5 करोड़ बैरल कम कच्चा तेल आयात करना पड़ा है। इस कदम से न केवल विदेशी मुद्रा की बचत हुई है, बल्कि गन्ना किसानों की आय में भी वृद्धि हुई है। वर्तमान में भारत की इथेनाल उत्पादन क्षमता लगभग दो हजार करोड़ लीटर तक पहुंच गई है, जिसमें 380 से अधिक समर्पित डिस्टलरी कार्यरत हैं।

1 वर्ष में 20 फीसद इथेनाल सम्मिश्रण के कारण 4.5 करोड़ बैरल कम कच्चा तेल आयात करना पड़ा

प्रतीकात्मक

विवाद और सरकार का पक्ष: मीडिया रिपोर्ट्स के अनुसार, ई20 ईंधन को लेकर वाहन चालकों के बीच कुछ चिंताएं भी रही हैं। अप्रैल 2023 से पहले निर्मित पुराने वाहनों के मालिकों ने माइलेज में छह-आठ प्रतिशत की गिरावट और इंजन के खराब होने की शिकायतें की हैं। हालांकि, सड़क परिवहन मंत्री नितिन गडकरी और पेट्रोलियम मंत्री हरदीप सिंह पुरी ने इन दावों को 'भ्रामक' करार दिया है। सुप्रीम कोर्ट ने ई20 अनिवार्य करने के खिलाफ दायर याचिका को खारिज कर दिया है।

सरकार ने कोर्ट में तर्क दिया कि यह नीति पर्यावरण और किसानों के हित में है। गडकरी ने संकेत दिया है कि ई20 के खिलाफ फैलाया जा रहा डर एक विशेष 'पेट्रोलियम लाबी' की साजिश हो सकती है। उल्लेखनीय है कि ई10 की तुलना में ई20 ईंधन कार्बन उत्सर्जन को लगभग 30 प्रतिशत तक कम करता है।

Business Standard Hindi, Delhi, 24/03/2026

Page No: 10, Size: 65.30cm × 75.86cm

हमला थमा, तेल कीमतों में गिरावट

92,000 टन एलपीजी से लदे दो भारतीय जहाजों ने होर्मुज स्ट्रेट पार किया, 26-28 को पहुंचेगा देश

शुभांगी माथुर और ध्रुवाक्ष साहा

अमेरिका के राष्ट्रपति डॉनल्ड ट्रंप द्वारा सोमवार को ईरान के विरुद्ध सैन्य हमले पांच दिनों के लिए रोकने की घोषणा के बाद कच्चे तेल की कीमतों में तेज गिरावट आई है। अमेरिका के मुताबिक दोनों देशों के बीच 'सार्थक बातचीत' के बाद ये हमले रोके जा रहे हैं।

ट्रंप ने ट्रुथ सोशल पर लिखी एक पोस्ट में कहा, 'मैंने युद्ध विभाग को निर्देश दिया है कि अगले पांच दिनों तक ईरान के बिजली संयंत्रों और ऊर्जा ढांचे पर कोई सैन्य हमला नहीं किया जाए बशर्ते कि हमारी चल रही चर्चाओं की कामयाबी बनी रहे।'

उनकी घोषणा के बाद मानक ब्रेंट क्रूड की दरों में 10 फीसदी से अधिक की गिरावट आई और यह 20 मार्च के 106.88 डॉलर प्रति बैरल से गिरकर भारतीय समयानुसार शाम 7.30 बजे 96.06 डॉलर प्रति बैरल तक आ गया हालांकि बाद में यह दोबारा 101 डॉलर प्रति बैरल तक जा पहुंचा। भारतीय क्रूड बास्केट की कीमत मार्च में औसतन 119 डॉलर प्रति बैरल रही है। यह पिछले महीने के 60 डॉलर प्रति बैरल से बहुत अधिक है।

अमेरिकी सैन्य कार्रवाई तब रोकी गई है जब एक दिन पहले ही ट्रंप ने ईरान को 48 घंटे का अल्टीमेटम देते हुए कहा था कि अगर उसने होर्मुज स्ट्रेट नहीं खोला तो उसकी ऊर्जा अधोसंरचना पर हमला किया जाएगा।

ईरान और ओमान के बीच स्थित महत्वपूर्ण समुद्री मार्ग होर्मुज स्ट्रेट बंद होने के बावजूद, भारतीय ध्वज वाले दो तरलीकृत पेट्रोलियम गैस (एलपीजी) टैंकर जग वसंत और पाइन गैस इस जलमार्ग को पार कर भारत की ओर बढ़ रहे हैं। नौवहन मंत्रालय के विशेष सचिव राजेश कुमार सिन्हा ने बताया कि ये दोनों टैंकर 92,000 टन (एमटी) एलपीजी लेकर आ रहे हैं। जहाजों पर क्रमशः 33 और 27 भारतीय नाविक सवार हैं। ये 26 मार्च से 28 मार्च के बीच भारत पहुंच सकते हैं।

इससे पहले होर्मुज स्ट्रेट में रुके जहाजों में से दो एलपीजी टैंकर और कच्चे तेल का एक कार्गो भारत पहुंच चुके हैं। अधिकारियों के मुताबिक एलपीजी टैंकरों को भारत पेट्रोलियम (बीपीसीएल) और हिंदुस्तान पेट्रोलियम (एचपीसीएल) ने चार्टर किया है। कच्चे तेल की खेप इंडियन ऑयल (आईओसीएल), रिलायंस इंडस्ट्रीज लिमिटेड (आरआईएल) और पीजीएन इंटरनेशनल से जुड़ी है, जबकि एलएनजी जहाज पेट्रोनेट एलएनजी द्वारा चार्टर किया गया है। सिन्हा ने कहा कि सरकार रेफर कंटेनरों (रेफ्रिजरेटेड कंटेनर) की स्थिति पर भी नजर रख रही है, जिनका उपयोग खराब हो सकने लायक वस्तुओं और ताप संवेदी चिकित्सा सामान के लिए किया जाता है। भारत के नौवहन नियामक ने पिछले सप्ताह उद्योग को बताया कि संकट के बीच कंटेनरों की वापसी में देरी आगे चलकर कमी का कारण बन सकती है।

सिन्हा ने कहा कि इन जहाजों के नाविकों के पास पर्याप्त मात्रा में पानी और अन्य आवश्यक राशन उपलब्ध हैं। इस अखबार ने शनिवार को रिपोर्ट किया था कि कुछ जहाजों ने ताजे पानी और राशन की गंभीर कमी की सूचना दी थी।

आपूर्ति सुरक्षित करने के लिए भारत ने अमेरिका से एलपीजी खरीद बढ़ा दी है। समुद्री खुफ़िया फर्म केप्लेर के अनुसार, वर्तमान में 13 टैंकर लगभग 3,50,000 टन एलपीजी लेकर भारत की ओर आ रहे हैं। पहली बार भारत ने अर्जेंटीना से भी एक एलपीजी खेप बुक की है, जिसमें 19,486 टन एलपीजी है और इसके मार्च के अंत तक पहुंचने की उम्मीद है।

इस बीच, पश्चिम एशिया से एलपीजी आपूर्ति संघर्ष के कारण तेजी से घटी है। वर्तमान में केवल 11 टैंकर भारत की ओर बढ़ रहे हैं और इनमें 1,92,734 टन एलपीजी है। इनमें से अधिकांश खेप संघर्ष शुरू होने से पहले रवाना हुई थी।

एलपीजी की कमी के बीच सरकार ने उपभोक्ताओं से पाइप्ड नेचुरल गैस (पीएनजी) अपनाने का आग्रह किया है। मार्च के पहले तीन सप्ताह में गैस कंपनियों ने 3.5 लाख से अधिक घरेलू और वाणिज्यिक पीएनजी कनेक्शन जारी किए हैं।

सरकार का गैस कंपनियों को निर्देश

स्कूल-कॉलेजों को 5 दिन में पीएनजी कनेक्शन

शुभांगी माथुर

सरकार ने शहरी गैस वितरण (सीजीडी) कंपनियों को निर्देश दिया है कि जहां भी पाइपलाइन का बुनियादी ढांचा उपलब्ध है, वहां आवासीय स्कूलों और कॉलेजों, सामुदायिक और आंगनवाड़ी रसोई को पांच दिन के भीतर पाइप वाली प्राकृतिक गैस (पीएनजी) से जोड़ा जाए।

पेट्रोलियम एवं प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) ने सोमवार को एक आदेश में कहा, 'कमजोर वर्गों में, खाना पकाने के ईंधन की आपूर्ति सुरक्षा के लिए सरकार ने अस्पतालों, कैंटीनों, रेस्तरां आदि को लक्षित किया है, जहां बड़े पैमाने पर खाना पकाया जाता है और निर्बाध ईंधन आपूर्ति की आवश्यकता होती है।'

इसमें कहा गया है कि राज्य सरकारों और केंद्र शासित प्रदेशों को बुनियादी ढांचे के निर्माण में तेजी लाने के उद्देश्य से सुधारों को सक्रिय रूप से लागू करने की सलाह दी गई है, जिसमें अनुमोदन प्रक्रियाओं को सुव्यवस्थित करना, स्थानीय करों को युक्तिसंगत बनाना और लागत संबंधी बाधाओं को दूर करना शामिल है।

नियामक संस्था ने कहा कि कनेक्टिविटी संबंधी अनुपालन रिपोर्ट पांच दिन बाद और उसके बाद दैनिक आधार पर प्रस्तुत की जानी चाहिए।

Hindustan, Delhi, 24/03/2026

Page No: 7, Size: 35.56cm × 15.66cm

राहत : युद्ध के बीच दो और पोत गैस लेकर भारत आ रहे

नई दिल्ली, विशेष संवाददाता। पश्चिम एशिया संकट के बीच भारतीय ध्वज वाले दो एलपीजी पोतों ने सोमवार की शाम स्ट्रेट ऑफ होर्मुज को सुरक्षित पार कर लिया है।

पोर्ट्स, शिपिंग और जलमार्ग मंत्रालय के अनुसार ये पोत 26 से 28 मार्च के बीच बंदरगाहों पर पहुंचेंगे। इस बीच, सरकार ने कहा है कि देश में एलपीजी की बुकिंग सामान्य स्तर पर आ गई है और मांग व आपूर्ति में ज्यादा अंतर नहीं रह गया है। उधर, पेट्रोलियम मंत्रालय ने राज्य सरकारों के जरिए पांच किलो के छोटू सिलेंडरों की भी सप्लाई शुरू करने की घोषणा की है।

दो पोत में 92 हजार मीट्रिक टन एलपीजी : पोर्ट्स, शिपिंग और जलमार्ग मंत्रालय ने कहा कि दो एलपीजी पोत पाइन गैस और जग वसंत स्ट्रेट ऑफ होर्मुज 92619.59 मीट्रिक टन एलपीजी लेकर भारत आ रहे हैं। अभी कई अन्य एलपीजी टैंकर होर्मुज के पूर्व में फंसे हुए हैं।

कच्चे तेल की स्थिति सामान्य : पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा कि देश में कच्चे तेल की स्थिति सामान्य है। घरेलू पीएनजी और सीएनजी को भी सौ फीसदी सप्लाई की जा रही है। देश में एलपीजी की स्थिति पर चिंता जताते हुए उन्होंने कहा कि घबराहट में बुकिंग में कमी आई है।

बुकिंग 50 लाख प्रतिदिन पर आई : संयुक्त सचिव ने कहा कि अब बुकिंग सामान्य स्तर यानि 50 लाख प्रतिदिन के स्तर पर आ गई है। इसके साथ ही उन्होंने बताया कि कॉमर्शियल एलजीपी की सप्लाई भी पचास फीसदी तक पहुंच गई है। मंत्रालय राज्य सरकारों के जरिए कॉमर्शियल एलजीपी उपलब्ध करा रही है।

पांच किलो के सिलेंडर का वितरण शुरू : सुजाता शर्मा ने कहा कि राज्य सरकारों की मदद से पेट्रोलियम मंत्रालय होटल, ढाबे, सरकारी कैंटीन और सामुदायिक कैंटीन सहित श्रमिकों के लिए पांच किलो गैस के सिलेंडर का वितरण कर रही है। उन्होंने कहा कि कालाबाजारी और जमाखोरी के खिलाफ भी कार्रवाई जारी है। विभिन्न राज्य सरकारों ने पिछले कुछ दिनों में 37 हजार छापे मारे हैं। 550 एफआईआर दर्ज की गई और करीब 150 लोगों को गिरफ्तार किया गया है। इसके साथ सार्वजनिक क्षेत्र की तेल कंपनियों ने भी औचक निरीक्षण किए हैं।

234 गैस डिस्ट्रीब्यूटर्स के खिलाफ : उन्होंने कहा कि तेल कंपनियों ने 234 गैस डिस्ट्रीब्यूटर्स के खिलाफ कार्रवाई की है। कई डिस्ट्रीब्यूटर के लाइसेंस निलंबित किए गए हैं। कुछ को कारण बताओ नोटिस और कुछ डिस्ट्रीब्यूटर पर जुर्माना लगाया गया है। पोर्ट्स, शिपिंग और जलमार्ग मंत्रालय में वरिष्ठ अधिकारी राजेश कुमार सिन्हा ने बताया कि स्ट्रेट ऑफ होर्मुज के पूर्व में 22 जहाज हैं। इन जहाजों पर 600 नाविक सवार है। क्योंकि, ग्यारह नाविकों ने अपनी ड्यूटी ऑफ कर दी है। सरकार स्थिति पर नजर बनाए हुए हैं।

26 से 28 मार्च के बीच बंदरगाहों पर पहुंचेंगे पोत

■ एलपीजी की बुकिंग सामान्य स्तर पर, सिर्फ पचास लाख बुकिंग हुई

दो लाख ने पीएनजी कनेक्शन लिया

पेट्रोलियम मंत्रालय का कहना है कि पश्चिम एशिया संकट के बाद करीबह 1.9 लाख एलपीजी उपभोक्ता पीएनजी पर शिफ्ट हुए हैं। मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा कि केंद्र कई बार राज्य सरकारों से पीएनजी नेटवर्क को बढ़ाने के लिए सहयोग देने की अपील कर चुका है। मंत्रालय को उम्मीद है कि अभी और लोग कनेक्शन लेंगे। दरअसल, पीएनजी कनेक्शन देने वाली कई कंपनियों ने नए उपभोक्ताओं को पहले बिल पर रियायत देने की घोषणा की है।

दस किलो का सिलेंडर अफवाह

सरकार ने इन खबरों को बेबुनियाद करार दिया है कि पेट्रोलियम मंत्रालय 14.2 किलो के सिलेंडर में सिर्फ 10 किलो एलपीजी सप्लाई करने की तैयारी कर रही है। ताकि, मुश्किल वक्त में ज्यादा उपभोक्ताओं को गैस उपलब्ध कराई जा सके। पेट्रोलियम मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा कि सरकार लगातार अफवाहों पर ध्यान नहीं देने की अपील कर रही है। उनके मुताबिक इस तरह की खबरों में कोई सच्चाई नहीं है।

Navbharat Times, Delhi, 24/03/2026

Page No: 8, Size: 50.43cm × 18.26cm

पश्चिम एशिया संकट पर प्रधानमंत्री ने लोकसभा में कहा - जंग ने अप्रत्याशित चुनौतियां खड़ी कीं, हालात का फायदा लेने वाले झूठ फैलाएंगे, सावधान रहना

पीएम ने दिया भरोसा, तेल-गैस सप्लाई बनाए रखने की कोशिशें

जंग के बाद से होर्मुज में जहाजों का आना-जाना बहुत चुनौतीपूर्ण हो गया है। बावजूद इसके सरकार का प्रयास रहा है कि पेट्रोल, डीजल और गैस की सप्लाई बहुत ज्यादा प्रभावित न हो।

NBT रिपोर्ट, नई दिल्ली

प्रधानमंत्री नरेन्द्र मोदी ने पश्चिम एशिया में युद्ध से बने हालात पर लोकसभा में सोमवार को तेल-गैस से लेकर उर्वरकों तक की सप्लाई के बारे में देश को आश्वस्त किया। मोदी ने कहा कि सरकार प्रयास कर रही है कि आपूर्ति पर ज्यादा असर न पड़े। पीएम ने कहा, 'भारत में बड़ी मात्र में कच्चा तेल, गैस और फर्टिलाइजर जैसी अनेक जरूरी चीजें होर्मुज के रास्ते से आती हैं। युद्ध के बाद से होर्मुज से जहाजों का आना-जाना बहुत चुनौतीपूर्ण हो गया है। बावजूद इसके सरकार का प्रयास रहा है कि पेट्रोल, डीजल और गैस की सप्लाई बहुत ज्यादा प्रभावित न हो।...देश जरूरत का 60% LPG आयात करता है। इसकी सप्लाई में अनिश्चितता के कारण सरकार ने एलपीजी के घरेलू उपयोग को प्राथमिकता दी है। साथ ही, एलपीजी के देश में उत्पादन को भी बढ़ाया जा रहा है। पेट्रोल-डीजल की सप्लाई पूरे देश में सुचारू रूप से होती रहे, इस पर भी लगातार काम किया गया है। पहले क्रूड ऑयल, LNG, LPG के लिए 25 देशों से इंपोर्ट किया जाता था, वहीं आज भारत 41 देशों से एनर्जी इंपोर्ट करता है।'

> 'पहले क्रूड, LNG, LPG 25 देशों से इंपोर्ट होता था, आज 41 देशों से होता है'

पीएम ने कहा, आज भारत के पास 53 लाख टन से अधिक का रणनीतिक पेट्रोलियम रिजर्व है और 65 लाख टन से अधिक के रिजर्व की व्यवस्था पर देश काम कर रहा है। तेल कंपनियों के पास जो रिजर्व है, वह अलग है। सरकार तमाम देशों के सप्लायर्स से भी संपर्क में है। सरकार खाड़ी और आसपास के शिपिंग रूट्स पर भी लगातार नजर बनाए है। हमारा प्रयास है कि तेल, गैस, फर्टिलाइजर जैसे हर जरूरी सामान से जुड़े जहाज भारत तक सुरक्षित पहुंचें। हम अपने वैश्विक सहयोगियों से निरंतर संवाद कर रहे हैं। ऐसे प्रयासों से बीते दिनों होर्मुज में फंसे कई जहाज भारत आए हैं।'

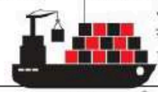
पीएम ने कहा कि भारत के पास पर्याप्त अनाज है। मैं देश के किसानों को विश्वास दिलाता हूं कि सरकार किसानों की हरसंभव मदद करती रहेगी। पीएम ने कहा, युद्ध का बहुत बड़ा चैलेंज यह भी है कि भारत में गर्मी का मौसम शुरू हो रहा है। आने वाले समय में बढ़ती गर्मी के साथ बिजली डिमांड बढ़ेगी। फिलहाल देश के सभी पावर प्लांट्स में कोयले का पर्याप्त भंडार है।

'कानून-व्यवस्था से जुड़ी एजेंसियां अलर्ट मोड में'

पश्चिम एशिया में हालात के बीच आंतरिक सुरक्षा को अहम बताते हुए पीएम ने कहा कि जब ऐसे संकट आते हैं, तो कुछ तत्व इसका गलत फायदा उठाने की कोशिश भी करते हैं। इसलिए कानून-व्यवस्था सुनिश्चित करने वाली सभी एजेंसियों को अलर्ट पर रखा गया है। कोस्टल, बॉर्डर, साइबर सिक्योरिटी हो, स्ट्रैटेजिक इंस्टॉलेशंस हो, सब की सुरक्षा को और मजबूत किया जा रहा है।

'जहाजों में रुकावट और हमले अस्वीकार्य हैं'

पीएम ने कहा, 'भारत ने नागरिकों, एनर्जी और ट्रांसपोर्ट से जुड़े इन्फ्रा पर हमलों का विरोध किया है। कमर्शल जहाजों पर हमला और होर्मुज स्ट्रेट जैसे अंतरराष्ट्रीय जलमार्ग में रुकावट अस्वीकार्य है। भारत डिप्लोमेसी के जरिए युद्ध के माहौल में भी भारतीय जहाजों के सुरक्षित आवागमन के लिए निरंतर प्रयास कर रहा है। ...बातचीत और कूटनीति ही इस समस्या का समाधान है।'



'3.75 लाख से ज्यादा भारतीय सुरक्षित लौटे'

पीएम ने खाड़ी देशों में रहने वाले लगभग 1 करोड़ भारतीयों का जिक्र करते हुए कहा, 'जब से युद्ध शुरू हुआ है, तब से ही प्रभावित देशों में हर भारतीय को जरूरी मदद दी जा रही है। दुर्भाग्य से कुछ लोगों की मृत्यु हुई है और कुछ घायल हुए हैं। परिवारजनों को आवश्यक मदद दी जा रही है। जो घायल है, उनका बेहतर इलाज सुनिश्चित कराया जा रहा है। युद्ध शुरू होने के बाद से लेकर अब तक 3 लाख 75 हजार से अधिक भारतीय सुरक्षित भारत लौट चुके हैं। ईरान से ही अभी तक लगभग 1000 भारतीय सुरक्षित वापस लौटे हैं।'

Jansatta, Delhi, 24/03/2026

Page No: 10, Size: 16.75cm × 19.10cm

पेट्रोलियम और प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने कहा

भारत के रणनीतिक तेल भंडार लगभग दो-तिहाई भरे हुए हैं

नई दिल्ली, 23 मार्च (भाषा)।

भारत के रणनीतिक तेल भंडार, जिन्हें किसी रुकावट या कीमतों में अचानक उछाल के दौरान लगभग 9.5 दिनों की आपूर्ति का बैकअप देने के लिए डिजाइन किया गया है, वे वर्तमान में अपनी क्षमता के केवल दो-तिहाई स्तर पर हैं। यह जानकारी सोमवार को राज्यसभा में दी गई।

भारत, जो दुनिया का तीसरा सबसे बड़ा ऊर्जा उपभोक्ता है और अपनी कच्चे तेल की जरूरतों का लगभग 88 फीसद आयात पर निर्भर है, उसने पेट्रोल और डीजल जैसे ईंधन बनाने में इस्तेमाल होने वाले कच्चे तेल को जमा करने के लिए तीन जगहों पर कुल 5.33 मिलियन टन क्षमता वाली रणनीतिक भूमिगत भंडारण सुविधाएं बनाई हैं। ये तीन जगहें हैं -आंध्र प्रदेश में विशाखापत्तनम, और कर्नाटक में मंगलुरु और पादुर।

पेट्रोलियम और प्राकृतिक गैस राज्य मंत्री सुरेश गोपी ने उच्च सदन में एक लिखित जवाब में कहा कि इन भूमिगत गुफाओं में उपलब्ध कच्चे तेल की मात्रा बाजार की स्थितियों के आधार पर बदलती रहती है। उन्होंने कहा कि वर्तमान में आइएसपीआरएल के पास लगभग 3.372 मिलियन टन कच्चे तेल का भंडार उपलब्ध है, जो कुल भंडारण क्षमता का लगभग 64 फीसद है।

इंडियन स्ट्रेटेजिक पेट्रोलियम रिजर्व लिमिटेड (आएसपीआरएल) यह विशेष प्रयोजन वाहन (एसपीवी) है जिसने तीन जगहों पर कुल 5.33 मिलियन टन कच्चे तेल की क्षमता वाली रणनीतिक पेट्रोलियम भंडार (एसपीआर) सुविधाएं स्थापित की हैं, जो आपूर्ति में अचानक आने वाली अल्पकालिक रुकावटों के लिए एक बफर (सुरक्षा कवच) का काम कर सकती हैं। उन्होंने कहा कि वास्तविक भंडार एक गतिशील संख्या है जो उपलब्ध स्टाक और वास्तविक खपत पर निर्भर करती है ये दोनों ही चीजें स्थिर नहीं रहतीं। यह भंडार तब से चर्चा में है जब मध्य पूर्व में युद्ध छिड़ने के कारण खाड़ी देशों से भारत को होने वाली कच्चे तेल, प्राकृतिक गैस और एलपीजी की आपूर्ति बाधित हो गई थी।

दो और भारतीय ध्वज वाले जहाज होर्मुज जलमार्ग पार कर भारत होंगे रवाना

भारतीय ध्वज वाले दो और एलपीजी टैंकर फारस की खाड़ी से आगे बढ़ना शुरू कर चुके हैं और युद्धग्रस्त होर्मुज जलमार्ग को पार कर भारतीय बंदरगाहों की ओर बढ़ेंगे। जहाज निगरानी से जुड़े आंकड़ों से यह जानकारी मिली। एलपीजी टैंकर पाइन गैस और जग वसंत सोमवार दोपहर को ईरान के लारक और केशम द्वीपों के बीच के जलक्षेत्र के पास थे। दोनों एक-दूसरे के करीब चल रहे हैं। ये दोनों जहाज उन 22 भारतीय झंडे वाले जहाज में शामिल हैं जो पश्चिम एशिया में युद्ध के बाद फारस की खाड़ी में फंस गए थे। इसका कारण युद्ध के कारण होर्मुज जलमार्ग का लगभग बंद होना है। होर्मुज जलमार्ग ईरान और ओमान के बीच का संकरा जलमार्ग है जो तेल और गैस उत्पादक खाड़ी देशों को शेष विश्व से जोड़ता है। जहाज ट्रैकिंग आंकड़ों से पता चला है कि ये दोनों जहाज सोमवार को किसी समय जलमार्ग को पार कर भारतीय बंदरगाहों की ओर बढ़ सकते हैं। इससे पहले, लगभग 92,712 टन एलपीजी ला रहे एमटी शिवालिक और एमटी नंदा देवी सुरक्षित रूप से भारतीय तट पर पहुंच चुके हैं। यह देश की लगभग एक दिन की खाना पकाने की गैस की खपत के बराबर है।

निर्यातकों के लिए 'आरओडीटीईपी' लाभ पूर्ण रूप से बहाल किए गए

सरकार ने सोमवार को निर्यातकों के लिए हानिर्यातित उत्पादों पर शुल्क और करों की छूट (आरओडीटीइपी) योजना के लाभ पूरी तरह बहाल कर दिया। यह फैसला पश्चिम एशिया संकट के कारण वैश्विक व्यापार में आ रही बाधाओं के मद्देनजर लिया गया है। सरकार ने पिछले महीने इस योजना के तहत शुल्क लाभ की दरों को आधा कर दिया था। निर्यातकों ने इसपर निराशा जताते हुए इस फैसले पर दोबारा विचार करने की मांग की थी। विदेश व्यापार महानिदेशालय (डीजीएफटी) ने एक अधिसूचना में कहा, 22 फरवरी, 2026 तक लागू आरओडीटीइपी दरें और मूल्य सीमा, सभी पात्र निर्यात उत्पादों के लिए 23 फरवरी, 2026 से 31 मार्च, 2026 तक फिर से बहाल की गई है। वर्ष 2021 में शुरू की गई आरओडीटीईपी योजना के तहत निर्यातकों को उन करों और शुल्कों की वापसी का प्रावधान है, जो माल बनाने और उसके वितरण के दौरान लगते हैं और केंद्र, राज्य या स्थानीय स्तर पर किसी अन्य व्यवस्था के तहत वापस नहीं मिलते।

Dainik Bhaskar, Delhi, 24/03/2026

Page No: 2, Size: 13.86cm × 14.08cm

परेशानी • एक इंडस्ट्री को रोज ईंधन पर 60 फीसदी अधिक खर्च बढ़ गया

उद्योगों पर दोहरी मारः पीएनजी के रेट दोगुना, उत्पादन की लागत पहले से बढ़ी

भास्कर न्यूज़ | फरीदाबाद

अमेरिका-इजराइल और ईरान युद्ध का असर अब शहर के उद्योगों पर साफ दिखाई देने लगा है। पेट्रो उत्पाद के रेट बढ़ने से औद्योगिक क्षेत्र में उत्पादन लागत तेजी से बढ़ रही है, जिससे उद्यमियों की चिंता बढ़ने लगी है। सबसे बड़ा झटका पाइप्ड नेचुरल गैस (पीएनजी) की कीमतों में भारी वृद्धि है। यह कई उद्योगों के लिए प्रमुख ईंधन है। उद्योगपतियों के अनुसार पीएनजी की दरों में लगभग दोगुनी बढ़ोतरी हुई है। पहले जहां एक एमएमबीटीयू (ब्रिटिश थर्मल यूनिट) गैस पर करीब 1600 रुपए खर्च होते थे, वहीं अब इसके लिए 3300 रुपए तक चुकाने पड़ रहे हैं। इस बढ़ोतरी का सीधा असर उत्पादन लागत पर पड़ा है। उद्यमियों का कहना है कि केवल ईंधन पर ही एक उद्योग का दैनिक खर्च करीब 60 प्रतिशत तक बढ़ गया है। इससे उनकी दिक्कत बढ़ गई है। इससे एक कंपनी में अब ईंधन व अन्य दैनिक खर्च पांच लाख रुपए से अधिक हो गया है।

फरीदाबाद में 30 हजार हैं छोटे-बड़े उद्योग

फरीदाबाद. शहर की एक कंपनी में प्लास्टिक का सामान तैयार करते कर्मचारी।

फरीदाबाद में करीब 30 हजार छोटे-बड़े उद्योग हैं। जिनमें से अधिकांश पीएनजी पर निर्भर हैं। उद्यमियों का कहना है कि दिल्ली-एनसीआर में बढ़ते प्रदूषण की रोकथाम के लिए उन्होंने अपनी कंपनी में जेनरेटर सेट, बॉयलर आदि को पीएनजी में बदल दिया है। ऐसे में मौजूदा हालात में सरकार द्वारा कंपनी चलाने के लिए वैकल्पिक ईंधन के उपयोग जैसे कोयला आदि का इस्तेमाल वह नहीं कर सकते हैं। क्योंकि उनके पास अब कोयला आधारित मशीन की सुविधा नहीं है।

पोलीमर के रेट बढ़ने से भी दिक्कत बढ़ी

जानकारी के अनुसार पीएनजी की कीमतों में वृद्धि ने लगभग हर सेक्टर को प्रभावित किया है। विशेष रूप से प्लास्टिक उद्योग पर इसका असर ज्यादा देखा जा रहा है, क्योंकि पीएनजी के साथ-साथ पॉलीमर के दाम भी बढ़ गए हैं।

ड्यूल ईंधन वाले जेनसे चलाना महंगा

पीएनजी के अलावा डीजल की कीमतों में वृद्धि से ड्यूल ईंधन से चलने वाले जेनरेटर को चलाने में भी उद्यमियों को काफी खर्च करने पड़ रहा है। लागत बढ़ने से तैयार माल की सप्लाई महंगी हो गई है।

एआईएमईडी ने केंद्रीय मंत्री को लिखा पत्र

एसोसिएशन ऑफ इंडियन मेडिकल डिवाइस इंडस्ट्री (एआईएमईडी) ने समस्या को लेकर केंद्रीय मंत्री पीयूष गोयल को पत्र लिखा है। इसमें जल्द सहयोग की मांग की गई है। पत्र के माध्यम से कच्चे माल के दर बढ़ने व कच्चे माल को दर्शाया है।