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FPIs Still in Exit Mode, Dump Record Chunk of Fin Services

MARCH 1-15 TRADES

Foreign investors also sell holdings in auto, telecom, construction

Ruchita Sonawane

Mumbai: Foreign portfolio investors cut exposure to financial services in the first half of March, pulling out ₹31,831 crore, the highest-ever fortnightly selling in the sector, NSDL data show. The outflow comprised 60% of overseas investors' outflows of ₹59,382 crore across 16 sectors in the period, marked by a risk-off mood amid the West Asia conflict. The overall selling this fortnight is the highest since the second half of October 2024, when foreigners sold to the tune of ₹71,500 crore.

"BFSI acts as a proxy for the broader economy, and inflationary concerns triggered a panic sell-off by foreign investors," said Pankaj Pandey, head of retail research at ICICI Securities. "While financials saw heavy withdrawals, selling in other sec-

Flows in Flux		(Fig in ₹cr)		
Sector	Mar 1-15	FEB, 2026	2025	
NET OUTFLOW				
Financial Services	-31,831	8,418	-14,903	
Automobiles & Auto Comp	-4,807	3,586	-11,898	
Telecommunication	-3,856	-1,881	48,222	
Construction	-2,975	4,487	-6,480	
ONGC Fuels	-2,932	5,381	8,431	
NET INFLOW				
Capital Goods	3,897	12,135	-2,581	
Metals & Mining	876	5,638	4,661	
Power	602	4,506	-26,522	
Others	548	1,704	20,678	
Consumer Services	531	-4,172	-16,524	

Source: NSDL

tors was comparatively muted."

The Bank Nifty has fallen 12.7% over the past month, while the Nifty has declined 9.6% during the same period.

"BFSI is a sector where foreign ownership is relatively high and hence in most periods of foreign selling, the sector has under performed," said Sriram Velayudhan, senior vice president, IIFL Capital Services.

Among other sectors, FPIs pulled out ₹4,807 crore from automobiles,

₹3,856 crore from telecom, and ₹2,975 crore from construction in the first 15 days of March.

"Autos are relatively more vulnerable given their sensitivity to input costs and demand cycles, while telecom remains more defensive in nature," said Riddhiman Jain, managing director and head – investment strategy and solutions at Waterfield Advisors. The current trend, he said, is driven more by a broad risk-off sentiment than sector-specific overvaluation.

No LPG shortage in Guj, assures state govt

Citizens urged to ignore rumours as doorstep delivery and digital booking systems ensure steady supply



Gas agencies under strict monitoring for timely delivery of cylinders

FILE PHOTO

Ahmedabad Mirror Bureau
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The state government has asserted that Gujarat has a sufficient supply of LPG and has urged citizens not to pay heed to rumours about any shortage.

Gas agencies are under strict monitoring to ensure the smooth and timely distribution of cylinders. Doorstep delivery arrangements are in place, allowing citizens to avoid visiting agencies or standing in queues. Oil marketing companies have introduced tech-enabled systems that enable users to order LPG cylinders from home with a single click on their mobile phones. Officials have confirmed that adequate stock is available for bookings and refills.

“ Citizens can contact the state helpline number 1800-233-0222 for any LPG-related queries. Officials said the government remains committed to providing accurate and timely information to avoid confusion

Registered beneficiaries can place orders through WhatsApp, missed calls, SMS, the Indian Oil app or the Indian Oil portal. In addition, bookings can be made via the Bharat Bill Payment System using partner wallets and banking applications. All bookings follow a streamlined digital process, with SMS confirmations sent to customers. Authorities are prioritising deliveries for domestic gas consumers. With sufficient LPG available across Gujarat and buffer stocks steadily rising, the system is designed to ensure

timely doorstep delivery for all.

The state government has also deployed revenue and police personnel to closely monitor LPG distribution across both public and private gas agencies. The aim is to ensure uninterrupted supply while preventing any irregularities.

Citizens can contact the state helpline number 1800-233-0222 for any LPG-related queries. Officials said the government remains committed to providing accurate and timely information to avoid confusion.

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Headline: Impact of the War: Premium Petrol Up by ₹2; Industrial Diesel Up by ₹22

युद्ध का असर : प्रीमियम पेट्रोल ₹ 2 और औद्योगिक डीजल ₹ 22 महंगा

सामान्य पेट्रोल और डीजल की कीमतों में कोई बढ़ोतरी नहीं | कच्चे तेल की अंतरराष्ट्रीय कीमतें 110-120 डॉलर प्रति बैरल के बीच

एलएनजी की आपूर्ति घटने का खतरा

अमर उजाला ब्यूरो

नई दिल्ली। पश्चिम एशिया में चल रहे संघर्ष के कारण दुनियाभर में तेल की कीमतों में उछाल का असर भारत में भी दिखना शुरू हो गया है। सरकारी तेल कंपनियों (आईओसीएल, बीपीसीएल, एचपीसीएल) ने शुक्रवार को प्रीमियम पेट्रोल की कीमतों में 2.09 रुपये से 2.35 रुपये तक वृद्धि की। औद्योगिक उपयोगकर्ताओं को बेचे जाने वाले थोक डीजल की दर में भी 22.03 रुपये प्रति लीटर की बढ़ोतरी की गई है। हालांकि, सामान्य पेट्रोल और डीजल की कीमतों में कोई बदलाव नहीं किया गया है।

नई वृद्धि के साथ दिल्ली में प्रीमियम पेट्रोल 95-ऑक्टेन की कीमत 99.89 रुपये से बढ़कर 101.89 रुपये लीटर हो गई है। वहीं, थोक या औद्योगिक डीजल 87.67 रुपये से बढ़कर 109.59 रुपये हो गया है। प्रीमियम पेट्रोल में एचपीसीएल के पावर, बीपीसीएल के स्पीड व आईओसीएल के एक्सपी95 ब्रांड आते हैं। एक लीटर सामान्य पेट्रोल की कीमत 94.77 रुपये और डीजल की कीमत 87.67 रुपये बनी हुई है। ईरान युद्ध में तेल और गैस क्षेत्रों को निशाना बनाए जाने के कारण कच्चे तेल की अंतरराष्ट्रीय कीमत 110-120 डॉलर प्रति बैरल के बीच बनी हुई है। वहीं, इंडियन ऑयल ने दावा किया कि कच्चे तेल की कीमतें 20 दिन में 71 डॉलर प्रति बैरल से बढ़कर 156 डॉलर तक पहुंच गई हैं। इससे भविष्य में संकट और बढ़ने की आशंका है।



गैस सिलिंडर के लिए लंबी लाइन...सरकारी दावों के बावजूद देशभर में रसोई गैस सिलिंडर के लिए लंबी लाइनें लग रही हैं। प्रयागराज में शुक्रवार को बारिश के बीच सिलिंडर मिलने का इंतजार करता एक व्यक्ति।

कतर के गैस क्षेत्र पर ईरानी हमले के बाद उसकी तरलीकृत प्राकृतिक गैस (एलएनजी) उत्पादन क्षमता 17 फीसदी घट गई है। इसका सीधा असर भारत पर पड़ सकता है और कतर से एलएनजी की आपूर्ति कम हो सकती है।

- भारत दुनिया का चौथा बड़ा एलएनजी आयातक है...वह अपनी गैस आयात का 41% हिस्सा कतर से मंगाता है।
- 2024-25 में भारत ने 2.7 करोड़ टन से अधिक एलएनजी आयात की, जिसमें से कतर ने 1.12 करोड़ टन की आपूर्ति की।
- चार साल से खुदरा कीमतें स्थिर...सूत्रों ने बताया कि अप्रैल 2022 से खुदरा पेट्रोल और डीजल की कीमतें स्थिर हैं।

सरकार का दावा : आम आदमी पर असर नहीं

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा, आम लोगों के लिए सामान्य पेट्रोल और डीजल की कीमतों में वृद्धि नहीं की गई है। प्रीमियम श्रेणी में थोड़ी वृद्धि हुई है, जो विक्रय वाले कुल पेट्रोल का 2-4 फीसदी है। सुजाता ने कहा कि पेट्रोल और डीजल की कीमतों को क्रमशः 2010 व 2014 में नियंत्रणमुक्त कर दिया गया था, इसलिए मूल्य निर्धारण का निर्णय तेल कंपनियां स्वतंत्र रूप से लेती हैं।

एलपीजी के साथ वैकल्पिक स्रोत अपनाएं उपभोक्ता

सुजाता ने एलपीजी के वैकल्पिक स्रोतों को अपनाने की अपील की। उन्होंने कहा, एलपीजी की देश में कोई कमी नहीं है। एलपीजी के घरेलू उत्पादन में 40 फीसदी बढ़ोतरी हुई है। पर मुख्य समस्या एलपीजी के आयात को लेकर अनिश्चितता की है। घबराहट में घरेलू एलपीजी बुकिंग में कमी आई है और यह लगभग सामान्य हो गई है।

88 फीसदी तेल आयात करता है भारत...भारत अपनी जरूरत का 88 फीसदी कच्चा तेल और लगभग 60 फीसदी प्राकृतिक गैस आयात करता है। ये ज्यादातर खाड़ी देशों से होर्मुज जलडमरूमध्य के रास्ते आते हैं। अमेरिका-इस्राइल और ईरान के बीच जारी संघर्ष के कारण इस जलमार्ग से तेल और गैस टैंकरों की आवाजाही ठप हो गई है।

रुपया : 82 पैसे टूटकर सबसे निचले स्तर पर

\$1 = ₹93.71

विदेशी धन की निरंतर निकासी और पश्चिम एशिया संकट के बीच कच्चे तेल की बढ़ती कीमतों के कारण रुपया डॉलर के मुकाबले 82 पैसे (लगभग 1 फीसदी) टूटकर सर्वकालिक निचले स्तर 93.71 पर आ गया है। बुधवार को भी रुपया 49 पैसे गिरा था।



Higher-grade fuel gets costlier amid spike in oil prices

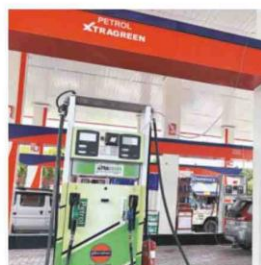
SHUBHANGI MATHUR
New Delhi, 20 March

India's oil-marketing companies (OMCs) on Friday increased premium petrol rates between ₹2 and ₹2.35 per litre and diesel sold to industrial users by ₹22 a litre amid elevated crude oil prices.

Benchmark Brent prices slipped to around \$105 per barrel on Friday, from the highs of \$119 a day earlier, after US President Donald Trump and Israeli Prime Minister Benjamin Netanyahu committed to avoiding further attacks on Iran's energy facilities.

The International Energy Agency (IEA) advised measures such as working from home and avoiding air travel to ease oil price pressures on consumers. Earlier this month, the IEA had agreed to a record release of oil from strategic stockpiles as the world faces a supply crunch.

Indian Oil Corporation (IOC) raised the price of its premium XP95 by ₹2 per litre to ₹101.89 per litre in New Delhi. The cost of Bharat Petroleum Corporation Limited (BPCL)'s Speed and Hindustan Petroleum Corporation Li-



Price check

- Rates of premium petrol increased by ₹2 per litre
- Premium petrol accounts for 2-4% of daily petrol sales
- Bulk diesel prices for industrial users up by about ₹22 a litre
- Three state-run OMCs operate 90% of India's fuel retail stations
- Prices of regular petrol and diesel remain unchanged

imited (HPCL)'s Power was also increased by over ₹2 per litre in the capital. Premium petrol, which has a higher octane rating, is formulated for high-performance engines and offers improved mileage.

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Higher-grade fuel gets costlier amid spike in oil prices

OMCs have also raised prices of bulk or industrial diesel used by factories, industries and heavy transport fleets. IOC increased bulk diesel prices by ₹22 to ₹109.59 per litre, from ₹87.67 per litre, while BPCL raised prices by ₹18.75. The three state-run oil companies operate nearly 90 per cent of the country's fuel retail stations.

However, prices of regular petrol and diesel remain unchanged across the country.

"There has been no price increase in normal petrol. Our priority is to make energy available. There has been some increase only in the premium category, and that is hardly 2-4 per cent of the entire petrol volumes sold every day," said Sujata Sharma, joint secretary at Ministry of Petroleum and Natural Gas, on Friday.

Pricing decisions, she added, are taken by oil companies independently as petrol and diesel pricing was deregulated in 2010 and 2014, respectively.

India's refineries are running at full capacity, with ad-

equated crude inventories and sufficient stocks of petrol and diesel, Sharma said.

As the conflict in West Asia persists, India has also been hit by an acute liquefied petroleum gas (LPG) shortage, limiting cooking gas supplies for industrial and commercial users. While ensuring LPG supplies for domestic consumers, the government is encouraging citizens and commercial establishments to switch to piped natural gas (PNG) amid the crisis.

More than 13,700 new PNG connections have been issued in recent days, and over 7,300 consumers have shifted from LPG to PNG, according to government data.

India's LPG supplies remain a concern amid the West Asia war, as the country depends heavily on imports from the region, Sharma said. India has stepped up LPG purchases from the US, with 13 tankers carrying around 350,000 tonnes of LPG currently headed to the country, according to data from maritime intelligence firm Kpler.

How distorted West Asia crude pricing hurts India

System adds hundreds of millions of dollars to India's fuel import bill; ministry aware

S DINAKAR
Hyderabad, 20 March

The pricing system used by West Asian oil suppliers is adding hundreds of millions of dollars to India's crude sourcing costs amid the ongoing war in the region. India may now directly approach these suppliers — the country's biggest source of fuel imports — top refining sources told *Business Standard*.

Refiners are approaching Saudi Arabia's state oil company, Saudi Aramco, to seek a shift in its pricing peg from West Asian crude benchmarks to a European crude reference point, officials said. Aramco's monthly official selling prices for term supplies effectively serve as a benchmark for other suppliers in the region as well. Refiners also plan to approach other West Asian crude producers.

Refiners said they would end up paying \$45-50 more per barrel for term supplies from Saudi Arabia, the United Arab Emirates (UAE), Iraq and Kuwait under the current pricing system operated by US ratings agency S&P Platts. Officials said this distortion is a result of the war in West Asia, which has reduced oil flows from the region.

They added that a temporary shift by West Asian suppliers to indexing crude prices to Brent, the European benchmark, until the war ends, would help India save hundreds of millions of dollars in sourcing costs.

Brent crude, a highly liquid benchmark, is trading at about \$105 a barrel, while Dubai and Oman grades, which are traded far more thinly, are being sold at \$150-160 a barrel, according to industry data. Indian

refiners have also written to S&P Platts, seeking changes to the crude price assessment system used by West Asian producers to set crude and petroleum product prices. Officials said they are yet to receive a response from the Western commodity pricing agency.

Officials said the petroleum ministry was aware of the issue, which was also hurting other large Asian buyers of West Asian oil, including China, South Korea and Japan.

Refiners want the Platts pricing system to better reflect actual market conditions, a senior trader at a top Indian refiner told *Business Standard*. According to them, the current system has produced rates that do not account for the war-led disruption to crude flows from West Asia. They want it revised to include more liquid and widely traded grades so that it better reflects underlying oil flows.

A top trader at a leading state-run refiner said, "Platts should have stopped making assessments from March 2," when the war intensified and the Strait of Hormuz was blocked. S&P Platts did not respond to requests for comment.

The trader said Platts' pricing system for West Asian crude grades was based on very thin trading volumes after the war began, pushing benchmark crude prices sharply higher.

Steep costs

At current West Asian crude prices, Indian refiners will pay an additional \$1 billion for about 21 million barrels imported from the region in the first three weeks of March, according to *Business Standard* calculations based on

shipping and industry data.

Industry sources said the additional burden would eventually be borne either by state-run oil companies, the government, or Indian consumers. For now, New Delhi has decided to keep pump prices unchanged, while raising household liquefied petroleum gas prices marginally this month.

Saudi Arabia has supplied 15 million barrels, or 70 per cent, of the crude oil India imported this month. It is the only West Asian country able to bypass the Strait of Hormuz — a chokepoint through which a fifth of the world's oil used to flow before Iran effectively blocked it in early March — and export large volumes through the Yanbu terminal on the Red Sea. The UAE can also bypass Hormuz and ship crude from the Fujairah terminal, but volumes are much lower.

The war has cut global oil shipments from West Asia by 43 per cent to 11 million barrels a day so far this month, according to industry data provider Kpler. Saudi Arabia remains the biggest supplier, accounting for about 40 per cent of those flows.

Saudi Arabia announces the Official Selling Price for term supplies every month, and this acts as a reference point for other West Asian producers. These prices are set at a premium or discount to a basket comprising 50 per cent Platts Dubai — determined through the Platts trading window for physical crude purchases — and 50 per cent Dubai Mercantile Exchange Oman.

For April loadings, Aramco sharply raised the premium on Arab Light — a grade widely bought by Indian refiners — to \$2.50 a barrel over the Oman-Dubai benchmark from March levels.



कच्चे तेल में नरमी, प्रीमियम पेट्रोल के बढ़े दाम



देश भर में महंगा हुआ प्रीमियम पेट्रोल

- तेल मार्केटिंग कंपनियों ने देश भर में प्रीमियम पेट्रोल की कीमतों में 2 रुपये से 2.35 रुपये प्रति लीटर की बढ़ोतरी की
- औद्योगिक डीजल की कीमतों में भी 22 रुपये प्रति लीटर की हुई बढ़ोतरी
- ट्रंप-नेतृत्वाहू के बयान के बाद कच्चे तेल के दाम नरम होकर 105 डॉलर प्रति बैरल पर आए

शुभांगी माथुर
नई दिल्ली, 20 मार्च

अमेरिकी राष्ट्रपति डॉनल्ड ट्रंप और इजरायली प्रधानमंत्री बेंजामिन नेतन्याहू द्वारा ईरान के ईंधन सुविधाओं पर आगे हमले से बचने की प्रतिबद्धता जताने के बाद वैश्विक बाजार में आज कच्चे तेल की कीमतों में नरमी देखी गई। बेंचमार्क ब्रेंट क्रूड की कीमतें घटकर 105 डॉलर प्रति बैरल तक गिर गईं जो एक दिन पहले 119 डॉलर प्रति बैरल के उच्च स्तर पर थीं।

तेल की बढ़ती कीमतों के बीच भारत की तेल मार्केटिंग कंपनियों ने देश भर में प्रीमियम पेट्रोल के दाम 2 रुपये से लेकर 2.35 रुपये प्रति लीटर तक बढ़ा दिए। नई दिल्ली में इंडियन ऑयल के एक्सपी 95 की कीमत 2 रुपये प्रति लीटर बढ़कर 101.89 रुपये प्रति लीटर हो गई। इसी तरह भारत पेट्रोलियम के स्पीड और हिंदुस्तान पेट्रोलियम के पावर के दाम भी 2 रुपये प्रति लीटर से अधिक बढ़ गए। प्रीमियम पेट्रोल में ऑक्टेन रेटिंग अधिक होती है और इसे उच्च-परफॉर्मेंस वाले इंजनों के लिए तैयार किया जाता है, जिससे बेहतर माइलेज मिलने का दवा किया जाता है।

इसके साथ ही तेल कंपनियों ने थोक या औद्योगिक डीजल की कीमतों में भी वृद्धि की है। इसका उपयोग कारखानों, उद्योगों और भारी परिवहन बड़े द्वारा किया जाता है। इंडियन ऑयल ने थोक डीजल की कीमतों में 22 रुपये की वृद्धि कर 109.59 रुपये प्रति लीटर कर दिया है जो पहले 87.67

रुपये प्रति लीटर थी। भारत पेट्रोलियम ने कीमतें 18.75 रुपये प्रति लीटर बढ़ा दी हैं। देश के लगभग 90 फीसदी पेट्रोल पंपों का संचालन सरकारी स्वामित्व वाली तीन तेल कंपनियों द्वारा किया जाता है। हालांकि सामान्य पेट्रोल और डीजल के दाम में कोई बदलाव नहीं किया गया है।

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में संयुक्त सचिव सुजाता शर्मा ने कहा, 'सामान्य पेट्रोल की कीमतों में कोई वृद्धि नहीं हुई है। हमारी प्राथमिकता ऊर्जा की उपलब्धता सुनिश्चित करना है। केवल प्रीमियम श्रेणी में कुछ वृद्धि हुई है और यह हर दिन बेचे जाने वाले कुल पेट्रोल की मात्रा का बमुश्किल 2 से 4 फीसदी है।' भारत की रिफाइनरियां पूरी क्षमता से चल रही हैं जिनमें कच्चे तेल का पर्याप्त भंडार है और पेट्रोल व डीजल के पर्याप्त स्टॉक उपलब्ध हैं। आंकड़ों के अनुसार

हाल में 13,700 से अधिक नए पीएनजी कनेक्शन जारी किए गए हैं और 7,300 से अधिक उपभोक्ताओं ने एलपीजी को छोड़कर पीएनजी का कनेक्शन लिया है।

इस बीच इंटरनेशनल एनर्जी एजेंसी (आईईए) ने उपभोक्ताओं पर तेल की कीमतों के दबाव को कम करने के लिए कर्मचारियों के घरों से काम करने और हवाई यात्रा से बचने जैसे उपाय अपनाने की सलाह दी है। इस महीने की शुरुआत में आईईए ने रणनीतिक भंडारों से रिकॉर्ड मात्रा में तेल जारी करने पर सहमति जताई थी क्योंकि पश्चिम एशिया में चल रहे युद्ध के कारण दुनिया को आपूर्ति की कमी का सामना करना पड़ रहा है।



Only 2-4% of petrol sold in India is higher grade, whose prices soared due to W Asia crisis

'Premium' hike spares common man

NEW DELHI: The price of premium or higher-grade petrol on Friday was increased by Rs 2 per litre while the rate of bulk diesel sold to industrial users was hiked by about Rs 22 a litre, reflecting the spike in global oil prices amid conflict in the Middle-East.

The prices of normal petrol and diesel remain unchanged.

Premium 95-Octane petrol price in Delhi has been increased from Rs 99.89 per litre to Rs 101.89 per litre, industry sources said.

Alongside, bulk or industrial diesel prices were hiked from Rs 87.67 per litre to Rs 109.59 per litre in Delhi. Commercial diesel is used by establishments such as telecom towers to meet power requirements.

In Mumbai, industrial diesel prices have been increased from Rs 90.39 per litre to Rs 113.11 per litre (up Rs 22.72 per litre); in Kolkata from Rs 92.30 per litre to Rs 114.27 per litre (up Rs 21.97 per litre); and in Chennai from Rs 92.54 per litre to Rs 113.38 per litre (up Rs 20.84 per litre).

International oil prices touched USD 119 per barrel on Thursday on the intensifying Iran war, before pulling back to around \$108 a bar-

India imports 88% of its crude oil needs and roughly half of its natural gas requirement

Oil firms reported nominal profits that year, but in FY24, they posted record Rs 81,000 cr profit, helping to recoup past margins

STRAIT TALK

These mostly come via the **Strait of Hormuz**

Following the **West Asia crisis**, Iran warned shipping away from the **Strait**, and **insurers** withdrew coverage, effectively halting **tanker movements**

This year, the three firms have posted **Rs 23,743 cr profit** in the December quarter alone

Prices risen to **\$119 per barrel** in June 2022 in the aftermath of Russia's invasion of Ukraine

rel. A litre of normal petrol in Delhi continues to cost Rs 94.77, while the same grade of diesel costs Rs 87.67 a litre.

Normal petrol typically has an octane rating of 91-92 and is suitable for standard engines, offering adequate performance for everyday driving. Premium petrol, on the other hand, has a higher octane rating of 95-98, making it ideal for high-performance or high-compression engines.

At a media briefing, Sujata Sharma, Joint Secretary,

Ministry of Petroleum and Natural Gas, said there is no increase in prices of normal petrol and diesel.

"Some increase is reported in the premium category, which hardly makes up for 2-4 per cent of the entire petrol (sold in the country)," she said. "There is no increase in price for the common man."

Pricing decisions, she

said, are taken by oil companies independently as petrol and diesel pricing was deregulated in 2010 and 2014, respectively. "It (pricing) is decided by oil marketing companies. Government does not regulate petrol and diesel prices," she added.

"Our priority is to make energy available to all consumers, which we have been doing all through the crisis. Till now we have not increased the prices," she added.

Meanwhile, Indian Oil Corporation in a post on social network X, said, "As global crude prices surge, stability at home matters more than ever. 'IndianOil' has ensured no increase in regular automotive fuel prices in India, even amid rising international costs. A limited revision applies only to premium petrol XP-95, with minimal impact on overall consumption. Through evolving global conditions, the focus remains clear: consistent supply, responsible pricing, and service you can rely on."

“ It (pricing) is decided by oil marketing companies. Government does not regulate petrol and diesel prices - Sujata Sharma, joint secretary, Ministry of Petroleum and Natural Gas



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Headline: Cheating on the pretext of updating PNG connection

पीएनजी कनेक्शन अपडेट करने का झांसा देकर की ठगी

फरीदाबाद | रसोई गैस की किल्लत के बीच साइबर ठग भी सक्रिय हो गए हैं। वे लोगों को गैस कनेक्शन के नाम पर ठग रहे हैं। शुक्रवार को ऐसा ही एक मामला सामने आया। जिसमें साइबर ठगों ने इंडियन ऑयल के अधिकारी से पीएनजी कनेक्शन को अपडेट करने का झांसा देकर करीब एक लाख रुपए ठग लिए। पीड़ित की शिकायत पर साइबर थाना सेंटर की पुलिस जांच में जुटी है। पुलिस के अनुसार पीड़ित सेक्टर-86 में परिवार के साथ रहते हैं और इंडियन ऑयल के आरडी सेंटर में चीफ रिसर्च मैनेजर हैं। उन्होंने पुलिस को दी शिकायत में बताया कि सुबह व्हाट्सएप पर मैसेज मिला कि उनका गैस पाइपलाइन बिल अपडेट नहीं है और रात तक कनेक्शन काट दिया जाएगा।

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Headline: Urban areas will get only 12 cylinders in a year, while rural areas will get only 9

एलपीजी उपभोक्ताओं पर लगाई जा रही तरह-तरह की बंदिशें शहरी क्षेत्र को साल में मिलेंगे मात्र 12 सिलेंडर, ग्रामीण क्षेत्र के लिए केवल 9

भास्कर न्यूज़ | गुरुग्राम

अमेरिका, इजराइल-ईरान युद्ध के कारण एलपीजी की किल्लत लगातार बढ़ रही है। वहीं एलपीजी की कमी नहीं होने के दावे जिला प्रशासन द्वारा किए जा रहे हैं, लेकिन साथ ही उपभोक्ताओं के लिए तरह-तरह बंदिशें लगाई जा रही हैं। अभी तक शहरी क्षेत्र के घरेलू गैस के उपभोक्ताओं को वर्ष में 15 सिलेंडर दिए जाते थे, वे अब घटाकर 12 कर दिए गए हैं। जबकि ग्रामीण क्षेत्र के एलपीजी उपभोक्ता अब डेढ़ महीने बाद ही दूसरे सिलेंडर के लिए आवेदन कर सकेंगे। ऐसे में ग्रामीण क्षेत्र के उपभोक्ता साल में केवल 9 गैस सिलेंडर ही ले सकेंगे। 1 अप्रैल 2025 से अब तक जो ग्रामीण उपभोक्ता नौ सिलेंडर ले चुके हैं, उन्हें अब कोई सिलेंडर 1 अप्रैल से पहले नहीं मिलेगा। इसी तरह शहरी क्षेत्र के उपभोक्ता यदि इस अवधि में 12 सिलेंडर ले चुके हैं, वे अब नए सिलेंडर के लिए अप्रैल में ही आवेदन कर पाएंगे। डीसी अजय कुमार ने शुक्रवार को दावा किया कि गुरुग्राम में एचपीसीएल, इंडेन और भारत गैस की कुल 58 गैस एजेंसियां कार्यरत हैं, जो उपभोक्ताओं को नियमित रूप से गैस की आपूर्ति कर रही हैं।

कालाबाजारी पर लगाम लगाने को 6 टीमें कर रहीं फील्ड निरीक्षण



जिला खाद्य एवं आपूर्ति नियंत्रक (डीएफएससी) अशोक रावत ने बताया कि डीसी अजय कुमार के दिशा-निर्देशन में जिले में लगातार छापेमारी कर गैस की कालाबाजारी पर रोक लगाने के लिए सख्त कार्रवाई की जा रही है। उन्होंने कहा कि गैस की कालाबाजारी या नियमों के उल्लंघन पर सख्त कार्रवाई जारी रहेगी और उपभोक्ताओं को किसी भी प्रकार की असुविधा नहीं होने दी जाएगी।

एलपीजी गैस बुकिंग के लिए अतिरिक्त नंबर जारी : एलपीजी गैस की बुकिंग को सुगम और निर्बाध बनाने के उद्देश्य से इंडियन ऑयल (आईओसीएल) द्वारा अतिरिक्त बुकिंग नंबर जारी किए गए हैं। बता दें कि बढ़ते बुकिंग ट्रैफिक को देखते हुए यह कदम उठाया गया है, ताकि उपभोक्ताओं को किसी प्रकार की असुविधा न हो। उपभोक्ता अब आईवीआरएस नंबर 8391990070 तथा मिस्ट कॉल नंबर 8927225667 के माध्यम से भी गैस बुकिंग कर सकते हैं। इसके अलावा एसएमएस, व्हाट्सएप, मोबाइल ऐप (इंडियन ऑयल वन) और फोन पे तथा पेटीएम जैसे डिजिटल प्लेटफॉर्म के जरिए भी बुकिंग की सुविधा उपलब्ध है। शहरी उपभोक्ताओं के लिए पिछली बुकिंग के बाद 25 दिन तथा ग्रामीण/उज्ज्वला उपभोक्ताओं के लिए 45 दिन की अनिवार्य प्रतीक्षा अवधि निर्धारित है।

जिला में कमर्शियल गैस के 9923 उपभोक्ता हैं, जिनकी मांग के अनुसार गैस उपलब्ध करवाई जा रही है। गुरुग्राम में शुक्रवार को घरेलू गैस के 19187 सिलेंडर उपभोक्ताओं को सप्लाई किए गए। जबकि कमर्शियल गैस के उपभोक्ताओं को केवल

151 सिलेंडर वितरित किए गए हैं। फिलहाल गुरुग्राम में घरेलू गैस के 10151 सिलेंडर ही स्टॉक में हैं। अब कमर्शियल गैस के सिलेंडर लेने के लिए उपभोक्ताओं को डीसी व एसडीएम की स्वीकृति लेटर लेना होता है। इसके बाद ही सिलेंडर मिल पा रहा है।

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Headline: Petrol-diesel expensive in war atmosphere

যুদ্ধ আবহে মহার্ঘ
পেট্রোল-ডিজেল

পূর্বের কলম, নয়াদিল্লি : এলপিজি গ্যাস সিলিভারের দাম বেড়েছে আগের। মূল্যবৃদ্ধি হয়েছে সিএনজি গ্যাসেরও। আর এবার দাম বাড়ল প্রিমিয়াম পেট্রোলের। দাম বাড়ল ইন্ডাস্ট্রিয়াল ডিজেলেরও। মধ্য প্রাচ্যে যুদ্ধের জেরে এই দামবৃদ্ধি। ফলে এখন মূল্যবৃদ্ধির আশঙ্কাও তৈরি হয়েছে।

সাধারণ পেট্রোল-ডিজেলের দাম এখনও পর্যন্ত বাড়ানো হয়নি। ফলে আপাতত বাস ও গাড়ি ভাড়া বাড়ছে না বলেই মনে করা হচ্ছে। তবে পরিস্থিতি যে দিকে এগোচ্ছে তাতে হয়তো অচিরেই সাধারণ পেট্রোল-ডিজেলের দামও বাড়তে পারে। ২০ মার্চ থেকে এই মূল্যবৃদ্ধি কার্যকর হয়েছে।

প্রিমিয়াম পেট্রোলের দাম লিটারে প্রতি প্রায় ২.০৯ টাকা পর্যন্ত বেড়েছে। এই বৃদ্ধির আওতায় রয়েছে উচ্চমানের জ্বালানি যেমন ইন্ডিয়ান অয়েলের এবং হিন্দুস্তান পেট্রোলিয়ামের পাওয়ার পেট্রোল, যা সাধারণত উন্নত ইঞ্জিন পারফরম্যান্সের জন্য ব্যবহৃত হয়। প্রিমিয়াম পেট্রলকে হাই-অকটেন জ্বালানি বলা হয়, যা গাড়ির ইঞ্জিনকে মৃদুভাবে চালাতে সাহায্য করে এবং জ্বালানির দক্ষতা বাড়ায়। বিশেষ করে নতুন প্রজন্মের গাড়ি বা উচ্চ ক্ষমতাসম্পন্ন ইঞ্জিনের ক্ষেত্রে এই ধরনের জ্বালানির ব্যবহার বেশি দেখা যায়। ফলে এই শ্রেণির ব্যবহারকারীদের জন্য খরচ কিছুটা বাড়বে। তবে ইন্ডাস্ট্রিয়াল ডিজেলের দাম লিটারে প্রতি অনেকটাই বৃদ্ধি পেয়েছে। দেশে জ্বালানির দাম আবারও শিল্পক্ষেত্রে বড় ধাক্কা দিয়েছে।

ইন্ডিয়াল অয়েল কর্পোরেশন (আইওসি) ডিজেলের দাম লিটারে প্রতি ৮৭.৬৭ টাকা থেকে বাড়িয়ে ১০৯.৫৯ টাকা করেছে। অর্থাৎ এক ধাক্কায় প্রায় ২১.৯২ টাকা প্রতি লিটারে বৃদ্ধি হয়েছে ইন্ডাস্ট্রিয়াল ডিজেলের। সংস্থাগুলির মতে, এই মূল্যবৃদ্ধির পিছনে অপরিবেশিত তেলের (ক্রুড অয়েল) দামের উত্থানই প্রধান কারণ।

ইন্ডাস্ট্রিয়াল ডিজেল সাধারণ গাড়িতে ব্যবহার করা হয় না, বরং বড় শিল্পকারখানা ও বিভিন্ন শিল্পমূলক কাজে ব্যবহার করা হয়। এই বৃদ্ধি সরাসরি শিল্প, পরিবহন এবং বিদ্যুৎ উৎপাদনের খরচকে প্রভাবিত করবে, যার প্রভাব ভবিষ্যতে সাধারণ মানুষের উপরও পড়তে পারে।

এই পরিস্থিতিতে প্রশ্ন উঠতে শুরু করেছে যে, গ্যাস নিয়ে গত কয়েকদিন ধরে যে সংকট চলছে, তা কি এবার পেট্রোল-ডিজলেও আসতে চলেছে?



Publication : Deccan Chronicle	Editions : Hyderabad
Date :21 March 2026	Page : 12

Premium petrol rises ₹2/L, bulk diesel up ₹22/L

The price of premium or higher-grade petrol was increased by ₹2 per litre. Bulk diesel sold to industrial users was hiked by about ₹22 a litre, reflecting the spike in the international oil prices.

However, the price of normal petrol and diesel remains unchanged. The government said there are no immediate plans to raise the retail fuel prices.

Normal petrol typically has an octane rating of 91-92 and is suitable for standard engines.

Premium petrol has a higher octane rating of 95-98, making it ideal for high-performance engines.

The revised rates, which are effective from Friday, apply to high-performance fuel variants, including BPCL's Speed, HPCL's Power and IOCL's XP95, with prices increasing in the range of ₹2.09 to ₹2.35 per litre, the sources said.

Headline: Inflation's 'premium' shock

पश्चिम एशिया में बढ़ते तनाव का असर

महंगाई का 'प्रीमियम' झटका

प्रीमियम पेट्रोल की कीमतों में 2.09 रुपए प्रति लीटर की बढ़ोतरी

नई दिल्ली, 20 मार्च (एजेंसियां)। पश्चिम एशिया में बढ़ते तनावों के कारण वैश्विक कच्चे तेल की कीमतों में बढ़ोतरी के बीच तेल विपणन कंपनियों ने शुक्रवार को प्रीमियम पेट्रोल की

कीमतों में अमी सामान्य ईंधन की कीमतों में बदलाव नहीं

2.09 रुपए प्रति लीटर की बढ़ोतरी कर दी गई है, जो 20 मार्च से ही लागू हो गई है। हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड और इंडियन ऑयल कॉर्पोरेशन लिमिटेड सहित सरकारी तेल विपणन कंपनियों ने अपने प्रीमियम पेट्रोल वेरिएंट की कीमतों में लगभग 2.09 रुपए से 2.35 रुपए प्रति लीटर की वृद्धि की है। इस बदलाव के साथ, पावर पेट्रोल और एक्सपी95 जैसे ब्रांडेड फ्यूल की कीमत लगभग 111.68 रुपए प्रति लीटर से बढ़कर लगभग 113.77 रुपए प्रति लीटर हो गई है। इस फैसले का असर खासतौर पर उन उपभोक्ताओं पर पड़ेगा जो हाई-



ऑक्टेन या प्रीमियम पेट्रोल का इस्तेमाल करते हैं। प्रीमियम पेट्रोल

आमतौर पर बेहतर इंजन परफॉर्मंस, के लिए जाना जाता है।

औद्योगिक डीजल भी 22 रुपए महंगा हुआ

औद्योगिक उपयोग वाले थोक डीजल की दरें भी करीब 22 रुपए प्रति लीटर बढ़ाई गईं। तेल विपणन कंपनियों ने कीमतों में यह इजाफा पश्चिम एशिया में जारी संघर्ष के कारण वैश्विक तेल कीमतों में उछाल के बाद किया है। हालांकि, सामान्य पेट्रोल और डीजल की कीमतों में कोई बदलाव नहीं किया गया है।

प्रीमियम पेट्रोल आमतौर पर बेहतर इंजन परफॉर्मंस, स्मूद ड्राइविंग और बेहतर माइलेज के लिए जाना जाता है।

Publication : Ekdin (Bengali)	Editions : Kolkata
Date :21 March 2026	Page : 3

Headline: Iran war hits India fuel rates, prices of premium petrol hiked

গ্যাসের পর এবার যুদ্ধের আঁচ পাওয়ার পেট্রোলেও

নয়াদিল্লি, ২০ মার্চ: ইরান যুদ্ধের প্রভাব প্রথমবার দেখা গেল জ্বালানি তেলের দামে। তেলের দাম বাড়বে না বলে সরকার আশ্বস্ত করলেও একধাক্কায় বেশ কিছুটা বাড়ল পাওয়ার পেট্রল। যাকে প্রিমিয়াম পেট্রোল হিসেবে গণ্য করা হয়। জানা যাচ্ছে, এই পেট্রলের দাম লিটার পিছু ২.৩০ টাকা বাড়ানো হয়েছে। সংবাদমাধ্যম সূত্রে জানা যাচ্ছে, এই মূল্যবৃদ্ধি শুধুমাত্র পাওয়ার পেট্রলের ক্ষেত্রেই প্রযোজ্য। সাধারণ পেট্রল, ডিজেলের কোনওরকম মূল্যবৃদ্ধি হয়নি।

উল্লেখ্য, মধ্যপ্রাচ্যের যুদ্ধের জেরে বিশ্বজুড়ে তেলের সরবরাহ ব্যাহত হওয়ার পাশাপাশি অপরিশোধিত তেলের দাম ব্যাপক বেড়েছে। ১০০ পেরিয়ে গিয়েছে তেলের দাম। যা বিশ্বজুড়ে ব্যাপক



আতঙ্ক তৈরি করেছে।

ইরানের উপর আমেরিকা ও ইজরায়েলের যৌথ হামলার পর সরকারের তরফে বারবার আশ্বস্ত করা হয়েছে, দেশে পর্যাপ্ত তেল মজুত রয়েছে। যুদ্ধের জেরে দেশে কোনও রকম জ্বালানি সংকট পড়বে না। বাড়বে না পেট্রোল-ডিজেলের

দামও। তবে সাধারণ জ্বালানি তেলের দাম না বাড়লেও সূত্রের খবর, ২টাকা ৩০ পয়সা বাড়ানো হয়েছে পাওয়ার পেট্রলের দাম। যুদ্ধের জেরেই এই পদক্ষেপ বলে জানা যাচ্ছে। এই মূল্যবৃদ্ধির প্রভাব শুধুমাত্র সেই গ্রাহকদের উপর পড়বে যারা নিজেদের যানে এই প্রিমিয়াম পেট্রোল ব্যবহার করেন। উল্লেখ্য, এই পেট্রোল গাড়ির ইঞ্জিনকে ভালো রাখতে ও অধিক মাইলেজের জন্য ব্যবহার করা হয়।

তবে এই মূল্যবৃদ্ধির কোনও স্পষ্ট কারণ এখনও তেল সংস্থাগুলির তরফে জানানো হয়নি। তবে অনুমান করা হচ্ছে, ইরান যুদ্ধের জেরে অপরিশোধিত তেলের দাম বৃদ্ধি ও লজিস্টিক খরচ বাড়ার কারণে মহাদর্ঘ্য পেট্রলের দাম আরও বাড়ানো হয়েছে।



Publication : Financial Express	Editions : New Delhi
Date :21 March 2026	Page : 1, 5

Indian crude basket now at \$156; OMCs raise prices for select fuels

SAURAVANAND
New Delhi, March 20

OIL MARKETING COMPANIES (OMCs) on Friday raised bulk diesel prices by about ₹22 per litre and premium petrol by ₹2 per litre even as India's crude oil basket surged to \$156.29 per barrel the previous day, with retail fuel prices held steady to shield the bulk of consumers.

The calibrated price action comes amid intensifying supply disruptions linked to the West Asia conflict, with India's heavy dependence on imports -- about 88% of crude oil -- amplifying the impact of global price spikes.

Data assessed by *FE* show that the price increase affects only a small segment of consumption. During April–February FY26, India's total petrol (motor spirit) consumption stood at 38.8 million tonne, of which normal petrol accounted for 37.1 million tonne (95.8%), while branded or premium petrol accounted for just 1.617 million tonne (4.2%).

This means the ₹2 per litre increase in XP-95 petrol impacts only about 4% of petrol consumption, leaving over 370 million tonne of mass petrol demand untouched.

On the diesel side, detailed data from the Petroleum Planning and Analysis Cell (PPAC) highlight the segmentation that enables this strategy. During April–February FY26, India's total diesel consumption stood at 85.98 million tonne, of which retail sales accounted for 74.80 million tonne (87%), while bulk or direct sales accounted for 11.18 million tonne (13%).

Continued on Page 5

Publication : Financial Express	Editions : New Delhi
Date :21 March 2026	Page : 1, 5

OMCs raise price of select fuels

IT IS THIS 13% bulk segment — equivalent to over 11 million tonne of diesel consumption — that has absorbed the full price increase.

In Delhi, bulk diesel prices were raised sharply from ₹87.67 to ₹109.59 per litre, a jump of ₹21.92 per litre, while 95-octane petrol (XP-95) prices rose from ₹99.89 to ₹101.89 per litre.

Retail prices, however, remain unchanged at ₹94.77 per litre for petrol and ₹87.67 per litre for diesel, continuing the freeze in place since April 2022.

Sujata Sharma, joint secretary in the Ministry of Petroleum and Natural Gas, said the increase is limited to a small segment. "There has been no price increase in normal petrol. There has been some increase only in the premium category, and that is hardly 2–4% of the entire petrol which is sold every day," she said.

She reiterated that pricing remains deregulated. "It is decided by oil marketing companies. Government does not regulate petrol and diesel prices," Sharma said, adding, "Our priority is to make energy available to all consumers... Till now we have not increased the prices."

The PPAC data further underline that bulk diesel consumption is concentrated in key economic sectors. Within direct sales, road transport accounts for 19%, followed by mining (13%), manufacturing (12%), shipping (7%), and railways (8%), indicating that the price hike is largely being absorbed by core infrastructure and industrial activities.

Diesel demand itself remains robust. PPAC data show HSD consumption

grew 3.2% year-on-year during April–February FY26, supported by strong freight movement and economic activity, reflected in a 20% increase in e-way bill generation.

India's vulnerability to global oil shocks remains significant, with about 88% of crude oil imports and a large share of LPG and gas supplies routed through the Strait of Hormuz. The ongoing geopolitical tensions have disrupted supply chains, forcing refiners to source crude from alternative markets at higher cost.

Despite these pressures, OMCs have so far absorbed a large part of the cost burden. Indian Oil Corporation, BPCL and HPCL together reported a combined ₹23,743-crore profit in the December quarter, after posting a record ₹81,000-crore profit in FY24, providing some buffer.

Indian Oil said the price increase is limited in scope. "Indianoil has raised price of premium petrol XP-95 (which is approximately 5% of the total petrol sales) by ₹2 per litre only... ensuring no automotive fuel price increase in India despite surge in fuel prices across the world," the company said.

However, analysts warn that the current strategy may face limits if crude prices remain elevated. Brokerage Elara Capital has cautioned that crude prices above \$110 per barrel could represent a "breaking point" for India's ability to absorb higher fuel costs. Kotak Institutional Equities has similarly flagged that sustained high crude levels would pressure OMC margins and increase the likelihood of calibrated retail price adjustments.

Publication : Financial Express	Editions : New Delhi
Date :21 March 2026	Page : 4

GAIL set to acquire 49% in TruAlt's CBG arm

FE BUREAU
New Delhi, March 20

IN A STRATEGIC move to advance India's clean energy transition, TruAlt Bioenergy has announced that GAIL will invest ₹13 crore in its subsidiary, Leafiniti Bioenergy.

The partnership aims to expand TruAlt's compressed biogas (CBG) portfolio and strengthen its foothold in the renewable energy sector.

Under the Share Subscription-cum-Shareholders' Agreement, GAIL will acquire a 49% equity stake in Leafiniti, while TruAlt will retain 51%, with the capital to be deployed for setting up new CBG plants.

More significantly, the joint venture is expected to leverage TruAlt's bioenergy expertise and GAIL's extensive gas infrastructure and market reach. The companies plan to establish multiple greenfield CBG plants across Karnataka, Maharashtra, and Odisha as part of a phased rollout to scale clean gas production from agricultural residues.

India currently imports about 50% of its natural gas requirement.

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Publication : Hari Bhoomi (Hindi)	Editions : New Delhi
Date :21 March 2026	Page : 1

Headline: Extensive efforts are underway to ensure the uninterrupted supply of cylinders to general consumers

आम उपभोक्ताओं तक सिलेंडरों की निरर्ध आपूर्ति सुनिश्चित करने के लिए जारी है तमाम प्रयास

एलपीजी पर भारत की आयात निर्भरता, घरेलू मांग पूर्ति के लिए की गई कमर्शियल सप्लाई में कटौती : सुजाता शर्मा

हरिभूमि ब्यूरो ११ नई दिल्ली

पश्चिम-पूरुब क्षेत्र में युद्ध 22वें दिन में प्रवेश कर गया है। खाड़ी के तमाम देशों में मौजूद पेट्रोल और गैस के बड़े ठिकाने इसका शिकार बने हैं। जिससे बाकी दुनिया की तरह भारत भी प्रभावित हो रहा है। लेकिन सरकार ने पुनः मजबूती के साथ शुरुआत को राजधानी में आयोजित अंतर-मंत्रालयी प्रेस वार्ता के माध्यम से कुछ जरूरी तथ्य देश की जनता के सामने रखे हैं। जिसमें केंद्रीय पेट्रोलियम और प्राकृतिक गैस मंत्रालय में संयुक्त सचिव (मार्केटिंग-तेल रिफाइनरी) सुजाता शर्मा ने कहा कि वर्तमान स्थिति में एलपीजी के मामले में हालात पहले की तरह नाजुक हो बने हुए हैं। लेकिन हमारी रिफाइनरियों ने गैस का उत्पादन बढ़ाया है, जिसमें तेल क्षेत्र की तमाम कंपनियों के संयुक्त प्रयासों का अहम योगदान है।

देश में फ़्लूहाल एलपीजी का पर्याप्त स्टॉक मौजूद है। साथ ही अपनी आवश्यकताओं के मद्देनजर हम खाड़ी क्षेत्र के अलावा दुनिया की बाकी जगहों से भी एलपीजी की खरीद में जुटे हुए हैं। जिसके पीछे हमारा मकसद हर हाल में घरेलू उपभोक्ताओं को जो जाने वाली गैस सिलेंडरों की आपूर्ति को निरर्ध गति से बरकरार रखना है। वहीं, पेट्रोल-डीजल की देश में पर्याप्त मात्रा में उपलब्धता बनी हुई है। वहीं से भी कमी की कोई शिकायत नहीं मिली है। एलपीजी सिलेंडरों की डिलीवरी भी सामान्य बनी हुई है। उच्चला कनेक्शन वाले श्रमिकों को भी सिलेंडर दिए जा रहे हैं। सामान्य पेट्रोल की कीमतों में कोई बढ़ोतरी नहीं की गई है। केवल प्रीमियम पेट्रोल की एक श्रेणी में कीमतों में कुछ इजाफा किया गया है। जो हमारे कुल पेट्रोल का 3 से 4 फीसदी है।

■ देश में सामान्य पेट्रोल की कीमतों में नहीं की गई कोई बढ़ोतरी, सिर्फ प्रीमियम श्रेणी में हुई है कुछ वृद्धि

■ देश में बढ़ा एलपीजी का उत्पादन, पर्याप्त मात्रा में मौजूद है पेट्रोल-डीजल, वहीं से भी कमी की शिकायत नहीं है

■ आम उपभोक्ताओं से सरकार की अपील, अफवाहों से बचे, सिलेंडर की घर पर डिलीवरी का इंतजार करें

■ होर्मुज की खाड़ी के पूर्व और पश्चिम में है कुल 24 जहाज, उनमें सवार 636 भारतीय नाविक सुरक्षित हैं



कमर्शियल उपभोक्ताओं को दी 11,300 टन एलपीजी

सुजाता ने बताया कि कमर्शियल एलपीजी को लेकर केंद्र ने 18 राज्यों-केंद्रशासित प्रदेशों को आवंटन आदेश जारी किए हैं। जिसके तहत पिछले एक सप्ताह में लगभग 11 हजार 300 टन एलपीजी कमर्शियल उपभोक्ताओं को दी गई है। फिलहाल सभी राज्यों के पास इस संबंध में सटलाई मौजूद है। इस आवंटन का 50% शिक्षा संस्थानों और अस्पतालों को दिया गया है। कैरेक्सिब के अतिरिक्त आवंटन को लेकर भी लगभग 15 राज्यों और केंद्रशासित प्रदेशों में आदेश जारी कर दिए हैं। बाकी बची हुई प्रदेश सरकारों से भी हमने आवंटन आदेश जारी करने की अपील की है। इसी क्रम में 2 राज्यों और केंद्रशासित प्रदेशों में कंट्रोल रूम और जिला निगरानी समितियां गठित की जा चुकी हैं। बाकी से भी इस मामले में अग्रगण्य किया गया है।

प्रीमियम पेट्रोल और इंडस्ट्रियल डीजल महंगा हुआ

सरकारी तेल कंपनियों ने शुरुआत से स्पीड और पावर जैसे प्रीमियम पेट्रोल की कीमतें 2.09- 2.35 रुपये प्रति लीटर तक बढ़ा दी है। वहीं इंडस्ट्रियल डीजल के दाम 22.03 रुपये बढ़ गए हैं। हालांकि नॉर्मल पेट्रोल-डीजल के दाम में कोई बदलाव नहीं किया गया है। भारत पेट्रोलियम के 'स्पीड', हिंदुस्तान पेट्रोलियम के 'पावर' और इंडियन ऑयल के 'एक्सपी95' की कीमतों में 2.09 से 2.35 रुपये प्रति लीटर की बढ़ोतरी की गई है।



सुरक्षित हैं 24 जहाज, 636 भारतीय

केंद्रीय जहाजरानी मंत्रालय में विशेष सचिव राजेश कुमार सिन्हा ने बताया कि होर्मुज की खाड़ी के पूर्व और पश्चिम में भारत के कुल 24 जहाज फंसे हुए हैं। जिनमें सवार 636 भारतीय नाविक सुरक्षित हैं। उनसे संबंधित किसी घटना की कोई सूचना नहीं मिली है। जहाजरानी महानिदेशक लगातार हालात को निगरानी कर रहे हैं। बीते 24 घंटे में हमारी हेल्पलाइन, नेवीगेशन सेंटर और कंट्रोल रूम के जरिए लगभग 125 फोन कॉल और 200 से ज्यादा ईमेल प्राप्त हुए हैं। जिनका जवाब दिया गया है। इसी समय अवधि में मिशन के सहयोग से 25 भारतीय नाविकों को सुरक्षित स्वदेश लाया गया है।

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Headline: 200 people benefited from a free physiotherapy camp in Narela in collaboration with Indian Oil

इंडियन ऑयल के सहयोग से नरेला में निःशुल्क फिजियोथेरेपी शिविर, 200 को मिला लाभ

नई दिल्ली। समाज सेवा के क्षेत्र में सक्रिय शुभा फाउंडेशन द्वारा नरेला के सेक्टर बी-4 स्थित ओल्ड एज फिजियोथेरेपी केंद्र में लगभग 200 वरिष्ठ नागरिकों के लिए निःशुल्क फिजियोथेरेपी सेवा शिविर का सफल आयोजन किया गया। यह सेवा अभियान इंडियन ऑयल के सहयोग से आयोजित किया गया, जिससे कार्यक्रम को विशेष मजबूती और व्यापक प्रभाव मिला। कार्यक्रम में महाराजा अमरेंद्र अस्पताल की ओर से महत्वपूर्ण चिकित्सा सहयोग प्रदान किया गया, जिसमें अनुभवी फिजियोथेरेपिस्ट और विशेषज्ञ डॉक्टरों द्वारा परामर्श दिया गया। शिविर के दौरान लगभग 200 बुजुर्गों को फिजियोथेरेपी उपचार, स्वास्थ्य परामर्श तथा आवश्यक चिकित्सकीय मार्गदर्शन उपलब्ध कराया गया। इस पहल का मुख्य उद्देश्य वरिष्ठ नागरिकों को बेहतर स्वास्थ्य सुविधाएं प्रदान करना और उन्हें सक्रिय एवं स्वस्थ जीवन जीने के लिए प्रेरित करना रहा। संस्था का उद्देश्य समाज के जरूरतमंद वर्गों, विशेषकर वरिष्ठ नागरिकों के स्वास्थ्य और कल्याण के लिए निरंतर कार्य करना है।



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Headline: Pressure on Petrol

पेट्रोल पर दबाव

भारत में भी तेल कंपनियां पावर या प्रीमियम पेट्रोल की कीमत में दो रुपये से अधिक की बढ़ोतरी करने को मजबूर हुई हैं। 28 फरवरी को ईरान-अमेरिका के बीच युद्ध छिड़ने के बाद से पेट्रोल की कीमत में कोई बहुत नहीं देखी गई थी, जबकि अन्य देशों में लगातार वृद्धि हो रही है। जैसे, अमेरिका में युद्ध के बाद से पेट्रोल की कीमत में 17 प्रतिशत की वृद्धि दर्ज की गई है, जबकि कनाडा में 28 प्रतिशत की। ऑस्ट्रेलिया में 18 प्रतिशत से ज्यादा वृद्धि हुई है, तो पाकिस्तान में 24 प्रतिशत उछाल देखी गई है। संभव है, भारत में सत्ता प्रतिष्ठान के इशारे पर तेल कंपनियां अब तक कीमतें न बढ़ा पाई हों। पांच राज्यों व केंद्रशासित प्रदेश में चुनाव हैं, लेकिन तेल-गैस के मोर्चे पर विश्व स्तर पर जो तनाव उत्पन्न हुआ है, उसके मद्देनजर भारतीय तेल कंपनियों को कीमत वृद्धि से रोकना कठिन था। हालांकि, ध्यान देने की बात है कि यह वृद्धि केवल पावर या प्रीमियम श्रेणी के पेट्रोल में की गई है। इस श्रेणी के पेट्रोल की खपत पांच प्रतिशत के करीब है। ज्यादातर लोग सामान्य पेट्रोल का ही इस्तेमाल करते हैं और इसकी कीमत को नहीं बढ़ाया गया है।

पावर पेट्रोल के भाव में 2.35 रुपये से तीन रुपये तक की बढ़त देखी जाएगी। अलग-अलग राज्यों में स्थानीय टैक्स के हिसाब से अलग कीमतें रहेंगी। यह अच्छी बात है कि सामान्य डीजल की कीमत को अभी नहीं छेड़ा गया है। ज्यादातर मालवाहक वाहन डीजल से ही चलते हैं। जब सामान्य डीजल की दूरे

पावर पेट्रोल के भाव में 2.35 रुपये से तीन रुपये तक की बढ़त देखी जाएगी। अच्छी बात है कि सामान्य डीजल व पेट्रोल की कीमतों को अभी नहीं छेड़ा गया है।

बढ़ेंगी, तब महंगाई को ज्यादा बल मिलेगा। वैसे, इंडियन ऑयल ने इंडस्ट्रियल डीजल की कीमत में 22 रुपये से ज्यादा का इजाफा कर दिया है। मतलब, उद्योगों में जो डीजल इस्तेमाल होता है, उसकी कीमत पहली बार 100 रुपये के पार पहुंची है। इसका असर कुछ उत्पादों की कीमतों पर पड़ सकता है। जहां तक रसोई गैस की बात है, तो उसमें पहले ही बढ़ोतरी हो चुकी है। यह वृद्धि घरेलू रसोई गैस में 60 रुपये और व्यावसायिक गैस में 144 रुपये है। एक बड़ा खतरा यह है कि कच्चे तेल

की कीमतें विश्व स्तर पर 110 डॉलर प्रति बैरल के पार पहुंच गई हैं। अब ईरान और अमेरिका ने परस्पर जो हमले तेज किए हैं, उससे तेल व गैस, दोनों के दोहन और आपूर्ति पर बहुत बुरा असर पड़ा है। स्थितियां लगातार तनावपूर्ण होती जा रही हैं। दोनों देश तेल व गैस के संवेदनशील ठिकानों को निशाना बना रहे हैं। युद्ध की यह दशा-दिशा, तेल और गैस के संकट को न जाने किस सीमा तक ले जाएगी?

भारत में लोगों को सचेत रहने की जरूरत है। दुनिया के अन्य देशों से तुलना करें, तो सरकार कीमतों को काबू में रखने के लिए प्रयासरत है, लेकिन उसकी भी एक सीमा है। दस-पंद्रह दिन अगर आपूर्ति का संकट बना रहा, तो भारत में भी कीमतों के दबाव को संभालना मुश्किल हो जाएगा। तेल कंपनियां जब सामान्य पेट्रोल की कीमतों में इजाफा करेंगी, तब आम आदमी सीधे प्रभावित होगा। युद्ध हमारे हाथ में नहीं है और न हमारे चाहने से युद्ध खत्म होने वाला है। हम केवल कामना कर सकते हैं कि युद्ध और ज्यादा न बढ़े। तेल-गैस की आपूर्ति फिर संभल जाए। दुनिया के सजग और युद्ध विरोधी देशों को मिलकर यह कोशिश करनी चाहिए कि इस जंग में शामिल देशों से होर्मुज मार्ग को खोलने और उसे किसी भी प्रकार से क्षति न पहुंचाने का आश्वासन लिया जाए। अभी जो संकट दुनिया झेल रही है, क्या उसके लिए ईरान से ज्यादा अमेरिका जिम्मेदार नहीं है? अतः दुनिया में हालात को सामान्य बनाने के लिए अमेरिका पर दबाव बनाना आज के समय की सबसे बड़ी मांग है।



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TWO INDIANS VESSELS WITH LPG PREPARING TO TRANSIT HORMUZ

Two Indian-flagged LPG tankers are preparing to sail through the Strait of Hormuz in coming days after a pause in voyages, with no crude oil tankers having transited the waterway in the past 24 hours, news agency Reuters reported citing shipping data and people aware of the matter. The tankers were currently anchored in Gulf waters, according to data from Kpler and shipping sources. The Indian-flagged LPG tankers Pine Gas and Jag Vasant, which are anchored near the UAE hub of Sharjah within the Gulf, broadcast that they were preparing for a voyage, MarineTraffic ship-tracking data showed Friday.

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2 gas tankers readying to sail through Hormuz

Reuters

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NEW DELHI: Two Indian-flagged liquefied petroleum gas tankers are preparing to sail through the Strait of Hormuz in coming days after a pause in voyages, with no crude oil tankers having transited the waterway in the past 24 hours, according to shipping data and sources.

Hundreds of vessels have dropped anchor since Tehran threatened to attack ships attempting to leave the Gulf via the Strait of Hormuz, through which about 20% of global oil and liquefied natural gas flow.

The two tankers were currently anchored in Gulf waters,



Hundreds of vessels have dropped anchor since Tehran threatened to attack ships attempting to leave the Gulf via the Strait of Hormuz, through which about 20% of global oil and liquefied natural gas flow.

REUTERS/FILE PHOTO

according to data from Kpler and shipping sources.

According to market assess-

ments from sources on Friday, based on available data, there had been no voyages over the

THE TWO TANKERS WERE CURRENTLY ANCHORED IN GULF WATERS, AS PER DATA FROM KPLER AND SHIPPING

past 24 hours by crude tankers through the waterway, with one empty crude oil tanker, hit with U.S. sanctions, returning towards Iranian waters on March 18, separate Kpler data showed.

The Indian-flagged LPG tankers Pine Gas and Jag Vasant, which are anchored near the United Arab Emirates hub of

Sharjah within the Gulf, broadcast that they were preparing for a voyage, MarineTraffic ship-tracking data showed on Friday.

Rajesh Kumar Sinha, special secretary with India's federal shipping ministry, said immediate details were not available, when asked on Friday if the vessels were preparing to sail.

A trade source familiar with the matter said the two LPG tankers could potentially set sail on Saturday.

India's foreign ministry spokesperson, Randhir Jaiswal, said separately on Friday that the country was "in favour of safe and unhindered movement" of India's fleet of 22 ves-

sels which were inside the Gulf, adding that Prime Minister Narendra Modi was talking to other leaders about their safe passage.

The Jag Vasant was chartered by BPCL and the Pine Gas by IOC. The two Indian refiners did not immediately respond to requests for comment.

Last week, Iran allowed two Indian-flagged LPG carriers to sail through the strait, sources told Reuters.

Ship-tracking data showed a Pakistan-bound oil tanker passing through Hormuz in recent days, indicating that some countries are able to negotiate safe passage for their vessels despite the U.S.-Israeli war with Iran.



Publication : Hindustan Times

Editions : New Delhi

Date :21 March 2026

Page : 11

HPCL buys 2 million barrels of W African oil after hit on supply

Reuters

letters@hindustantimes.com

NEW DELHI: India's state-run Hindustan Petroleum has bought two million barrels of Angolan oil via a tender, people familiar with the matter said, as reduced availability of costly Middle Eastern oil leads Indian refiners to shift to West African and Asia-Pacific grades.

India, which used to rely on Middle Eastern oil for over 45% of its oil imports, has been hit hard by the disruption caused by the US-Israeli war on Iran that has halted shipments via the Strait of Hormuz.

The Oman and Dubai benchmarks eased on Friday, but earlier in the week surged as Middle Eastern crude became the world's most expensive. Peaks earlier this week exceeded the previous record of \$147.50 hit by Brent futures in 2008.

Refiners seek alternatives or cut output

The surge in the benchmarks, used to price millions of barrels of Middle Eastern crude bound for Asia, has increased costs for

INDIA, WHICH USED TO RELY ON OIL FROM MIDDLE EAST FOR OVER 45% OF ITS IMPORTS, HAS BEEN HIT HARD

Asian refiners, leading them to seek alternatives or reduce output. HPCL has bought a million barrels each of Clov and Cabinda from Exxon at about a \$15 premium to dated Brent on a delivered basis for May 1-10 arrival in India's west coast, the sources said. Indian companies do not comment on their crude purchases as the deals are confidential. The refiner has bought oil for its 180,000-barrels-per-day Barmer refinery in the desert state of Rajasthan.

Earlier this week, HPCL bought a million barrels each of Forcados and Agbami from trader Totsa.

Separately, Indian Oil Corp, the country's biggest refiner, was also seeking to buy crude, mainly from West Africa for loading in the second half of April.



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Editions : New Delhi

Date :21 March 2026

Page : 1, 4

Govt holds retail fuel rates; premium segment sees hike

*Premium petrol price up Rs 2,
industrial diesel up Rs 22*

OUR CORRESPONDENT

NEW DELHI: Fuel prices in India saw selective increases on Friday, with higher-grade petrol and bulk diesel becoming costlier, even as rates for regular petrol and diesel remained unchanged amid volatility in global crude markets.

Industry sources said the price of premium 95-octane petrol in Delhi was raised by Rs 2 per litre, taking it from Rs 99.89 to Rs 101.89 per litre. At

the same time, bulk diesel supplied to industrial consumers saw a sharp rise of about Rs 22 per litre. In the national capital, bulk diesel prices jumped from Rs 87.67 to Rs 109.59 per litre.

Similar increases were reported in other metro cities. In Mumbai, bulk diesel rates climbed from Rs 90.39 to Rs 113.11 per litre, marking a rise of Rs 22.72. Kolkata saw prices move from Rs 92.30 to Rs 114.27 per litre, up Rs 21.97, **Continued on P4**

Govt holds retail fuel

while in Chennai, rates increased from Rs 92.54 to Rs 113.38 per litre, a hike of Rs 20.84.

The revisions come against the backdrop of a surge in international oil prices, which touched USD 119 per barrel on Thursday amid escalating tensions linked to the Iran conflict, before easing to around USD 108 per barrel.

Despite the global pressure, retail prices of standard fuels have not been revised. In Delhi, normal petrol continues to be priced at Rs 94.77 per litre, while diesel remains at Rs 87.67 per litre. Regular petrol, typically rated at 91-92 octane, is widely used for everyday vehicles, whereas premium variants with higher octane levels of 95-98 are meant for high-performance engines.

Addressing the changes, Sujata Sharma, Joint Secretary in the Ministry of Petroleum and Natural Gas, said there had been no increase in prices affecting the general public. "Some increase is reported in the premium category, which hardly makes up for 2-4 per cent of the entire petrol sold in the country," she said, adding, "There is no increase in price for the common man."

She also reiterated that fuel pricing is determined by oil marketing companies following deregulation of petrol and diesel in 2010 and 2014, respectively. "It is decided by oil marketing companies. Government does not regulate petrol and diesel prices," Sharma said.

Officials indicated that while global oil markets are being closely monitored, there is no immediate plan to revise retail fuel prices. Oil companies are expected to absorb current cost pressures for now. "Our priority is to make energy available to all consumers. Till now we have not increased the prices," Sharma added.

In a statement on social media platform X, Indian Oil Corporation said it had kept regular fuel prices stable despite rising international costs. "A limited revision applies only to premium petrol XP-95, with minimal impact on overall consumption," the company noted.

Retail fuel prices have remained unchanged since April 2022, with state-run retailers such as Indian Oil Corporation, Bharat Petroleum Corporation Ltd and Hindustan Petroleum Corporation Ltd balancing losses dur-

ing high crude phases with gains when prices soften.

India imports about 88 per cent of its crude oil and nearly half of its natural gas, much of it routed through the Strait of Hormuz. Recent geopolitical developments, including US and Israeli strikes on Iranian facilities, have raised concerns over shipping disruptions, with insurers reportedly withdrawing coverage and tanker movement slowing.

Oil prices had earlier surged to USD 119 per barrel in June 2022 following Russia's invasion of Ukraine. While companies recorded modest profits that year, they reported a record Rs 81,000 crore profit in FY24, helping offset earlier margin pressures. In the current financial year, the three state-run firms posted a combined profit of Rs 23,743 crore in the December quarter alone.



Publication : Mint

Editions : New Delhi

Date :21 March 2026

Page : 1, 14, 18

INDIA BEGINS SELECTIVE FUEL PRICE HIKES AS OIL TOPS \$100 | PAGE 18

India begins selective fuel price hikes as oil tops \$100

FROM PAGE 18

ditions, the focus remains clear: consistent supply, responsible pricing, and service you can rely on."

On Thursday, crude oil prices shot up to nearly \$119 per barrel after Israel's attacks on the South Pars gas field in Iran and Iran's retaliatory strikes on the Ras Laffan industrial city in Qatar and other energy assets in the Gulf. However, prices fell on Friday after the US signalled potential easing of sanctions on Iranian oil and global powers backed efforts to secure shipping via the Strait of Hormuz.

"In the coming days, we may unsanction the Iranian oil that's on the water," US treasury secretary Scott Bessent said in an interview with Fox Business Network on Thursday. "It's about 140 million barrels." He added that the US has so far allowed Iranian oil to continue flowing out of the Gulf.

At the time of writing, the April contract of Brent on the Intercontinental Exchange was trading 1.81% lower from its previous close at \$106.67 a barrel. The April contract of the West Texas Intermediate (WTI) was trading at \$94.71 a barrel, lower by 0.88%.

Further easing sentiment,



Even as India is stepping up efforts to source LNG from Australia, Algeria, making up for Qatar's supplies will be tough. BLOOMBERG

major economies signalled support to ensure safe passage through the Strait of Hormuz—a chokepoint for nearly 20% of global oil and gas supplies.

The conflict is also triggering a deeper energy shock through disruptions in liquefied natural gas (LNG) supplies for India, which imports about 90% of its crude oil requirement and 55% of its natural gas demand.

On Thursday, Qatar Energy CEO Saad Sherida Al-Kaabi said in a statement that missile attacks on its Ras Laffan plant reduced Qatar's LNG export capacity by 17%. With around 47% of India's LNG imports sourced from Qatar, India will

face a major shortage for years to come. India's fertilizers, steel, chemicals, and power are the key user industries of imported LNG. Even as India is stepping up efforts to source LNG from Australia, Papua New Guinea, and Algeria, making up for Qatar's supplies will be tough.

"India's diversification efforts will accelerate now," said an official aware of the developments, adding that OMCs are now looking to procure from spot markets as well as through long-term tie-ups.

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For an extended version of this story, go to [livemint.com](https://www.livemint.com)

India begins selective fuel price hikes as oil tops \$100

Oil retailers raise industrial diesel price by ₹22 a litre, premium petrol by ₹2 a litre

Rituraj Baruah & Vijay C Roy
NEW DELHI

As the West Asia conflict drives crude prices above \$100 a barrel, India has begun a calibrated pass-through of the shock—raising prices of select fuels while holding the line on retail petrol and diesel.

State-run oil marketing companies (OMCs) have raised industrial diesel prices by around ₹22 per litre and premium petrol by about ₹2 per litre, according to industry sources. However, the prices of regular transport fuels and premium diesel have been kept unchanged.

In Delhi, the price of premium petrol has been increased from ₹99.89 per litre to ₹101.89, and the price of industrial diesel, which is procured in bulk, has been increased to ₹109.59 per litre.

Earlier this month, prices of domestic cooking gas were raised by about ₹60 and commercial LPG by about ₹115.

Addressing the media on the developments in West Asia, Sujata Sharma, joint secretary in the ministry of petroleum and natural gas (MoPNG), said there has been no increase in prices of regular petrol and the hike is limited to premium variants, which account for just 3-4% of total demand. She added

CONFLICT CRISIS



FUEL STRAIN

PRICE of domestic cooking gas was raised by about ₹60

PRICE of regular transport fuels kept unchanged

HEAVY dependence on Qatar threatens India's LNG supply

that fuel prices are deregulated and determined by oil marketing companies (OMCs) based on market conditions.

Industrial diesel forms about 12% of India's total diesel sales and includes bulk supplies to industries, transporters and state transport units, making it a key driver of input costs across sectors. Experts

suggest this may lead to a rise in inflation in the country.

According to Pronab Sen, former chief statistician of India, the hike in industrial diesel prices will have some impact on inflation, but the increase in premium petrol prices will not, as "it is a small quantum and it does not really have a spill-over effect".

Sen, however, said oil marketing companies have two buffers to absorb the shock of the increase in oil prices. One: pump prices are already much higher than global levels. "Plus, there is a very large buffer in terms of taxes and duties, which the government can reduce to lower the impact on OMCs."

The Union government had cut excise duties on petrol by ₹8 and diesel by ₹6 per litre in May 2022 amid the Russia-Ukraine war.

Kirit Parikh, former member (energy) at the erstwhile Planning Commission of India, said: "We are going through uncertain times. In my view, if the prices would not have been raised, the OMCs had little choice but to resort to rationing, which is not desirable. This move will help ensure more efficient use of the fuel."

Queries emailed to Indian Oil Corp., Bharat Petroleum Corp., and Hindustan Petroleum Corp. went unanswered until press time.

"IndianOil has ensured no increase in regular automotive fuel prices in India, even amid rising international costs," Indian Oil Corporation posted on X on Friday. "A limited revision applies only to premium petrol XP-95, with minimal impact on overall consumption. Through evolving global con-

TURN TO PAGE 14

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Date :21 March 2026	Page : 4

Headline: Premium petrol, industrial diesel rates hiked

प्रीमियम पेट्रोल, इंडस्ट्रियल डीजल के रेट बढ़ाए गए

■ **NBT रिपोर्ट, नई दिल्ली:**
ऑयल मार्केटिंग कंपनियों ने प्रीमियम पेट्रोल और इंडस्ट्रियल डीजल की कीमतों में बढ़ोतरी कर दी है। इसकी वजह से ट्रांसपोर्टर्स ने चिंता जताई है। हालांकि, डीजल-पेट्रोल पंप कारोबारियों का दावा है कि फिलहाल नॉर्मल डीजल-पेट्रोल के दाम बढ़ने के आसार कम हैं।
ऑल इंडिया मोटर ऐंड गुड्स ट्रांसपोर्ट असोसिएशन के अध्यक्ष राजेंद्र कपूर ने बताया कि प्रीमियम पेट्रोल की कीमतों में 2.09 से 2.35 प्रति लीटर तक की वृद्धि की गई है। साथ ही, इंडियन ऑयल द्वारा औद्योगिक डीजल की कीमत 87.57 से बढ़ाकर 109.59 प्रति लीटर कर दी गई है, जो 22.02 की वृद्धि है। हालांकि वर्तमान में सामान्य पेट्रोल की कीमतों में कोई वृद्धि नहीं की गई है, जिससे आम लोगों को तत्काल राहत मिली है। परिवहन क्षेत्र में इस्तेमाल होने वाले डीजल और सीएनजी की कीमतों में वृद्धि न हो। फिलहाल नॉर्मल डीजल और पेट्रोल के कीमत बढ़ने के आसार कम हैं।

इसे लेकर
ट्रांसपोर्टर्स
ने चिंता
जताई है



Publication : Punjab Kesri (Hindi)	Editions : New Delhi
Date :21 March 2026	Page : 1

Headline: Premium petrol becomes ₹2.35 costlier, and industrial diesel becomes ₹22 costlier.

प्रीमियम पेट्रोल ₹ 2.35 और औद्योगिक डीजल ₹ 22 महंगा

प. एशिया युद्ध की आंच भारत तक पहुंची, सामान्य पेट्रोल में बढ़ौतरी नहीं

पंजाब केसरी/नई दिल्ली

प्रीमियम या उच्च श्रेणी के पेट्रोल की कीमत में शुक्रवार को दो रुपये प्रति लीटर की वृद्धि की गई, जबकि औद्योगिक उपयोगकर्ताओं को बेचे जाने वाला थोक डीजल लगभग 22 रुपये प्रति लीटर महंगा हो गया है। यह वृद्धि पश्चिम एशिया में संघर्ष के बीच वैश्विक तेल कीमतों में आए उछाल के बीच हुई है। हालांकि, सामान्य पेट्रोल और डीजल की कीमतों में कोई बदलाव नहीं होगा। भारत पेट्रोलियम यानी बीपीसीएल प्रीमियम पेट्रोल को स्पीड नाम से बेचता है। वहीं हिंदुस्तान पेट्रोलियम यानी एचपीसीएल इसे पावर और इंडियन ऑइल यानी आईओसीएल एक्सप्रीस 95 के नाम से इसे बेचता है। ये सामान्य पेट्रोल के मुकाबले करीब 10-12 रुपए महंगा होता है।

भारत में कच्चा तेल दोगुना होकर 146 डॉलर पर पहुंचा

जंग के चलते ब्रेट कूड ऑयल के दाम बढ़ने की वजह से कंपनियों ने प्रीमियम पेट्रोल के दाम बढ़ाए हैं। ब्रेट कूड ऑयल के दाम आज 109.54 डॉलर प्रति बैरल पर हैं। एक दिन पहले कच्चे तेल का दाम 117.98 डॉलर प्रति बैरल पर पहुंच गया था। वहीं भारत में कूड की कीमतें लगभग दोगुनी होकर 146 डॉलर पर पहुंच गई हैं। भारत इराक, सऊदी अरब, रूस, यूएई से तेल खरीदता है। इन सभी अलग-अलग तरह के तेलों की कीमतों का जो औसत निकाला जाता है, उसे ही 'इंडियन बास्केट' कहते हैं।

उद्योग जगत के सूत्रों ने बताया कि रा.प.ट्री.य.रा.ज.धा.नी.दिल्ली में प्रीमियम 95-ऑक्टेन पेट्रोल की कीमत 99.89 रुपये प्रति लीटर से बढ़ाकर 101.89 रुपये कर दी गई है। इसके साथ ही, दिल्ली में थोक या औद्योगिक

क्या है प्रीमियम पेट्रोल

यह एक ऐसा पेट्रोल होता है, जिसमें ऑक्टेन नंबर ज्यादा होता है। आमतौर पर यह नंबर 95 या उससे ऊपर का होता है। वहीं नॉर्मल पेट्रोल का ऑक्टेन नंबर 91 होता है। प्रीमियम पेट्रोल गाड़ियों के इंजन को ज्यादा स्मूथ और बेहतर परफॉर्मेंस देता है यह बड़े शहरों में लगभग हर पेट्रोल पंपों पर मिलता है, जिसे सुपरट्रेंस वाइक, कार, टर्बो इंजन वाली गाड़ियां और हाई-परफॉर्मेंस कार में डाला जाता है।



सामान्य पेट्रोल की कीमत 94.77 रुपये बनी हुई है, जबकि इसी श्रेणी का डीजल 87.67 रुपये प्रति लीटर मिल रहा है। सामान्य पेट्रोल की ऑक्टेन रेटिंग

जरूरतों के लिए सही है। दूसरी ओर, प्रीमियम पेट्रोल की ऑक्टेन रेटिंग 95-98 होती है, जो इसे अधिक बेहतर इंजनों के लिए आदर्श बनाती है। एक संवाददाता सम्मेलन में पेट्रोलियम और प्राकृतिक गैस मंत्रालय की संयुक्त सचिव सुजाता शर्मा ने कहा कि सामान्य पेट्रोल और डीजल की

कीमतों में कोई वृद्धि नहीं हुई है। उन्होंने कहा, 'प्रीमियम श्रेणी में कुछ वृद्धि की सूचना मिली है, जो (देश में बेचे जाने वाले) कुल पेट्रोल का मुश्किल से 2 से 4 प्रतिशत हिस्सा है। आम आदमी के लिए कीमतों में कोई वृद्धि नहीं हुई है।' अधिकारी ने कहा कि मूल्य निर्धारण का फैसला तेल कंपनियां स्वतंत्र रूप से करती हैं, क्योंकि पेट्रोल और डीजल के मूल्य निर्धारण को क्रमशः 2010 और 2014 में नियंत्रण मुक्त कर दिया गया था।

डीजल की कीमतें 87.67 रुपये प्रति लीटर से बढ़ाकर 109.59 रुपये कर दी गई हैं। दिल्ली में एक लीटर

आमतौर पर 91-92 होती है और यह मानक इंजनों के लिए उपयुक्त है। यह रोजमर्रा की

Publication : Rajasthan Patrika (Hindi)	Editions : New Delhi
Date :21 March 2026	Page : 9

Headline: Expensive oil will hit us till 2027!

परेशानी इंडियन बास्केट में 156 डॉलर पहुंची कच्चे तेल की कीमत

2027 तक महंगे तेल की पड़ेगी मार!

पत्रिका न्यूज नेटवर्क
patrika.com

नई दिल्ली. पश्चिम एशिया तनाव से कूड़ ऑयल और गैस की सप्लाई में तेज गिरावट आई है। मार्च में भारत का तेल आयात गिरकर 1.9 मिलियन बैरल पर आ गया, जबकि कुछ हफ्ते पहले यह 25 मिलियन बैरल था। तेल की कीमतें बढ़ने से भारत का आर्थिक गणित गड़बड़ाने लगा। इंडियन बास्केट में फरवरी में कूड़ की जहां औसत कीमत 69 डॉलर प्रति बैरल थी, वह शुक्रवार को 156 डॉलर पर पहुंच गई। इसमें माल दुलाई और बीमा का खर्च शामिल है। सिस्टेमेटिक्स इक्विटी की रिपोर्ट के मुताबिक, ऑयल मार्केटिंग कंपनियां नुकसान उठा रही हैं। मार्च में 8,800 करोड़ रुपए का नुकसान हो चुका है। पिछले 15 दिन के औसत के हिसाब से डीजल पर 36 रुपए प्रति लीटर और पेट्रोल पर करीब 17.5 रुपए प्रति लीटर का नुकसान चल रहा है।

गोल्डमैन सैक्स ने कहा कि जब तक होमरुन स्टेट से सप्लाई सीमित बनी रहेगी, तब तक तेल की कीमतें बढ़ते रहने की संभावना है। अगर व्यवधान बना रहता है, तो बेंट की कीमतें 2008 के उच्चतम स्तर को भी पार कर सकती हैं। कतर से सप्लाई ठप हो गई और एलएनजी की कीमतें दोगुनी होकर 10 डॉलर से 20 डॉलर प्रति एमएमबीटीयू तक पहुंच गई। भारत की 25% गैस सप्लाई प्रभावित हुई है। इसका असर उर्वरक, बिजली और इंडस्ट्री पर पड़ेगा। यही वजह है कंपनियों ने प्रीमियम पेट्रोल और इंडस्ट्रियल डीजल की कीमतें बढ़ाई हैं। महंगे कूड़ से रुपया 93.72 के नए निचले स्तर पर आ गया। रुपया 1.15% गिरा जो 24 फरवरी 2022 के बाद सबसे बड़ी एकदिवसीय गिरावट है।

25% बढ़ाई इंडियन ऑयल ने इंडस्ट्रियल डीजल की कीमतें, भाव 87.67 रुपए से बढ़ाकर 109.59 रुपए प्रति लीटर



04% लोग खरीदते थे प्रीमियम पेट्रोल, जिसकी कीमतें तेल कंपनियों ने प्रति लीटर 2.30 रुपए तक बढ़ाई

क्यों गिर रहा रुपया

1 ईरान युद्ध के कारण ऊर्जा आपूर्ति बुरी तरह प्रभावित। कच्चे तेल की कीमतें बढ़ने से आयात बिल बढ़ा, तेल कंपनियों की ओर से डॉलर की मांग बनी हुई है, जिससे डॉलर मजबूत हुआ।

2 विदेशी निवेशकों ने इस महीने भारतीय शेयर बाजार से 8 अरब डॉलर से अधिक निकाले, यह जनवरी 2025 के बाद की सबसे बड़ी निकासी है। इससे रुपया पर दबाव बढ़ा।

आम आदमी पर क्या होगा असर?

डॉलर महंगा होने से विदेश यात्रा और वहां की शिक्षा का खर्च बढ़ जाएगा।

आयात महंगा हो जाएगा। इससे इलेक्ट्रॉनिक्स, तेल और अन्य विदेशी सामानों की कीमतें बढ़ सकती हैं। रुपए को गिरने से बचाने के लिए आरबीआइ ने अपने सबसे बड़े हथियार 'फॉरवर्ड कॉन्ट्रैक्ट्स' का इस्तेमाल तेज कर दिया है। रिजर्व बैंक की फॉरवर्ड मार्केट में डॉलर बेचने की पोजीशन अब 100 अरब डॉलर के करीब पहुंच गई है।

किन-किन चीजों पर पड़ेगा असर?

इंडस्ट्रियल डीजल की कीमतों में 25% बड़ी बढ़ोतरी से अब कंपनियां-फैक्ट्रियों को डीजल खरीदना काफी महंगा पड़ेगा।

■ **मैन्युफैक्चरिंग:** लोहा, स्टील, सीमेंट और केमिकल जैसी बड़ी फैक्ट्रियों में भारी मशीनें चलाने के लिए डीजल जेनरेटर का इस्तेमाल होता है। ईंधन महंगा होने से सामान बनाने की लागत बढ़ जाएगी।

■ **बिजली:** कई हाउसिंग सोसायटियां और अस्पताल बड़े जेनरेटर का इस्तेमाल करते हैं। अब बैंकअप बिजली के लिए

मैटेनेंस चार्ज बढ़ सकता है।

■ **इंफ्रास्ट्रक्चर:** सड़क निर्माण, मेट्रो प्रोजेक्ट्स और बड़ी इमारतों के निर्माण में लगी मशीनों जैसे बुलडोजर, क्रेन आदि चलाने की कुल लागत बढ़ सकती है।

■ **माल दुलाई:** बड़ी लॉजिस्टिक कंपनियां थोक में डीजल खरीदती हैं, उनके लिए ऑपरेशनल खर्च बढ़ जाएगा।

Impact of West Asian conflict on India's LPG supply

OPINION

DR.S.KRISHNAN,
RIMJHIM JAIN AND
SHUBHRADEEP SHUKLA



The recent unprovoked military attack by the United States and Israel on Iran beginning February 28, 2026, has led to significant global instability. The military operations which resulted in the deaths of Iranian Supreme Leader Ali Khamenei and several high-ranking officials as well as civilian casualties including the killing of 165 girl students while attending school, prompted strong retaliation by Iran including the closure of the Strait of Hormuz.

The closure of the critical waterway, through which much of India's energy imports pass, has witnessed shipping disruptions that have directly contributed to supply chain breakdowns for Liquefied Petroleum Gas (LPG) and crude oil. India, as the world's second-largest importer of LPG, now faces acute challenges that threaten household stability, commercial operations,

and broader economic growth. While the Centre has directed refiners and petrochemical complexes to maximise LPG output and prioritise household cooking gas supply, limited stockpiles are emerging as a cause for concern.

INDIA'S DEPENDENCE ON WEST ASIA LPG

India's dependence on West Asia for cooking gas has deep historical and logistical roots. The country imports the bulk of its LPG from Gulf producers, particularly Saudi Arabia, Qatar and the United Arab Emirates. The geographical proximity of these suppliers and the presence of well-established shipping routes have historically made the Gulf region a reliable source of LPG for India. Most of these shipments travel through the Strait of Hormuz before reaching Indian ports. Because of this dependence on a single mar-

itime corridor, any disruption in the region can have immediate implications for India's energy supply.

India is one of the world's largest LPG consumers, driven by the expansion of household cooking gas connections under schemes such as the Pradhan Mantri Ujjwala Yojana. However, domestic production meets only part of the country's demand. Data from the Petroleum Planning and Analysis Cell (PPAC) show that LPG production remains significantly lower than consumption. In January 2026, India produced 1.158 million tonnes of LPG, while imports stood at 2.192 million tonnes in the same month, underscoring the country's heavy reliance on imported cooking gas. Around 62-65 per cent of total demand is met through imports. More than 90 per cent of roughly 20.5 million metric tonnes of LPG imports in 2024 came from West Asian suppliers, with most shipments routed through the Strait of Hormuz.

LPG SHORTAGE CHALLENGES IN INDIA

The immediate impact of the war by the US and Israel on Iran has been a severe shortage of commercial LPG cylinders across major Indian cities like Mumbai, Bengaluru, Chennai, and Madurai. The hoteliers and restaurant owners report that supplies from public sector oil marketing companies have been halted or severely reduced since early March, as these companies are running short of stock.

The Union Government directives have prioritised



People wait in a long queue to refill their LPG cylinders outside a gas agency amid reports of a nationwide shortage of LPG gas cylinders, in Ranchi. ANI

domestic household cylinders, leaving the commercial sector with stocks lasting only two to three days in many cities. India consumed 31.3 million tonnes of LPG in the financial year 2024-25, but domestic production accounted for only 12.8 million tonnes of this demand.

One of the most significant legal steps taken by the Union government was the invocation of the Essential Commodities Act, 1955 to regulate the distribution of LPG. According to a notification issued by the Ministry of Petroleum and Natural Gas, priority supply has been allocated to domestic piped natural gas (PNG), compressed natural gas (CNG) for transport, LPG production (including shrinkage requirements), and pipeline compressor fuel along with other essential pipeline operational needs. These sectors will receive up to 100 per cent of their average gas consumption over the past six

months, subject to operational availability.

The remaining requirement was met through imports, around 85-90 per cent of which come from countries such as Saudi Arabia. Most of these supplies are transported through the Strait of Hormuz, a narrow maritime passage that is now effectively blocked. With tanker movements stalled and Gulf producers facing export halts, bottling plants in Tamil Nadu and Maharashtra have reduced output.

To restrict the domestic LPG supply, the oil marketing companies have increased the waiting period for booking from 21 days to 25 days, even as the union government has claimed to have sufficient stock. Public sector organisations such as Indian Oil, Bharat Petroleum, and Hindustan Petroleum handle the bulk of stocking and distribution, but these buffers may turn

insufficient for non-household users amid the sudden fall in import.

MEASURES TO MITIGATE THE IMPACTS OF THE WEST ASIA CONFLICT

While India has diversified its crude basket by importing from Russia, it must further expand long-term contracts with suppliers in Latin America (Brazil, Guyana), West Africa, and the United States to reduce over-reliance on the Strait of Hormuz. India can increase Strategic Petroleum Reserves to meet the global benchmark of 90 days of oil imports, as current combined reserves cover roughly 70-75 days. Larger underground storage facilities would provide a buffer during geopolitical disruptions or supply blockages.

Since India has already achieved key renewable capacity milestones, the focus should shift to removing regulatory, grid, and storage

bottlenecks and ensuring full utilisation of existing renewable energy resources.

To drastically cut dependence on imported ammonia and LNG from the Gulf, the government must aggressively promote the domestic production and nationwide adoption of Nano Urea and Nano DAP. The PM Programme for Restoration, Awareness, Nourishment and Amelioration of Mother Earth (PM PRANAM) must be utilized to financially incentivize states to reduce their overall consumption of imported chemical fertilizers and shift towards bio-fertilizers and organic farming.

The Ministry of Commerce must officially recognize the conflict and subsequent port congestions as a Force Majeure event. This legal protection will shield Indian exporters from severe financial penalties and contract cancellations by foreign buyers. The skyrocketing marine insurance premiums for the Red Sea and Strait of Hormuz are bankrupting MSME exporters. The Export Credit Guarantee Corporation (ECGC) must immediately establish a sovereign-backed 'War-Risk Insurance Pools' to subsidize these premiums and keep Indian exports competitive. To bypass the volatile Middle Eastern chokepoints entirely, India must aggressively operationalize the Chennai-Vladivostok Eastern Maritime Corridor. This route can safely secure Russian crude oil, coal, and fertilizers via the relatively stable Indo-Pacific and South China Sea waters.

OPTIONS FOR THE FUTURE

The current crisis has revived an old but unresolved debate in India's energy policy: how to reduce the country's vulnerability to external shocks.

Expanding LPG storage infrastructure would allow India to build larger buffers against supply disruptions. Developing strategic LPG reserves, similar to those maintained for crude oil, could provide an additional layer of security. Diversifying suppliers beyond the Gulf will also be critical, even if it comes with higher costs. At the same time, India could ease pressure on LPG demand by accelerating the adoption of piped natural gas (PNG) in urban areas and encouraging alternative cooking solutions.

Ultimately, the lesson from the current turmoil is clear: the fuel that powers India's kitchens is deeply entwined with the geopolitics of a volatile region. Unless India widens its supplier base and strengthens its domestic infrastructure, the country may find itself confronting similar crises each time tensions flare in the Gulf.

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Cushion West Asia War Impact on Fuel Prices: Cong to Centre

Oppn keeps eye on fallout of conflict in poll-bound states

Our Political Bureau

New Delhi: Congress on Friday demanded that the Centre cushion the impact of the Iran war on fuel prices by slashing taxes. The development comes as the Opposition is keeping an eye on the fallout of the war raging in West Asia on fuel prices and availability of cooking gas and its impact on inflation, which could emerge as a major plank in poll campaign in the runup to elections in four states and one Union Territory.

The Opposition party raised the demand after Hindustan Petroleum Corporation increased the price of premium (power) petrol by ₹2 per litre and Indian Oil Corporation increased the price of industrial diesel by about 25% per litre, even as prices of normal petrol and diesel remain unaffected so far.



Inflation may emerge as a major plank in campaign in runup to polls in four states and one UT

Congress spokesman Pawan Khara said, "The Indian government has collected ₹26 lakh crore from taxes on petrol and diesel in the last 12 years. Why can't the government now, in a crisis-like situation, pass on that benefit to consumers? Why should consumers suffer?"

"Chickens come home to roost," said another party spokesperson Supriya Shrinat, pointing out that premium petrol had turned costlier by ₹2 per litre, industrial prices were up ₹22 per litre and food delivery firm Zomato had also increased its platform fee.

Political circles are watching how price hike will play out in poll-bound states since fuel prices include both central and state taxes.



Cushion Impact on Fuel Prices: Congress to Central Govt

Opposition keeps eye on inflation in poll-bound states

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Inflation may emerge as a major plank in campaign in runup to polls in four states and one UT

BIGGEST SINGLE-DAY FALL IN FOUR YEARS AMID GULF CONFLICT

Rupee on Shaky Ground *Touches Fresh Low of 93.73*

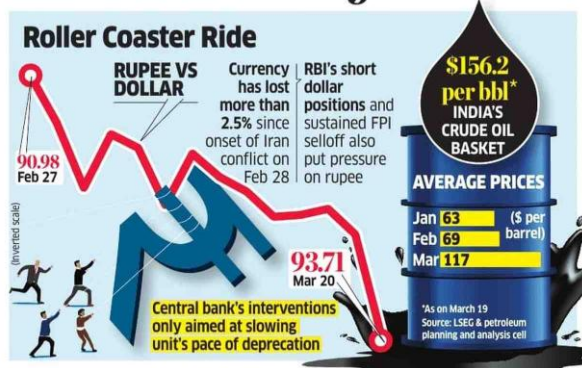
Plunges up to 110 paise before making some recovery on support from RBI measures

Our Bureau

Mumbai: The Indian rupee plunged as much as 110 paise Friday, recording its steepest single-day rout since late 2022, after oil surged amid an unrelenting barrage of attacks by either side on respective energy installations in West Asia. It slumped to a historic low of 93.73 amid a report New Delhi paid a significant price premium for its Thursday oil supplies before the unit closed at 93.71/\$.

The pace of decline was rather quick, seemingly compensating for the Thursday trading holiday in Mumbai, with traders saying that market estimates of the central bank's short dollar positions and sustained sales of Indian equity assets by overseas investors further pressured the rupee, which has lost more than 2.5% since the start of the Iran war.

The Reserve Bank of India (RBI) sold dollars at multiple levels on Friday,



but traders said its interventions were aimed at only moderating the pace of depreciation — not reversing the pronouncedly downward trend.

The rupee had closed at 92.63/\$ on Wednesday, LSEG data showed.

"If the current trends continue, the rupee could weaken toward 94/\$ to 95/\$ levels, but the outlook remains highly fluid," said Lakshmi Iyer, group president — investments, Bajaj Finserv.

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One-way Ticket

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"Up until now, we have already seen reasonable intervention from the central bank, but beyond a point, the currency has to reflect the market equilibrium," Iyer said.

"With sustained FPI outflows and geopolitical uncertainty, the market is still searching for stability, and calling a firm range right now would be like throwing darts in the dark," he said.

The rupee opened at 92.89/\$ on Friday and consistently declined, crossing the 93/\$ mark in the first hour of the day.

Traders said the RBI sold dollars at all key levels—92.90/\$, 93/\$, and 93.50/\$.

"There has been no positive news for the rupee since the war started, and though such a large fall wasn't expected, it is understandable," said Anil Bhansali, head of treasury at Finrex Treasury Advisors. "Importers are selling dollars to hedge their positions at almost all levels, because they expect the currency to decline further, and at the same time, exporters have stopped

hedging completely."

Bhansali expects the rupee to trade in the range of 93.25/\$ to 94.25/\$ on Monday, as crude oil prices continue to stay above \$100 a barrel.

Crude Oil India Basket stood at \$156 per barrel on March 19, Petroleum Planning and Analysis Cell (PPAC) data showed, implying that India is paying a premium of \$46 per barrel.

Brent crude prices are trading at \$110 per barrel.

Reuters reported that Tehran attacked an oil refinery in Kuwait Friday even as Tel Aviv vowed to avoid further attacks on Iran's South Pars gas field the day after an Iranian retaliatory strike on Qatar caused damages that could cripple natural gas supplies for multiple years.

"Geopolitical tensions and its impact on crude prices will influence rupee levels. At the onset of West Asia crisis, rupee was expected to be between 93/\$ to 94/\$," said Sameer Karyatt, MD & head of trading at DBS Bank. "But continuation in the conflict and upward pressure on crude oil prices are likely to guide the rupee towards 94.50/\$ to 95/\$ range," he said.

'MSRTC has fuel supply for 2 mths, but lacks plan B'

Kalpesh Mhamunkar

MUMBAI

Amid growing global concerns over fuel supply disruptions due to the West Asia conflict, transport Minister Pratap Sarnaik on Friday assured that the Maharashtra State Road Transport Corporation (MSRTC) has sufficient diesel reserves for at least two months. However, he admitted the state-run body has no contingency plan if the crisis prolongs.

Addressing the media, Sarnaik said while the broader energy situation remains uncertain due to geo-political tensions in the Gulf, the corporation continues to receive uninterrupted supply. "The supply of diesel is stable, and our operations are running smoothly," he said.

MSRTC officials held discussions with Indian Oil Corporation (IOC), which confirmed fuel allocation is being prioritised by the Government of India. As per the system, defence services receive top priority, followed by the Railways and state transport undertakings.

The MSRTC, which operates approximately 15,800 buses, consumes around 10.87 lakh litres of diesel daily, amounting to nearly 40 crore litres annually. Current fuel expenditure stands at approximately 3,400 crore per year. With the planned addition of 8,300 new diesel buses, this cost is expected to rise to around 4,700 crore.

15,800

Buses operated by MSRTC

Planned addition of new diesel buses

8,300

Daily diesel consumption

10.87L litres

Current fuel expenditure per year

₹3,400 cr

Expected rise is fuel cost

₹4,700 cr

IOC discount

₹5.13 per litre

Sarnaik announced a new procurement arrangement expected to save the corporation about 241 crore annually. Under this agreement, the IOC has offered an average discount of 5.13 per litre, marking the first time MSRTC has secured such a substantial price reduction.

Currently, the corporation grapples with severe financial stress, with accumulated losses touching 12,000 crore. In the ongoing financial year, it reported losses of nearly 750 crore till February. To address this, the transport body aims to generate 250 crore through advertisements by leveraging its network of 251 depots and over 600 bus stations, which cater to 50-55 lakh passengers daily.



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Price of premium petrol rises by ₹2

NEW DELHI

In what could be the first sign of cracks due to the fiscal stress brought on by global oil prices, Indian Oil-Marketing Companies raised the price of the premium variant of petrol by ₹2-₹3 and industrial diesel by ₹22 per litre. » **PAGE 14**

Govt. hikes price of premium petrol, industrial diesel as crude costs soar

Prices of premium variant of petrol rise by ₹2-₹3 and industrial diesel by ₹22 per litre; regular petrol cost remains unchanged; Opposition slams government over hike; India's crude oil basket is averaging \$117.09 per barrel this month

Saptaparno Ghosh
NEW DELHI

In what could be the first sign of cracks due to the fiscal stress brought on by skyrocketing global oil prices, Indian Oil-Marketing Companies (OMCs) on Friday increased the price of the premium variant of petrol and industrial diesel by approximately ₹2-₹3 and ₹22 per litre, respectively.

The government, however, assured that this is limited only to the premium variants and that the prices of the normal grades of petrol and diesel remain unchanged. In a social media post on Friday evening, State-owned IndianOil confirmed the price of its premium petrol XP-95 which increased by ₹2 for every litre from ₹99.87 to ₹101.89. Hindustan Petroleum also



Long wait: Motorists queue to refuel their tanks at a petrol station in Thanjavur, Tamil Nadu, on March 12. VENGADESH. R

announced a similar increase. Prices will vary across States due to differences in tax structures. "IndianOil has ensured no increase in regular automotive fuel prices in India, even amid rising international costs," the post said. "A limited revision applies

only to premium petrol XP-95, with minimal impact on overall consumption."

The refiner said that the premium variant of petrol accounts for about 5% of overall petrol sales. Other than the car fuel, the price of industrial diesel was re-

vised upwards from ₹87.67 to ₹109.59 per litre. The hike in the price of premium petrol and industrial diesel contrasts with the OMCs' actions when oil prices were low.

A previous analysis by *The Hindu* found that OMCs did not lower the price of any form of petrol or diesel over the past two-and-a-half years, even when oil prices fell to an average of \$64 a barrel.

Prices surge

As of Friday evening, Brent crude futures were trading at \$108.1 for every barrel, continuing an upward trajectory as tensions continue to mount in West Asia. Further, according to data from the Petroleum and Planning Analysis Cell, India's crude oil basket – the average price at which India imports oil – was ave-

raging \$117.09 for every barrel in the current month.

Earlier in the day, addressing queries about the increase in petrol prices, Sujata Sharma, Joint Secretary at the Ministry of Petroleum and Natural Gas, said the hike would not impact the common man. "That is [the premium variant] hardly represents 2-4% of the petrol which is sold every day in the country," she said. "It is not that price of petrol has been increased [affecting] the common man."

The increase in the price of premium fuel also brought barbs from the Opposition. "While people are already troubled by the gas shortage, now they will also be made to pay on petrol," the Congress said.

(With inputs from Sandeep Phukan)



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Price of premium petrol up by ₹2 per litre

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FULL REPORT ON
» PAGE 8

Premium petrol up by ₹2 per litre; govt. says no impact on common man

Price of the premium variant of industrial diesel also increased; Congress slams government for increasing prices when people are already 'troubled by the gas shortage'; India's crude oil basket is averaging \$117.09 for every barrel this month

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NEW DELHI

In what could be the first sign of cracks due to the fiscal stress brought on by skyrocketing global oil prices, Indian Oil-Marketing Companies (OMCs) on Friday increased the price of the premium variant of petrol and industrial diesel by approximately ₹2.3 and ₹22 per litre, respectively.

The government, however, assured that this is limited only to the premium variants and that the prices of the normal grades of petrol and diesel remain unchanged. In a social media post on Friday evening, State-owned IndianOil confirmed the price of its premium petrol XP-95 which increased by ₹2 for every litre from ₹99.87 to ₹101.89. Hindustan Petroleum also



Long wait: Motorists queue to refuel their tanks at a petrol station in Thanjavur, Tamil Nadu, on March 12. VENGADESH. R

announced a similar increase. Prices will vary across States due to differences in tax structures. "IndianOil has ensured no increase in regular automotive fuel prices in India, even amid rising international costs," the post said. "A limited revision applies

only to premium petrol XP-95, with minimal impact on overall consumption."

The refiner said that the premium variant of petrol accounts for about 5% of overall petrol sales. Other than the car fuel, the price of industrial diesel was re-

vised upwards from ₹87.67 to ₹109.59 per litre. The hike in the price of premium petrol and industrial diesel contrasts with the OMCs' actions when oil prices were low.

A previous analysis by *The Hindu* found that OMCs did not lower the price of any form of petrol or diesel over the past two-and-a-half years, even when oil prices fell to an average of \$64 a barrel.

Prices surge

As of Friday evening, Brent crude futures were trading at \$108.1 for every barrel, continuing an upward trajectory as tensions continue to mount in West Asia. Further, according to data from the Petroleum and Planning Analysis Cell, India's crude oil basket – the average price at which India imports oil – was ave-

raging \$117.09 for every barrel in the current month.

Earlier in the day, addressing queries about the increase in petrol prices, Sujata Sharma, Joint Secretary at the Ministry of Petroleum and Natural Gas, said the hike would not impact the common man. "That is [the premium variant] hardly represents 2-4% of the petrol which is sold every day in the country," she said. "It is not that price of petrol has been increased [affecting] the common man."

The increase in the price of premium fuel also brought barbs from the Opposition. "While people are already troubled by the gas shortage, now they will also be made to pay on petrol," the Congress said.

(With inputs from Sandeep Phukan)

India doubles down on migration to PNG amid LPG shortfall

Rishi Ranjan Kala
New Delhi

As the intensifying West Asian conflict clouds India's supply of liquefied petroleum gas (LPG), the government has unleashed a slew of measures, including re-prioritisation of resources, priority migration to piped natural gas (PNG) and crackdown on black marketing and hoarding.

"Supply of LPG is still a concern in view of the prevailing geopolitical situation and is being monitored," said Ministry of Petroleum & Natural Gas (MoPNG) Joint Secretary Sujata Sharma on Friday during the inter-ministerial briefing on West Asia.

However, there are no dry-outs reported at distributorships so far, she added.

The country consumed more than 33 million tonnes (mt) LPG in FY25, of which 20.67 mt was imported. About 90 per cent of this imported quantity, or roughly



60 per cent of India's total consumption, came from the Gulf transiting the Strait of Hormuz.

Sharma informed that around 11,360 tonnes of commercial LPG has been uplifted by the States in the past week with 50 per cent of the supply allocated for educational institutions and hospitals.

Besides, 18 States and UTs have issued orders for allocation of non-domestic LPG,

with supply being made available across all States and UTs. "Panic bookings have declined significantly from 89 lakh on March 13 to around 55 lakh yesterday (Thursday), while domestic LPG deliveries continue as normal," she added.

The government on Friday raised the price of premium petrol (95-octane) from ₹99.89 per litre to ₹101.89 in Delhi. It also raised the price of commercial diesel by ₹22 a litre, from ₹87.67 per litre to ₹109.59 in the national capital.

PNG PUSH

The government continues to prioritise uninterrupted LPG supply and PNG expansion, particularly for households and priority sectors such as hospitals and educational institutions.

Measures include enhanced refinery production, revised booking intervals of 25 days in urban areas and up to 45 days in rural areas and prioritised allocation.

Alternate fuels such as kerosene and coal have been made available, with support from the Ministry of Coal for increased supply to States. States have also been advised to facilitate PNG connections, supported by incentives linked to additional LPG allocation.

Sharma said that city gas distribution (CGD) entities have been advised to prioritise PNG connections for commercial establishments such as hotels, restaurants and canteens.

Besides, the Oil Secretary has chaired a review meeting with CGD entities to expedite PNG expansion and emphasised transition from LPG to PNG.

"CGD companies, including IGL, MGL, GAIL Gas and BPCL, are offering incentives. CGD entities have been directed by the regulator PNGRB to shorten the timeline between the submission of applications and the commencement of gas supply to consumer households and

pursue mass awareness initiatives," she added.

Over 13,700 new PNG connections have been issued in recent days and more than 7,300 consumers have shifted from LPG to PNG, helping reduce pressure on LPG demand.

BLACK MARKETING

Enforcement actions continue across States to curb hoarding and black marketing, with over 4,500 raids conducted and around 4,000 cylinders seized in the past 24 hours, said Sharma.

Significant actions have been reported in States, including Uttar Pradesh, Tamil Nadu, Kerala, Jammu & Kashmir, Punjab, Madhya Pradesh, Himachal Pradesh, Rajasthan and Delhi.

The PSU oil marketing companies (OMCs) have conducted over 1,800 surprise inspections at retail outlets and LPG distributorships to ensure smooth supply and prevent irregularities.

WEST ASIA WAR FALLOUT

Premium petrol price hiked by Rs 2 a litre, bulk diesel up Rs 22

No change in regular petrol, diesel rates

Sukalp Sharma
New Delhi, March 20

WITH THE West Asia war leading to a surge in international crude oil and fuel prices and burdening India's public sector refiners and fuel retailers, prices of premium petrol and bulk diesel consumed by industrial users were hiked Friday. The price of regular petrol and diesel remained unchanged.

The price of premium 95-octane petrol was hiked by Rs 2 per litre in Delhi to Rs 101.89 per litre, with corresponding changes in other parts of the country. The price of industrial diesel went up by around Rs 22 per litre to Rs 109.59 in Delhi, from Rs 87.67 per litre.

According to a senior government official, the premium petrol caters to a miniscule

»CONTINUED ON PAGE 2



People wait with empty LPG cylinders in Prayagraj, Friday. PTI

• Two Indian LPG carriers ready to sail

Two Indian-flagged LPG tankers are preparing to transit the Strait of Hormuz in coming days after a pause in voyages with no crude oil tankers leaving the waterway in the past 24 hours, according to shipping data and sources. The tankers were currently anchored in Gulf waters, as per data from Kpler and shipping sources. **REUTERS**

Premium petrol price

segment of Indian consumers, and the interests of the common consumer have been so far protected. Sources indicated there was no immediate plan to increase retail prices of regular petrol and diesel, with public sector fuel retailers continuing to absorb the losses.

International crude oil benchmark Brent had touched \$119 per barrel Thursday and as of Friday evening, it was around \$108 per barrel, still 48% higher than the last price before the start of the West Asia war on February 28.

Indian Oil Corporation (IOC) said in a post on X, "As global crude prices surge, stability at home matters more than ever. IndianOil has ensured no increase in regular automotive

fuel prices in India, even amid rising international costs. A limited revision applies only to premium petrol XP-95, with minimal impact on overall consumption. Through evolving global conditions, the focus remains clear: consistent supply, responsible pricing, and service you can rely on."

Petroleum Ministry Joint Secretary Sujata Sharma said: "Some increase is reported in the premium category which hardly makes up for 2-4% of the entire petrol (consumption)... There is no increase in price for the common man."

She declined to comment on whether retail prices of regular petrol and diesel will remain at the current levels despite volatility in global prices.

E. EXPLAINED

Oil price volatility, Indian refiners

Oil marketing companies IOC, BPCL and HPCL have a cumulative market share of around 90% in India's fuel retail market, giving them undisputed control on pricing. India imports over 88% of its crude oil requirement, which makes the Indian refiners extremely vulnerable to global oil price volatility.

The government's current priority, she said, is to ensure energy availability for consumers amid a "concerning" global situation, and the public-sector fuel retailers have resisted increasing fuel prices so far.

• WAR IN WEST ASIA

As US weighs Iran oil relief, the possibility for India

Amid the oil supply crunch, the US removed sanctions on Russian crude at sea. It may now be forced to do the same with Iranian crude



SUKALP SHARMA

AS THE war in West Asia crimps the global supply of oil and sends its prices soaring, the US is considering removing sanctions on Iranian crude that is already at sea.

If the US indeed moves in this direction, India could very well be among the major beneficiaries. Iran was once a major oil supplier for India. But New Delhi halted these imports after the first Donald Trump administration imposed heavy sanctions on Tehran and removed the sanction waivers enjoyed by major Iranian crude buyers.

Seven years later, the US may now be forced to "unsanction" — even if partly and temporarily — Iranian oil sales to bring down oil prices. Such a move looks all the more likely considering that the US had also announced a similar month-long universal waiver on sanctioned Russian crude already in tankers at sea.

In response to the US and Israel's offensive that began on February 28, Iran effectively choked vessel movements through the Strait of Hormuz. The passage accounts for one-fifth of global oil and liquefied natural gas (LNG) flows. Its effective closure, along with attacks on energy infrastructure in the region by all sides, have caused a surge in global oil prices. While some oil volumes are being evacuated from West Asia through a couple of other alternative routes that bypass the Strait, a bulk of the supply through the narrow waterway has effectively gone offline.

"We unsanctioned Russian oil. We knew that there were about 130 million barrels on the water and we created supply that is beyond the straits of Hormuz... In the coming days, we may unsanction the Iranian oil that's on the water. It's about 140 million barrels. So, depending on how you count it, that's 10 days to two weeks of supply that the Iranians had been pushing out that would have all gone to China," US Treasury Secretary Scott Bessent said Thursday on Fox Business Network. "In essence we will be using the Iranian barrels against the Iranians to keep the price down... for the next 10 or 14 days as we continue this campaign."

India's considerations

It remains to be seen whether the US goes ahead and suspends the sanctions on Iranian oil already on water. Asked whether India would be keen on importing Iranian crude if Washington indeed announced a

• How Trump turned off the tap

Iran was a key oil supplier to India, especially after an Obama-era sanctions waiver — until Trump rolled it back



SOURCE: MINISTRY OF COMMERCE AND INDUSTRY

waiver, Petroleum Ministry Joint Secretary Sujata Sharma said Friday that it was a hypothetical question at this stage. Nonetheless, industry analysts say that such a move could see Indian refiners capitalize on the opportunity, just like they did by ramping up imports of Russian crude in recent weeks.

"Recent market chatter around a potential easing or restructuring of US sanctions on Iranian crude... has reintroduced a key swing factor in global crude flows. India could emerge as a key demand centre to watch, alongside Chinese buyers and other Asian countries. Historically, India was a major buyer of Iranian crude, importing significant volumes of Iranian Light and Heavy grades due to strong refinery compatibility and favourable commercial terms. Following sanctions tightening in 2018, imports ceased from May 2019, with volumes replaced by Middle Eastern, US and other grades," said Sumit Ritolia, lead research analyst, refining & modeling, at Kpler, a commodity market analytics firm.

Currently, Iranian crude availability is high, with an estimated 170 million barrels on the water, including floating storage and cargoes in transit, as per Kpler data.

While part of these volumes is committed, a portion remains unsold, representing potential incremental supply if sanctions ease or enforcement weakens, Ritolia said. The analyst said that Indian refiners retain the ability to re-integrate Iranian barrels with minimal operational adjustments at their refineries, given their prior experience in processing Iranian oil and the presence of established trading setups.



A file photo of an oil facility in UAE's Fujairah that was attacked by Iran on March 14. AP

Key considerations for Indian refiners to tap into Iranian barrels, if made available, would primarily include the scope and durability of sanctions relief, pricing structure, and the availability of payment, insurance, and logistics mechanisms. "If these conditions align, a ramp-up in Indian imports of Iranian crude could be significant, similar to the rapid increase observed in Russian crude intake following the easing of Western sanctions," Ritolia said.

According to tanker data from Kpler, India's Russian oil imports so far in March have surged to 1.8 million barrels per day (bpd), from 1 million bpd in February. The pre-war expectation for India's Russian oil imports in March was around 0.8-0.9 million bpd. Now they could reach 2-2.2 million bpd — the peak levels of 2025. This ramp-up was necessitated by the Strait of Hormuz's effective closure. Washington's waiver on purchases of sanctioned Russian crude on water also supported this shift.

Around 2.5-2.7 million bpd of India's crude imports — around half of the overall oil imports — have transited the Strait in recent months. The longer-term average is around 40%. India depends on imports to meet over 88% of its requirement of crude oil. At the global level, around 20 million barrels a day of crude oil usually passes through the Strait of Hormuz.

India-Iran oil trade

India has not imported any oil from Iran since May 2019, after the expiration of the sanctions waiver that the US had provided to major buyers of Iranian oil. Not comply-

ing with American sanctions would have made Indian oil companies vulnerable to secondary sanctions from Washington. Prior to that, India had been a regular buyer of Iranian oil, even during previous sanctions periods of the pre-Trump era, when import volumes of Iranian crude declined, but were still not insignificant.

Back in 2009-10, India imported 22.1 million tonnes of crude oil from Iran and it accounted for 14.4% of India's overall oil import of 153.6 million tonnes in that year, according to data from the Ministry of Commerce and Industry. But as international sanctions on Iran intensified, hitting payment channels and creating other logistical hurdles, the volumes declined — to 16.1 million tonnes in 2010-11, 14.9 million tonnes in 2011-12, 13.2 million tonnes in 2012-13, 11.3 million tonnes in 2013-14 and 11.2 million tonnes in 2014-15.

During the peak sanctions period — 2012 to 2015 — India was buying Iranian oil through a mutually-agreed payment mechanism. Under that system, Indian refiners paid 45% of the oil payments in rupees into an account held by Iranian banks in India, and Iran used that money to buy Indian goods. The remainder of the payments were deferred until sanctions were lifted. The sanctions were formally lifted as part of the Iran nuclear deal, after which pending oil payments by Indian refiners were cleared. Major Indian buyers of Iranian oil in this period were Essar Oil (now Nayara Energy) and Mangalore Refinery and Petrochemicals (MRPL).

With the sanctions effectively withdrawn, Indian refiners started ramping up oil imports from Iran. India imported 13.6 million tonnes of Iranian oil in 2015-16, and the volumes shot up to 27.1 million tonnes in 2016-17, making Tehran the third-largest source of India's oil imports behind Saudi Arabia and Iraq. Iran also did its bit to boost India's purchases of its oil by offering discounted shipping and extended credit periods to Indian refiners. In 2016-17, Iranian oil made up 12.6% of India's total crude oil imports of almost 215 million tonnes.

In 2017-18, the Iranian oil volumes declined to 22.6 million tonnes due to a few reasons — tensions between New Delhi and Tehran over the development rights of a gas field in Iran, India's diversification of its supply and the first Donald Trump presidency. The last factor was the defining one over the next two years as Trump walked away from the Iran nuclear deal and re-imposed sanctions. A waiver was given by US to major buyers of Iranian oil, which expired in 2019. In 2017-18, India's Iranian oil imports were at 23.9 million tonnes, and crashed to just 2 million tonnes in 2019-20. No Iranian oil came to India after May 2019.

Steepest single-day rupee dive in 4 years

Import costs may soar as currency falls 82 paise over Iran conflict

BENN KOCHUVEEDAN @ Mumbai

THE rupee on Friday logged its steepest single-day decline in four years, closing at a record low of 93.71 against the dollar, down 82 paise, as escalating tensions in West Asia kept crude oil prices elevated.

The currency opened at 93.15 and remained under pressure through the session. During intraday trading, it weakened 1.1% to touch 93.7350 (down 103 paise), breaching its previous record low of 92.63 hit earlier this week. The rupee eventually settled at 93.71, marking a weekly decline of about 1.3%—the sharpest since late 2022.

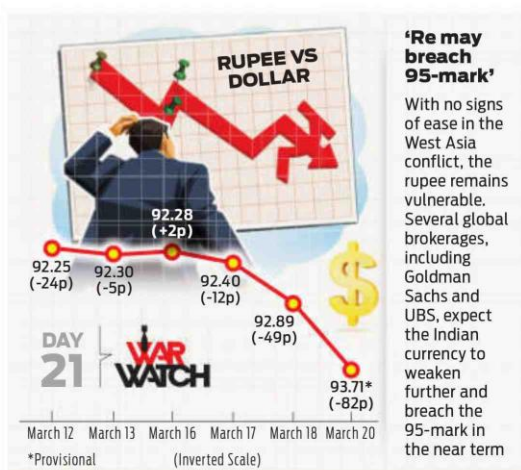
With this, the rupee has earned the dubious distinction of being the worst-performing currency in Asia, depreciating over 5.5% so far this year.

Over the past year, the currency has weakened by around 8% against the dollar compared with an average annual fall of 4.2% in recent years. The continued slide poses risks to India's macroeconomic goals, including its ambition to become a \$5-trillion economy.

A weaker rupee raises the cost of imports across the board, not just crude oil. India imports nearly 85% of its crude oil and over 60% of its natural gas requirements, making it particularly vulnerable to currency depreciation.

According to RBI estimates, a \$10 per barrel rise in crude prices typically pushes up inflation by about 30 basis points. Crude is currently trading above \$110 per barrel.

For the domestic economy, the impact of a prolonged conflict extends beyond currency weakness. The combination of



PREMIUM PETROL, INDUSTRIAL DIESEL PRICES RAISED

The West Asia war has begun to affect petrol and diesel prices, with OMCs raising premium petrol prices by up to ₹2.35 per litre from Friday. The latest hike applies only to premium variants such as BPCL's Speed, HPCL's Power fuel and Indian Oil's XP95, while regular petrol prices remain unchanged. OMCs have also raised bulk diesel prices for industrial users by ₹22 per litre. In Delhi, bulk diesel prices have increased from ₹87.67 to ₹109.59 per litre |

a depreciating rupee and elevated crude prices could fuel imported inflation, especially in fuel and commodities, raise input costs for businesses, and increase the burden on consumers—prompting monetary policy action by RBI.

A sustained spike in oil prices could also dampen growth in one of the world's largest oil-importing economies.

Foreign portfolio investors (FPIs) have already pulled out over \$8 billion from Indian equities this month—the highest outflow since January 2025—adding further pressure on the rupee. In 2025, FPIs had sold equities worth \$18.9 billion.

Domestic equity markets, however, showed resilience. After a sharp fall of 3% on Thursday, benchmark indices Sensex and Nifty recovered modestly on Friday, rising 0.5%.

With Iran-US tensions simmering, concerns over crude supply disruptions are mounting. Officials in Saudi Arabia have warned that oil prices could touch \$180 per barrel if the war goes on till late April, raising fears of a prolonged energy shock.

Premium petrol prices rise as crude oil rates increase

RAKESH KUMAR @ New Delhi

THE ongoing conflict in West Asia has begun to impact India's fuel market, with oil marketing companies raising the price of premium petrol by up to ₹2.35 per litre with immediate effect from Friday.

This marks the second price increase in a short span, following a ₹60 hike in domestic LPG cylinder prices earlier in March 2026. The latest revision applies only to high-end fuel variants such as BPCL's Speed, HPCL's Power fuel, and Indian Oil's XP95, while regular petrol prices remain unchanged for now.

Indian Oil Corporation clarified in a social media post that it has ensured no increase in regular automotive fuel prices despite rising international crude costs. The company added that the revision is limited to premium petrol, with minimal impact on overall consumption, and reiterated its focus on maintaining stable supply and responsible pricing amid evolving global conditions.

OMCs have sharply raised bulk diesel prices for industrial users by ₹22 per litre. In Delhi, bulk diesel prices have increased from ₹87.67 to ₹109.59 per litre. The government also sought to reassure consumers, noting that premium petrol accounts for only around 2-4% of total daily petrol sales in the



country. As per Sujata Sharma, joint secretary (marketing & oil refinery) at the Ministry of Petroleum and Natural Gas, there has been no increase in normal petrol prices, and the impact of current hike is therefore limited. The last nationwide revision in petrol and diesel prices was on March 15, 2024, when rates were cut by ₹2 per litre.

The rise in global oil prices—trading above \$100/barrel—has been driven by tensions between Israel and Iran. The situation worsened after attacks on key energy infrastructure and disruptions in cargo movement via Strait of Hormuz. Israel reportedly struck Iran's South Pars gas complex near Asaluyeh, targeting pipelines and compressors, while Iran retaliated with strikes on energy facilities across Gulf Arab states.

One of the most significant impacts has been on Ras Laffan Industrial City, a key global gas processing and export hub operated by QatarEnergy.



Diesel, premium petrol prices increased amidst energy crisis

RAJESH KUMAR ■ New Delhi

The Union Government on Friday increased the prices of diesel for industrial use and high-grade petrol, reflecting the rising cost of crude oil as the conflict in West Asia expands. At a media briefing, Sujata Sharma, Joint Secretary, Ministry of Petroleum and Natural Gas, clarified there is no increase in prices of normal petrol and diesel.

Pricing decisions, she said, are taken by oil companies independently as petrol and diesel pricing was deregulated in 2010 and 2014 respectively. "It (pricing) is decided by oil marketing companies. Government does not regulate petrol and diesel prices," she added.

The price of premium petrol price was increased by ₹2 per litre while the rate of bulk diesel sold to industrial users was hiked by about ₹22 a litre. The move comes even as the rupee crashed 82 paise, or nearly 1 per cent, to settle at an all-time low of 93.71 (provisional) against the US dollar



Representative image

ISTOCK

on Friday. International oil prices touched \$119 per barrel on Thursday, before pulling back to around \$108 a barrel.

The price of premium 95-Octane petrol in Delhi has increased from ₹99.89 per litre to ₹101.89, while the price of bulk or industrial diesel were hiked from ₹87.67 per litre to ₹109.59. The Government has not yet increased prices of normal petrol and diesel sold to retail customers.

On Friday, petrol was priced at ₹94.77 per litre in the national Capital, while in Mumbai, it stood at ₹103.54. Chennai recorded ₹100.93, Kolkata ₹105.41, and Bangalore ₹102.92. Hyderabad, Ahmedabad and Lucknow also saw retail prices stable/adjusted at ₹107.5, ₹94.48, and ₹94.69 respectively. Diesel was available at ₹87.67 per litre in Delhi, ₹90.03 in Mumbai, ₹92.48 in Chennai, ₹92.02 in Kolkata,

and ₹90.99 in Bangalore.

Retail petrol and diesel prices have been frozen since April 2022.

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Diesel, premium petrol prices increased amidst...

Fuel retailers like Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) have been absorbing losses when crude prices

are high and making profits when rates are low. The three companies have posted ₹23,743 crore profit in the December quarter.

India imports 88 per cent of its crude oil needs and roughly half of its natural gas requirement. These mostly come via the Strait of Hormuz. Following attacks by US and Israel on Iran, Iran warned shipping away from the strait, and insurers withdrew coverage, effectively halting tanker movements.

India turns to US for LPG as West Asia disruptions tighten global supply: Report

STATESMAN NEWS SERVICE
New Delhi, 20 March

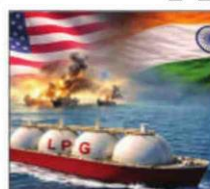
India is increasingly pivoting towards the United States as an alternative source for liquefied petroleum gas (LPG) amid supply disruptions in West Asia, according to a recent note by S&P Global Energy.

The shift comes as ongoing tensions in the region have choked crude oil and gas supplies passing through the Strait of Hormuz, a critical transit route for global energy shipments.

Analysts noted that the global LPG market is currently facing a shortage of cargoes, as disruptions in West Asia - which accounts for nearly 30 per cent of global LPG supply - have squeezed the spot cargo pool and tightened overall availability. India, which meets

around 41 per cent of its LPG demand through domestic production, relies heavily on imports for the remaining requirement. Traditionally, the Gulf region has been a key supplier, contributing nearly 60 per cent of India's LPG consumption. However, with supply constraints intensifying, US-origin LPG shipments to India have surged, overtaking volumes from conventional Gulf suppliers.

The disruption has also impacted shipments already en route. Government officials said that about 1.67 million tonnes of crude oil, 3.2 lakh tonnes of LPG, and nearly 2 lakh tonnes of liquefied natural gas (LNG) are currently stuck aboard 22 Indian-flagged vessels stranded in the Persian Gulf, awaiting clearance to pass through the Strait of Hormuz.



Despite the bottleneck, two state-owned very large gas carriers (VLGCs) - *Shivalik* and *Nanda Devi* - successfully navigated the passage earlier this week, delivering a combined cargo of over 92,000 metric tonnes of LPG to Indian shores, providing some relief to domestic supplies.

In a strategic move to diversify sourcing, Indian oil marketing companies have secured a term contract for 2.2 million metric tonnes of US-origin LPG for 2026, translating to roughly

four VLGC shipments per month. In the first two months of the year alone, India imported nearly 480,000 metric tonnes of LPG from the US, equivalent to around 11 VLGC cargoes.

Recent data highlights the shifting import pattern. India's weekly LPG imports declined to 265,000 metric tonnes in the week ending March 19, down from 322,000 metric tonnes on 5 March. Notably, inflows from West Asia dropped sharply to 89,000 metric tonnes during the period, accounting for just 34 per cent of total imports - the lowest share since January.

In contrast, supplies from alternative regions rose to 176,000 metric tonnes during the same week, up from zero in the previous week when West Asia accounted for the entire import basket.

Prices hiked for premium petrol, industrial diesel; govt says common man will not be impacted

STATESMAN NEWS SERVICE
New Delhi, 20 March

Oil marketing companies (OMCs) hiked the price of premium petrol by over Rs 2 per litre with immediate effect from Friday while the rate of bulk diesel sold to industrial users was hiked by about Rs 22 a litre amid the ongoing West Asia conflict. However, there has been no hike in the price of regular petrol or diesel.

The rise in premium petrol prices comes at a time when global crude oil markets are witnessing sharp volatility due to geopolitical tensions in West Asia. State-run oil marketing companies, including Hindustan Petroleum Corporation Limited and Indian Oil Corporation Limited, have hiked the prices of their premium petrol variants by about

Rs 2.09 to Rs 2.35 per litre.

The price of branded fuels such as Power petrol and XP95 has increased from around Rs 111.68 per litre to nearly Rs 113.77 per litre. Meanwhile, prices of industrial diesel have also hiked by 25 per cent from Rs 87.67/ltr to Rs 109.59/ltr.

The Ministry of Petroleum and Natural Gas, was at pains to clarify that the hike does not impact the "common man", stressing that "only in the premium category there is some increase and that is hardly 2-4 per cent of the entire petrol which is sold every day".

Speaking at the Inter-Ministerial briefing on recent developments in West Asia, Sujata Sharma, Joint Secretary, Ministry of Petroleum and

Natural Gas said petrol and diesel prices are deregulated and determined by the oil marketing companies.

"...In case of petrol, there is no increase in the price. Only in the premium category there is some increase and that is hardly 2-3 per cent or 4 per

cent of the entire petrol which is sold every day," she said. "So it is not that the price of petrol has been increased for the common man. Whether we take it from Iran or not, that is for petrol only. The price of petrol and diesel has been deregulated."

As West Asia import dips, India taps US LPG supply

'Indian Cos Likely To Import 2.2Mn Tonnes From US'

Atul.Mathur@timesofindia.com

New Delhi: India's weekly LPG imports fell to 265,000 tonnes in the week to March 19, from 322,000 tonnes on March 5. West Asia inflows declined to just 89,000 tonnes in the week to March 19, the lowest share since Jan 2026, according to S&P Commodities At Sea (CAS) report.

The report, however, added that alternative regional supplies increased to 176,000 tonnes, largely from the United States, in the week to March 19, up from zero the previous week when West Asia accounted for 100% of imports.

The report said Indian oil marketing companies are likely to import 2.2 million tonnes of LPG from the US in 2026. CAS data added that US LPG loadings destined for India are increasing, with volumes now



A woman waits in queue to refill empty LPG cylinder in Prayagraj on Friday

surpassing those from traditional Gulf suppliers. Petroleum ministry officials confirmed that some cargoes from the US had already arrived, but did not specify the number.

With officials calling the availability of LPG "worrisome", India is trying to secure the cooking gas from diversified sources, including Russia and Japan.

Officials said some cargoes had already arrived from the US, while oil refineries were

deliberating with suppliers across other geographies to bridge the gap created by disruptions in supplies through the Strait of Hormuz.

While LPG supplies from West Asia take 7-8 days to reach India, officials said cargoes from the US take about 45 days, while those from Russia and Japan may take 35-40 days.

India imports nearly 60% of its LPG requirement and about 90% of it comes from West Asia.

Iran is nowhere near capitulation



GADDAM DHARMENDRA
EX-AMBASSADOR TO IRAN

THREE weeks into the war with Iran, the US and Israel are no closer to attaining whatever pre-war objectives they may have had. There are no signs of a 'regime collapse' in Iran nor of an 'unconditional surrender' as demanded — long ago it now seems — by US President Donald Trump. References to ending Iran's nuclear programme, dismantling its missile capability, ending its regional disruptions, etc. have been cast aside and conveniently forgotten. The US priority seems to be a search for an exit — an off-ramp as they say — from what is potentially turning into a military quagmire.

To date, no NATO member country nor any other US ally has responded to Trump's calls for assistance to reopen the strategic Hormuz Strait, which has been blockaded by Iran, disrupting global energy supplies. This lukewarm response speaks volumes for what is now globally considered an unnecessary war.

Against all odds, Iran has survived weeks of bombing assaults and directed, per its choosing, the contours of a

conflict it had sought to avoid. It has endured waves of US-Israeli aerial bombardments and targeted assassinations of its top-level leaders.

The killing in an Israeli air strike, of Ali Larijani, Iran's National Security Adviser, eliminates an interlocutor capable of smoothing hurdles towards a ceasefire. Sadly, Larijani's death removes a valuable insider, one who could have provided an off-ramp. It yet again displays the gap in the Americans' understanding of Iran and its political dynamics.

The US and Israel have dangerously widened the scope of the conflict. The transition to targeting energy centres has transformed the war into an intercontinental affair. The rules of engagement have changed with the US-Israeli strikes on critical Iranian economic assets. Iran shares its offshore South Pars gas field with Qatar's North Field. The fields are conjoined and the world's largest gas reservoir.

Iran's first response to the attacks on South Pars was to hit Qatar's North Field gas facility, with extensive damage. Qatar's Ras Lannan gas refinery supplies 30% of global liquefied natural gas (LNG). State-owned QatarEnergy's principal consumers are India (14%) and China (25%). QatarEnergy has since declared force majeure on all its long-term supply contracts.

The Iranian military has coldly listed the oil-refining facilities it will target. With deadly precision, Iran has struck each listed facility —



GAME PLAN : Iran has removed roughly a third of global crude and gas supplies, REUTERS

from Bahrain to Kuwait, the UAE, Saudi Arabia and deep into Israel, striking the Haifa refinery on Israel's northernmost coast. Significantly, Iran's strikes zeroed in on alternative supply routes, via Saudi Anamco's SAMREF refinery on the Red Sea port of Yanbu, the so-called East-West Petroline which bypasses the Hormuz chokepoint, and on the UAE's Fujairah port pipeline, which sits on the Gulf of Oman.

Iran did not stop there. It has since blockaded the Hormuz Strait. This is not a closure. It is a blockade. Iran gets to choose which vessel, flying which country's flag, carrying what cargo and, heading to which port will be allowed to pass in the waters it has mined and now controls.

Consider, for perspective, what Iran has done. It has bombed out some of the

The US priority seems to be a search for an exit — an off-ramp as they say — from what is potentially turning into a military quagmire.

world's most important oil and gas refineries. It has blockaded the Hormuz Strait, one of the world's most vital chokepoints, through which over 30% of global energy supplies pass. In a matter of a few missile strikes and sea-mines, Iran has removed roughly a third of global crude and gas supplies.

The shortages and supply chain disruptions are affecting almost every country across the world. Energy bidders sitting in Singapore, Hong Kong and London, including India's GAIL and other domestic energy players, are fiercely competing to secure supplies.

For us, in India, this should be beyond politics. Iran's retaliation for the strikes on its South Pars gas field has upended global energy systems.

Iran's ultimate goal is basic and existential; it is laser-focused on survival without

surrendering to a much stronger adversary. Survival against the two most powerful militaries in the world would alone signify victory. Iran's signalling is at two interlinked levels. First, internally. The domestic messaging is that the clerical establishment is resilient and united, fully able to face down the most formidable military in the world and, so, unlikely to crumble anytime soon. This is vital for the ruling establishment.

Any sign of weakness or capitulation will be seen as weakness and trigger further waves of popular anti-establishment demonstrations. The internal messaging, therefore, is that Iranians have no alternative, for the foreseeable future, to the present establishment.

Second, externally. To its neighbours in the Gulf, Iran's message is that the much-vaunted US security umbrella is highly vulnerable and Iran is a formidable power capable of collapsing that umbrella — accept this reality, adapt and adjust your national strategic doctrines accordingly. A related message to global capital and technology is that the Gulf Cooperation Council (GCC) is no longer a safe haven and the Gulf countries are, instead, a high-risk territory.

Added to this is the expected demise of the Abraham Accords. The UAE, Bahrain and, in particular, Israel, will all need to adjust their security-oriented policies vis-à-vis Iran.

This is not an ode to an underdog. The reality is that

Iran has overcome numerous leadership assassinations and absorbed weeks of punishing US-Israeli air and missile strikes. It is nowhere near capitulation. Iran is signalling that it is prepared to defend itself for as long as it takes and that it has a voice on how this war ends.

In doing so, it is playing to its strengths. It is leveraging its strategic depth and geographic advantages and, quite typically, it is responding asymmetrically and vertically, preferring counter-value targets over hard-to-attain counter-force gains.

With over 3,000 dead and the bombing of schools, their majestic silver-oak-tree-lined boulevards and their residential areas, Iranians must be stunned by what exactly Trump meant when he famously said last January that 'help is on its way.'

Ironically, the US-Israeli military strikes were initiated at the height of a nationwide anti-regime sentiment, at a time when the establishment was at its most vulnerable and faced with daunting challenges. The consequences of the indiscriminate bombing of civilian targets have not been grasped by Washington DC and Jerusalem, who have clearly misread public sentiment.

Going forward, Trump may well have helped narrow a deepening schism between the people and an unpopular clerical establishment, compelling the former to forever resign themselves to their continuing plight under the latter.



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Date :21 March 2026

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**The Gulf war is now
a global crisis**

In Israel's pursuit of its strategic blue-
print, the only real winners are Russia
and China, writes SHYAM SARAN 9 ▶

The Gulf war is now a global crisis

In Israel's pursuit of its dystopian blueprint, the only real winners are Russia and China



SHYAM SARAN

The war between the US-Israel alliance and Iran is now into its third week and is escalating in scale and intensity. Israel is working on a script that it has long prepared and which follows lessons it has learned in the other conflicts it has been engaged in ever since its birth in 1948 as a sovereign nation implanted in the heart of Palestine. It has evolved into a garrison state with a perennial sense of being under siege, of being claustrophobically confined to a narrow strip of land, with enemies that must be vanquished, adversaries that must be neutralised, and allies that must not be allowed to stray.

It has used its deep relationship with the United States (US) to emerge as the strongest and most advanced military power in the West Asia/Gulf region. Over the years, it has leveraged its deep connections with the tech and corporate giants of the US, several of which are headed by Jews, to

advance to the cutting edge of the technological frontier, developing capabilities that are admitted and sought after even by its more powerful patron. Among these capabilities is a formidable intelligence-gathering network with tentacles not only within the region but also among its allies and partners. But what it lacks are the two key components of major power status — spatial depth and demographic mass.

The lure of a "Greater Israel," stretching from the Mediterranean to the Euphrates, draws on this sense of confinement. The need for demographic mass is sought through a close connection with the substantial Jewish diaspora, particularly in the US. There are about 7.2 million Jews in Israel and around 6 million in the US, with roughly half a million each in France, Canada, and the United Kingdom. The global total is about 16 million, but the Jewish population in the US is the most significant; an estimated 700,000 are dual citizens of both the US and Israel.

It is well known that the Jewish community in the US exercises political influence beyond its numbers. Several leaders of the community are some of the most wealthy families in the country, and key contributors to both the Republican and Democratic



ILLUSTRATION: BINAY SINHA

parties. The mainstream media in the US is also dominated by Jewish editors, news anchors and journalists. Until recently, Israel was able to impose its own narrative of events occurring in its region. Dissenting voices were muted and the charge of "anti-Semitism" was enough to compel detractors to run for cover.

This may now be wearing somewhat thin. The genocide in Gaza and Israel's relentless assaults on

the hapless population of Lebanon have begun to lead an increasingly large segment of the American public, including many Jews, to question the US' unqualified support for Israel. This is one reason why Israel's leaders believe that they must accomplish their strategic objectives before the US begins to assert its interests where they do not converge with Israel's expansive ambitions.

There is a sense of urgency

driving the effort to neutralise Iran as a major actor in the region for which US military and economic support are critical. Benjamin Netanyahu's successes in convincing US President Donald Trump that the destruction of the Iranian revolutionary regime would be a quick and easy win and that a more pliant leadership could be installed in Tehran to follow the dictates of the US and Israel. That Mr Trump would also get his hands on Iran's

significant oil and gas reserves is an added attraction.

What is important to note is that Israel does not care if this scenario fails to materialise as long as the US continues to join Israel in reducing Iran to a heap of rubble, precipitating the collapse of its economy and the destitution of its people. It does not care if the reverberations of Iranian collapse spread across the region and destabilise other countries. A region in chaos and in economic distress would only enhance its dominance.

Iran understands this playbook only too well and is responding with a well-crafted strategy of its own. The one country that has no strategy at all and no endgame to pursue is the US. Iran is engaged in an asymmetrical war. It knows it cannot defeat Israel and the US militarily. It has, therefore, activated the pain points of the US, its Gulf allies and partners, and the global economy.

It does not have to do much to undermine the fragile economies of the Gulf, which owe their prosperity to oil & gas exports and to their successful branding as safe and secure financial centres and tourist destinations, and to their ability to offer hospitable living to professional and business elites from across the world. It has taken only a few drone attacks against targets in these countries to shatter their hitherto successful model. The dominance of the narrow Hormuz Strait by Iran should have been foreseen, but it was not.

The global energy supply chains and important general trade channels are impacting

economies across the globe. Inflation is returning to the US. Its fiscal deficit will soar after the cost of war is finally counted. The US has had to remove sanctions on the sale of Russian oil after making that a touchstone of American policy. And the US power equation with its key rivals, China and Russia, is now being seriously undermined. The refusal of its North Atlantic Treaty Organization allies to support the US in this war is further exposing its vulnerability. It is China and Russia that will emerge stronger and emboldened from this.

Israel is not concerned about these second- and third-order effects so long as it continues to reduce Iran to rubble and decimate its leadership. It is now a contest between Iranian resilience under fire and Israeli success in keeping a bewildered US yoked to its dystopian blueprint.

India has a strategic partnership with Israel, which has emerged as a source of high technology and a security and defence partner. But it may now be time to question the price India is paying for Israel's disregard of the serious undermining of India's energy security, the risks to the safety of its nine million-strong diaspora in the Gulf, and the security challenges that are likely to follow from the long-term destabilisation of its western neighbourhood. One is unable to offer a coping strategy in the midst of a fast changing course of events, but distancing oneself from Israel must be part of this endeavour.

The author is a former foreign secretary

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Trump, Takaichi unveil \$40 billion US nuclear power project

US President Donald Trump and Japanese Prime Minister Sanae Takaichi announced a nuclear power project in the southern US, the latest initiative stemming from an investment fund the countries established as part of a trade pact. At the White House on Thursday, the two leaders said that GE Vernova Inc and Hitachi Ltd will build BWRX-300 small modular nuclear reactors in Tennessee and Alabama at a cost of as much as \$40 billion, according to a White House fact sheet. Japan will also invest up to \$33 billion in natural gas power plants in Pennsylvania and Texas. The projects are intended to stabilise electricity prices and bolster US leadership in global technology competition according to a White House official, who shared the details before the announcement on condition of anonymity.

BLOOMBERG

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India to attract ₹7.9 trillion investment in clean energy transmission over 10 years

India is likely to attract ₹7.9 trillion investment over ten years through 2036 in setting up power transmission infrastructure for evacuation of non-fossil fuel based energy, according to Central Electricity Authority (CEA).

Considering the challenges associated with renewable energy evacuation, the apex power planning body has prepared a transmission system plan for integrating over 900 gigawatt (Gw) of non-fossil fuel-based capacity by FY36.

According to the transmission plan report, released on the first day of the Bharat Electricity Summit 2026, about 1.4 lakh circuit kilometer of transmission lines and nearly 830,000 lakh megaVolt-ampere of sub-station capacity are planned between FY27 to FY36 at an estimated cost of ₹7.9 trillion. The inter-state and intra-state transmission networks are at various stages of implementation, with some already commissioned, several under construction, and others under the bidding process.

NANDINI KESHARI

Biogas scheme expanded to boost energy security

● CBG-CGD Synchronisation Scheme is extended until Dec 2047

SAURAV ANAND
New Delhi, March 20

WITH INDIA SOURCING nearly 47% of its LNG imports from Qatar and supplies coming under strain amid escalating tensions in West Asia, the government has extended the CBG-CGD Synchronisation Scheme until December 2047 and widened its scope to allow injection of compressed biogas (CBG) into the gas pipeline network. The move is aimed at strengthening domestic energy security and reducing import dependence.

In a notification, the Ministry of Petroleum and Natural Gas said the scheme — first introduced in 2021 — will now cover direct pipeline injection of CBG in line with revised guidelines issued in August 2025.

"With the approval of the competent authority... the scope of the CBG-CGD Synchronisation Scheme is hereby expanded to include injection of Compressed Biogas (CBG) into the Gas Pipeline Network," the ministry said, adding that

ALTERNATIVE APPROACH

■ The CBG-CGD scheme was introduced in 2021

■ The scheme allows injection of compressed biogas into the gas pipeline network with revised guidelines issued in 2025



■ The scheme will enable cost-effective transportation of CBG via pipelines

■ Govt is currently ensuring 100% gas availability for PNG (domestic) and CNG (transport)

the scheme has been extended until December 31, 2047.

The decision comes against the backdrop of geopolitical disruptions that have tightened global gas markets, prompting India to prioritise supplies to essential segments. The government is currently ensuring 100% gas availability for PNG (domestic) and CNG (transport), while supply to industrial and commercial consumers is being regulated at around 80%.

The expanded scheme will enable cost-effective transportation of CBG through pipelines, ensure assured off-take for producers, reduce logistics costs and promote uniform pricing, while lowering depen-

dence on imported natural gas, said a ministry official.

The government has also intensified demand-side interventions, activating more than 125,000 PNG connections across domestic, commercial and industrial consumers to curb reliance on LPG and imported gas.

Sujata Sharma, joint secretary in the petroleum ministry, said the situation continues to be closely monitored amid ongoing disruptions. "Around 7,500 consumers have shifted from LPG to PNG... the situation is still worrying due to the war, but no dry out has been reported... delivery of LPG cylinders is normal," she said.

Ethanol makers seek higher use of biofuel for transport

SANDIP DAS
New Delhi, March 20

TO ADDRESS LOWER capacity utilisation, grain-based ethanol manufacturers have urged the government to raise the ethanol blending level in petrol from the current 20% and explore the possibility of using biofuel-based cooking stoves as a complementary energy source alongside LPG.

"Currently ethanol manufacturing from grains — rice and maize — is operating at the capacities utilisation in the range of 40% to 90% across states, which may put investment at risk for the banks," CK Jain, president, Grain Ethanol Manufacturers Association (GEMA) told *FE*. Jain has stated that ethanol blending with petrol can be increased by 2%-3% from the current 20% level without any issues with the auto industry.

This increase in the blending would ensure lifting of an additional 2000 million litres of ethanol by oil marketing companies (OMCs) leading to higher capacities utilisation.

At present, OMCs procure 11,000 – 12,000 million litres of ethanol made from sugarcane, rice and maize annually for 20% blending with petrol while the existing manufacturing capacity is of around 17,000 million litres. In the 2025-26 ethanol supply year (November-October), the OMCs have agreed to lift 10,500 million litres of ethanol.

The bio-fuels makers in a communication to Prime Minister Narendra Modi have suggested adoption of ethanol-based cook-stoves as a complementary option for both domestic households and commercial establishments.

City's LPG Crisis Deepens, CM Seeks Centre's Intervention to Boost Supplies

Our Bureau

Bengaluru: Chief Minister Siddaramaiah on Friday said the state is currently able to supply only about 1,000 LPG cylinders a day in Bengaluru against an estimated demand of 50,000 and urged union petroleum and natural gas minister Hardeep Singh Puri to step up allocations of both commercial and auto LPG.

In a post on X, Siddaramaiah said he has written to the union minister seeking urgent intervention to address the acute shortage, which is disrupting supplies and affecting livelihoods across Karnataka. "The state government has already taken steps to regulate and prioritise supply for essential sectors. However, with demand



Residents waiting for LPG cooking gas cylinders in Bengaluru on Friday amid a shortage linked to the ongoing West Asia conflict affecting the global energy supply chain

at around 50,000 cylinders and supply limited to just 1,000 per day, the situation remains critical, forcing businesses and hotels to shut down," he said.

The chief minister also sought a higher allocation

from the two LPG tankers expected to arrive in the country, noting that this could significantly ease the situation in Bengaluru. Increased supplies, he said, would help ensure adequate availability of commercial and auto LPG,

considering the city's high dependence on such fuels.

In his letter, Siddaramaiah flagged that the shortfall has led to a visible increase in closure of establishments, beginning to impact students, IT professionals, farmers, dairy producers and a large section of the public dependent on the hospitality sector.

He further pointed out that while an IT-enabled system exists to monitor domestic LPG distribution, there is no integrated platform for tracking commercial LPG supplies. The absence of such a system, he said, has compounded supply challenges.

Auto LPG, Siddaramaiah added, remained a critical fuel for autorickshaws that provide last-mile connectivity in the city and support thousands of livelihoods.

Renewable Energy Ministry demands sweeping powers

Ministry says it should be recognised as 'Central Government' in matters pertaining to renewables under Electricity Act; Power Ministry currently exercises primary authority over Act's provisions

Jacob Koshy
NEW DELHI

The New and Renewable Energy Ministry has made a case before a parliamentary committee for a significant expansion of its administrative authority over India's renewable energy sector, arguing that it should be recognised as the "Central Government" in all matters pertaining to renewables under the Electricity Act, 2003.

The demand, part of a detailed reply furnished to the committee in February but made public this month, in response to "stakeholder requests" for a standalone Renewable Energy Act, effectively seeks to redraw the institutional boundaries between the Renewable Energy Ministry and the Power Ministry, which currently exercises primary authority over the Electricity Act's provisions, including those



The Renewable Energy Ministry's stated target is 500 GW of non-fossil capacity by 2030. GETTY IMAGES/ISTOCKPHOTO

governing grid-connected renewable energy.

As of January 31, 2026 – the Renewable Energy Ministry cited in a submission – India has installed 271.96 GW of capacity from non-fossil fuel sources, a little over half the country's total installed generation capacity of 520.50 GW. Of this, 263.18 GW is from renewable energy. However, the actual electricity generated from non-fossil sources is about 25%.

While the Ministry conceded that a separate Act

was unnecessary as electricity from renewable sources is already integrated into the grid and governed under the existing framework, it laid out a sweeping list of empowerments it believes are needed to bring "institutional clarity and effective administration" to the sector.

The Ministry wants the power to design electricity markets for renewable energy, prepare and notify bidding guidelines for renewable energy projects, frame tariff determination

principles for the Central Electricity Regulatory Commission (CERC), and guide the CERC on matters related to renewables.

It has also sought oversight of the planning and monitoring of Renewable Purchase Obligations, the mechanism that compels distribution companies and large consumers to procure a minimum share of their electricity from clean sources. Several States are laggards in these aspects.

The Renewable Energy Ministry has further asked that the Central Electricity Authority (CEA) coordinate with it while framing regulations related to renewable energy, and that the National Committee on Transmission work under the Ministry's guidance – a significant institutional claim, given that transmission planning has traditionally been the turf of the Power Ministry and the CEA.

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Ministry mulls mining in K'taka tiger reserve despite flagging threats

AKSHEEV THAKUR
TRIBUNE NEWS SERVICE

NEW DELHI, MARCH 20

The regional office of the Environment Ministry has recommended a quarrying proposal in the eco-sensitive zone (ESZ) of Karnataka's Kali Tiger Reserve, despite its own findings that the proposed area is a high-rainfall zone prone to soil erosion and landslides.

The area proposed for quarrying by the Nuclear Power Corporation of India Ltd (NPCIL) is part of the Western Ghats Eco-Sensitive Area (ESA). The ministry said the proposal was recommended on the grounds that the quarry material was needed for the construction of Units V and VI of the Kaiga nuclear power plant.

While recommending the proposal, S Senthilkumar, Deputy Director General of Forests (Central), Regional Office Bengaluru, noted that the proposed quarry area fell within the ESZ of the Kali Tiger Reserve, where quarrying was prohibited and Devikar village, where the quarry was located, also fell within the Western Ghats ESA.

Finds area prone to soil erosion, landslides; experts slam move

The NPCIL has not submitted environmental or wildlife clearance for the proposal. It was also flagged that permission for quarrying had originally been granted in 1994 but lapsed in 1999. However, quarrying continued in violation of the Forest Conservation Act. "It is also observed that the quarry area had earlier been in operation under the possession of the user agency; however, after the expiry of the lease in 1999, the area was not taken back by the Forest Department. Forest clearance had been granted only for five years for construction related to Units I and II, but quarrying reportedly continued beyond 1999 for Units III and IV, which constitutes a violation of the Forest (Conservation) Act. Further, no forest clearance appears to have been obtained for the existing approach road connecting the quarry site to the N-plant, which also amounts to a violation," Senthilkumar said.

Online

Headline	Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details		
Publication	Any Tv News	Edition	Online Coverage
Published Date	21 Mar 2026		

Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details

<https://anytvnews.com/business/where-is-the-countrys-largest-oil-well-and-how-many-barrels-of-oil-are-produced-every-day-know-complete-details/>

Rising tensions in the Gulf countries and blockages in vital maritime trade routes such as the Strait of Hormuz have shaken the entire world.

Due to the ongoing conflict between Iran and other countries, crude oil prices are once again skyrocketing in the international market. Amid growing concerns around the world over oil supply, every Indian's eyes are now on the country's domestic oil production. While India imports a large part of its oil needs, Mumbai High', nestled amidst the waves of the Arabian Sea, remains the strongest bastion of India's energy security.

India's largest oil field

India's largest and most important oil field is Mumbai High' (formerly known as Bombay High). This is not a well built on the ground; Rather, it is a huge offshore oil field located right in the middle of the Arabian Sea, about 160 kilometers off the coast of Mumbai. Here, crude oil and natural gas are produced by building platforms in the depths of the sea. Due to its tremendous potential and strategic importance, this field alone contributes more than 35 per cent of India's total domestic oil production, thus serving as the backbone of the country's economy.

Role of Russian experts and history of discovery

The story behind the discovery of Mumbai High is quite interesting. It was discovered in February 1974 by a joint team of Indian and Russian experts. At that time, India was moving towards becoming completely self-sufficient in meeting its energy needs. Just two years after its discovery on May 21, 1976 the site began producing oil on a commercial scale. Initially, only 3,500 barrels of oil were extracted daily; But, with improvements in technology and infrastructure, this figure increased to 80,000 barrels per day in just three years.

At present, Mumbai High remains the largest center of domestic oil production in India. According to statistics, around 134,000 to 150,000 barrels of crude oil is extracted from this place every day. The work here is handled by the big public sector company, ONGC. To transport this oil from the middle of the ocean to the mainland, a huge pipeline was laid under the sea in 1978, which takes the oil directly to the refineries of Mumbai. Before the construction of this pipeline, crude oil was transported to the coast with the help of big tankers.

Other major oil fields of Rajasthan and Assam

Although Mumbai High is India's largest offshore oil field, India also has vast oil reserves on land. Barmer Basin of Rajasthan is the largest onshore oil field of India, from where oil is extracted in large quantities. From a historical point of view, Digboi in Assam is the oldest oil field not only in India but in the whole of Asia, which was established in 1889. Overall, all these oil fields play an important role in meeting India's energy needs; However, domestic production is still far short of demand.

Modern technology and future challenges

As time goes on, extracting oil from aging wells is becoming more difficult and expensive. Since Mumbai High is a several decades old oil field, new and modern technologies are now being used to maintain production levels there. ONGC is currently working with international companies like BP to take advantage of modern deep-sea drilling technologies. The government aims to increase domestic production to reduce dependence on imports especially given the war-like situation in the Gulf region.

Tags:

Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details

Headline	Petronet LNG shares extend slide to hit 1-year low on Qatar supply crisis; is more pain ahead?		
Publication	Business Today	Edition	Online Coverage
Published Date	20 Mar 2026		

Petronet LNG shares extend slide to hit 1-year low on Qatar supply crisis; is more pain ahead?

<https://www.businesstoday.in/markets/stocks/story/petronet-lng-shares-extend-slide-to-hit-1-year-low-on-qatar-supply-crisis-is-more-pain-ahead-521569-2026-03-20>

"After Wednesday's retaliatory attack by Iran on the Ras Laffan facility, there is increased likelihood of supplies being impacted for at least a few months," Nomura stated.

Shares of Petronet LNG Ltd (PLNG) extended their sharp fall for a second straight session on Friday, hitting a 52-week low of Rs 258.70. The decline comes after Iran's attack on Qatar's energy infrastructure at Ras Laffan industrial city, in retaliation for an Israeli strike on Iran's South Pars gas facility.

"Qatar's Ras Laffan LNG export facility with 77mtpa of export capacity (20 per cent of global LNG trade) is on precautionary force majeure since early March. As a result, ~40 per cent of Petronet LNG's volumes are currently unavailable. After Wednesday's retaliatory attack by Iran on the Ras Laffan facility, there is increased likelihood of supplies being impacted for at least a few months," Nomura stated.

The brokerage added that damage to key infrastructure could have longer-term implications. It cited remarks from Qatar Energy's CEO indicating that two of the 14 LNG trains have suffered long-term damage, potentially taking about 12.8 million tonnes -- roughly 17 per cent of capacity -- offline for 3-5 years.

"We also understand from PLNG's management that India-specific trains were not damaged; therefore, supplies to India might resume once the force majeure is lifted. As a result, we have cut our volume estimates for FY27F by 21 per cent as we assume no supplies from Qatar Energy for the next four months. We do not yet consider any volume impact from use-or-pay customers (~32 per cent of total available capacity) as, according to our discussion with management, use-or-pay volumes are continuing at normal rate," Nomura also stated.

Factoring in the supply disruption, Nomura has trimmed its earnings estimates and lowered its target price on the stock, though it retained a positive stance.

The brokerage has reduced its 12-month target price to Rs 340 from Rs 370 but maintained a 'Buy' rating. "As we readjust our regas volume downwards, we cut our FY26/27F EBITDA by 11 per cent/23 per cent. Volume impact on EBITDA may be partly offset by 5 per cent increased regas tariff (from Jan 2026 onwards). We lower our DCF-based TP to Rs 340 (from Rs 370) as a result of our volume-led earnings cuts, while maintaining our WACC estimate at 12 per cent. PLNG currently trades at 11.7x FY27F P/E and 1.8x FY27F P/B," it said.

Despite the near-term headwinds, the revised target price still implies a potential upside of 31.43 per cent from the stock's one-year low of Rs 258.70.

Petronet LNG, a joint venture of four state-run oil and gas majors -- Indian Oil Corporation (IOC), Oil and Natural Gas Corporation (ONGC), GAIL (India) Ltd and Bharat Petroleum Corporation Ltd (BPCL) -- remains India's largest importer of liquefied natural gas (LNG), with each partner holding a 12.5 per cent stake.

Headline	ONGC Awards Rs 1.25 Billion Contract to CIPL for AI Modernisation		
Publication	Construction World	Edition	Online Coverage
Published Date	20 Mar 2026		

ONGC Awards Rs 1.25 Billion Contract to CIPL for AI Modernisation

<https://www.constructionworld.in/policy-updates-and-economic-news/ongc-awards-rs-1.25-billion-contract-to-cipl-for-ai-modernisation/88391>

The Oil and Natural Gas Corporation (ONGC) has awarded a Rs 1.25 billion (bn) contract to CIPL, a Noida-based technology solutions company, to

implement AI-driven IT modernisation, digitalisation and cybersecurity across 47 locations nationwide over the next three years. The deal replaces conventional incremental upgrades with a programme conceived as a full-scale digital transformation to strengthen operational continuity and reduce unplanned downtime in mission-critical installations. It will deploy artificial intelligence, predictive maintenance and intelligent automation to enable proactive fault detection, capacity planning and faster incident response. Cloud-first strategies and a formal AI governance framework are intended to enhance data security and compliance while enabling scalable service delivery. The programme is designed to integrate legacy systems with modern observability tools and to apply analytics for performance optimisation across distributed infrastructure.

A dedicated workforce of over 450 skilled IT professionals will be stationed across ONGC offices to manage rollout, provide round-the-clock monitoring and ensure continuity of critical services. The contractor will undertake phased migration, standardisation of configurations and implementation of centralised threat detection. Emphasis will be placed on resilient architectures and incident playbooks to maintain business continuity during planned and unplanned events.

The initiative is presented as a partnership that bridges ONGC's operational legacy since 1956 with CIPL's technical experience since 2007 in managing large enterprise IT estates. Stakeholders expect the programme to set sectoral benchmarks for large-scale infrastructure management, cybersecurity posture and digital service delivery. Implementation is expected to follow staged governance with measurable key performance indicators for uptime, mean time to repair and security incident reduction, and to deliver improved operational efficiency and resilience across the company's estate.

The contract includes capacity building and knowledge transfer components to enable sustained operation by internal teams, with training and documentation tailored to site requirements. Performance dashboards and periodic audits will provide transparency on progress and security posture. The arrangement is expected to support uninterrupted energy operations while enabling gradual adoption of advanced digital practices.

Headline	List of Petroleum Ministers of India from 1957 Till Today, Check the List		
Publication	Currentaffairs Adda247	Edition	Online Coverage
Published Date	20 Mar 2026		

List of Petroleum Ministers of India from 1957 Till Today, Check the List

<https://currentaffairs.adda247.com/list-of-petroleum-ministers-of-india-from-1957-till-today/>

Explore the complete and updated list of Petroleum Ministers of India from 1957 to today.

Discover their tenure, political affiliations, and key contributions in shaping India's energy policies and ensuring fuel security over the years.

Did you know that petroleum plays a very important role in our daily life, from fueling vehicles to supporting industries? In India, this vital sector is managed by a key government position that ensures smooth supply and proper policies.

The leadership of the petroleum sector has changed over time, with different individuals taking responsibility in different periods. Each leader has contributed in their own way to strengthen the country's energy system.

These leaders are responsible for handling oil, natural gas, and energy resources. Their decisions affect fuel prices, energy security, and even the country's economic growth.

Over the years, many experienced politicians have held this important position. Their work reflects the changing needs and priorities of India's growing economy.

Understanding the list of these leaders helps us learn how India's energy sector has developed and adapted through different times.

List of Petroleum Minister of India from 1957 Till Today

Did you know India has had many Petroleum Ministers since 1957, each helping manage fuel supply, energy policies, and the country's growing needs over time?

Here is the list of Petroleum Ministers of India:

Name

Duration

Political Party

Hardeep Singh Puri

10 June 2024

Present

Bharatiya Janata Party

Hardeep Singh Puri

7 July 2021

9 June 2024

Bharatiya Janata Party

Dharmendra Pradhan

31 May 2019

7 July 2021

Bharatiya Janata Party

Dharmendra Pradhan

27 May 2014

30 May 2019

Bharatiya Janata Party

Veerappa Moily

28 October 2012

26 May 2014

Indian National Congress

S. Jaipal Reddy

19 January 2011

28 October 2012

Indian National Congress

Murli Deora

28 May 2009

19 January 2011

Indian National Congress

Manmohan Singh

29 January 2006

22 May 2009

Indian National Congress

Mani Shankar Aiyar

23 May 2004

29 January 2006

Indian National Congress

Ram Naik

13 October 1999

22 May 2004

Bharatiya Janata Party

Vazhappady K. Ramamurthy

19 March 1998

13 October 1999

Tamizhaga Rajiv Congress

Janeshwar Mishra

9 June 1997

19 March 1998

Samajwadi Party

Inder Kumar Gujral

21 April 1997

9 June 1997

Janata Dal

H. D. Deve Gowda

1 June 1996

21 April 1997

Janata Dal

Atal Bihari Vajpayee

16 May 1996

1 June 1996

Bharatiya Janata Party

Captain Satish Sharma

18 January 1993

16 May 1996

Indian National Congress

B. Shankaranand

21 June 1991

18 January 1993

Indian National Congress

Satya Prakash Malaviya

21 November 1990

21 June 1991

Samajwadi Janata Party (Rashtriya)

M. S. Gurupadaswamy

6 December 1989

10 November 1990

Janata Dal

Brahm Dutt

22 October 1986

2 December 1989

Indian National Congress

N. D. Tiwari

24 June 1986

22 October 1986

Indian National Congress

Chandrashekhar Singh

20 January 1986

24 June 1986

Indian National Congress

Nawal Kishore Sharma

25 September 1985

20 January 1986

Indian National Congress

Nawal Kishore Sharma

31 December 1984

25 September 1985

Indian National Congress

P. Shiv Shankar

15 January 1982

2 September 1982

Indian National Congress

Prakash Chandra Sethi

19 October 1980

15 January 1982

Indian National Congress

Veerendra Patil

7 March 1980

19 October 1980

Indian National Congress

Prakash Chandra Sethi

16 January 1980

7 March 1980

Indian National Congress

Shyam Nath Kacker

26 December 1979

14 January 1980

Janata Party (Secular)

Aravinda Bala Pajanor

19 August 1979

26 December 1979

AIADMK

T. A. Pai

28 July 1979

19 August 1979

Indian National Congress (U)

Morarji Desai

16 July 1979

28 July 1979

Janata Party

Hemwati Nandan Bahuguna

29 March 1977

15 July 1977

Janata Party

Keshav Dev Malviya

24 December 1975

24 March 1977

Indian National Congress

Keshav Dev Malviya

10 October 1974

24 December 1975

Indian National Congress

D. K. Barooah

5 February 1973

10 October 1974

Indian National Congress

H. R. Gokhale

29 January 1972

5 February 1973

Indian National Congress

Prakash Chandra Sethi

2 May 1971

29 January 1972

Indian National Congress

Dajisaheb Chavan

18 March 1971

2 May 1971

Indian National Congress

Triguna Sen

14 February 1969

18 March 1971

Indian National Congress

Kotha Raghuramaiah

22 August 1968

14 February 1969

Indian National Congress

Asoka Mehta

13 March 1967

22 August 1968

Indian National Congress

O. V. Alagesan

24 January 1966

13 March 1967

Indian National Congress

Humayun Kabir

21 November 1963

24 January 1966

Indian National Congress

O. V. Alagesan

19 July 1963

21 November 1963

Indian National Congress

Swaran Singh

26 June 1963

19 July 1963

Indian National Congress

Keshav Dev Malviya

10 April 1962

26 June 1963

Indian National Congress

Swaran Singh

17 April 1957

10 April 1962

Indian National Congress

Roles and Responsibilities of the Ministry

The Ministry of Petroleum and Natural Gas handles many important tasks. It looks after oil exploration, production, refining, and distribution across India. It also ensures that fuel is available at stable prices for people and industries.

Another key responsibility is policy-making. The ministry creates rules and plans for energy use, imports, and exports. It also works with other countries to maintain good energy relations.

In addition, the ministry promotes cleaner and sustainable energy sources. It encourages the use of alternatives like natural gas, ethanol blending, and green hydrogen.

Major Companies Under the Ministry

Several large public sector companies work under this ministry. These companies are responsible for different parts of the petroleum industry.

Some of the major ones include:

Oil and Natural Gas Corporation (ONGC)

Indian Oil Corporation Limited (IOCL)

Bharat Petroleum Corporation Limited (BPCL)

Hindustan Petroleum Corporation Limited (HPCL)

GAIL Limited (GAIL)

These organizations play a key role in maintaining India's fuel supply.

About the Author

My role as a content writer specializing in current affairs at Adda247 involves meticulously researching and crafting compelling articles aimed at guiding and informing candidates preparing for National and State Level Competitive Government Exams. With a dedication to educational excellence, I strive to keep our candidates abreast of the latest developments and trends in current affairs. By providing insightful and engaging content, I aim to ensure that aspiring candidates are well-prepared and informed for their examinations.

Headline	U.S. permits sale of Iranian crude oil stranded at sea; will deploy military might to ensure global energy security, says Scott Bessent		
Publication	Fortune India	Edition	Online Coverage
Published Date	21 Mar 2026		

U.S. permits sale of Iranian crude oil stranded at sea; will deploy military might to ensure global energy security, says Scott Bessent

<https://www.fortuneindia.com/business-news/us-permits-sale-of-iranian-crude-oil-stranded-at-sea-will-deploy-military-might-to-ensure-global-energy-security-says-scott-bessent/131470>

Responding to attacks on global energy infrastructure, U.S. today authorised sale of Iranian oil stranded at sea as of March 20.

Amid attacks and counter attacks on refineries and gas fields, U.S. Treasury Secretary Scott Bessent said the Trump administration will deploy military might to maximise flow of energy to the world.

"In response to Iran's terrorist attacks against global energy infrastructure, the Trump Administration will continue to deploy America's economic, and military might to maximize the flow of energy to the world, strengthen global supply, and seek to ensure market stability," Bessent said in a post on X short while ago.

"Today, the Department of the Treasury is issuing a narrowly tailored, short-term authorization permitting the sale of Iranian oil currently stranded at sea," Bessent added.

How much supply will be unlocked with sale of stranded Iranian oil?

The move is expected to bring supply of 140 million barrels. "At present, sanctioned Iranian oil is being hoarded by China on the cheap. By temporarily unlocking this existing supply for the world, the United States will quickly bring approximately 140 million barrels of oil to global markets, expanding the amount of worldwide energy and helping to relieve the temporary pressures on supply caused by Iran," Bessent said.

"In essence, we will be using the Iranian barrels against Tehran to keep the price down as we continue Operation Epic Fury," he added.

"This temporary, short-term authorization is strictly limited to oil that is already in transit and does not allow new purchases or production," said Bessent.

U.S to limit Iran's access to global financial system

"Further, Iran will have difficulty accessing any revenue generated and the United States will continue to maintain maximum pressure on Iran and its ability to access the international financial system," said Bessent.

"So far, the Trump Administration has been working to bring around 440 million additional barrels of oil to the global market, undercutting Iran's ability to leverage its disruptions in the Strait of Hormuz," he added.

Bessent said Donald Trump's pro-energy agenda has driven U.S. oil and gas production to record levels, strengthening energy security and lowering fuel costs. Any short-term disruption now will ultimately translate into longer-term economic gains for Americans because there is no prosperity without security.

Terming Iran as the "head of the snake for global terrorism", Bessent said the U.S is winning this critical fight at an even faster pace than anticipated.

Rank

Company Name

Reliance Industries

LIC

Indian Oil Corporation

State Bank of India

ONGC

[View Full List](#)

Frequently Asked Questions

What did the U.S. authorize regarding Iranian oil?

The U.S. authorized the sale of Iranian crude oil stranded at sea as of March 20, responding to attacks on global energy infrastructure.

Why did the U.S. permit the sale of Iranian oil?

The U.S. permitted the sale to maximize the flow of energy to the world, strengthen global supply, and ensure market stability amid attacks.

How many barrels of Iranian oil will be released to the market?

Approximately 140 million barrels of Iranian oil currently stranded at sea will be brought to global markets to relieve supply pressures.

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Headline	GATE 2026: GATE 2026 स्कोर से कहाँ मिल सकती है सरकारी नौकरी और सबसे ज्यादा सैलरी पैकेज; ONGC और IOCL में शानदार करियर		
Publication	Hindustan	Edition	Online Coverage
Published Date	21 Mar 2026		

GATE 2026: GATE 2026 स्कोर से कहाँ मिल सकती है सरकारी नौकरी और सबसे ज्यादा सैलरी पैकेज; ONGC और IOCL में शानदार करियर

<https://www.livehindustan.com/career/top-10-sarkari-nuakri-psu-govt-job-option-from-gate-2026-exam-score-high-paying-job-201774058816357.html>

GATE 2026: GATE 2026 के रिजल्ट ने लाखों इंजीनियरिंग छात्रों के सपनों को नई उड़ान दी है। यदि आपने इस साल गेट क्वालीफाई किया है, तो यहां उन टॉप 10 सरकारी नौकरी विकल्पों की जानकारी दी गई है जहां आप एक सुरक्षित और गौरवशाली भविष्य बना सकते हैं।

GATE 2026: GATE 2026 के रिजल्ट ने लाखों इंजीनियरिंग छात्रों के सपनों को नई उड़ान दी है। अक्सर छात्रों के मन में यह सवाल होता है कि एक अच्छे गेट स्कोर का उपयोग केवल उच्च शिक्षा (M.Tech) के लिए ही किया जा सकता है, लेकिन वास्तविकता इससे कहीं बड़ी है। भारत की सबसे प्रतिष्ठित सरकारी कंपनियां (PSUs) और रिसर्च इंस्टीट्यूट गेट स्कोर के आधार पर सीधे 'ग्रुप-ए' और 'ग्रुप-बी' लेवल की नौकरियों पर भर्ती करते हैं।

यदि आपने इस साल गेट क्वालीफाई किया है, तो यहां उन टॉप 10 सरकारी नौकरी विकल्पों की जानकारी दी गई है जहां आप एक सुरक्षित और गौरवशाली भविष्य बना सकते हैं-

1. ओएनजीसी (ONGC)

तेल और प्राकृतिक गैस निगम (ONGC) गेट स्कोर के आधार पर 'ग्रैजुएट ट्रेनी' के पदों पर भर्ती करने वाला सबसे प्रमुख इंस्टीट्यूट है। यहां का सैलरी पैकेज और सुविधाएं देश में सर्वश्रेष्ठ मानी जाती हैं।

2. एनटीपीसी (NTPC)

बिजली उत्पादन के क्षेत्र में दिग्गज कंपनी एनटीपीसी हर साल इंजीनियरिंग की विभिन्न ब्रांच (Mechanical, Electrical, Electronics) से बड़ी संख्या में इंजीनियरों की भर्ती करती है।

3. इंडियन ऑयल (IOCL)

इंडियन ऑयल कॉर्पोरेशन लिमिटेड में ऑफिसर के पद पर चयनित होना किसी सपने से कम नहीं है। यहां गेट स्कोर के बाद ग्रुप डिस्कशन और इंटरव्यू के आधार पर चयन होता है।

4. गेल (GAIL)

गैस अथॉरिटी ऑफ इंडिया लिमिटेड (GAIL) में एक्जीक्यूटिव ट्रेनी के रूप में करियर की शुरुआत करने का मौका गेट स्कोर ही प्रदान करता है।

5. भेल (BHEL)

भारत हेवी इलेक्ट्रिकल्स लिमिटेड (BHEL) में इंजीनियरिंग ट्रेनी के पदों के लिए गेट स्कोर को ही प्राथमिक आधार बनाया जाता है।

6. पावर ग्रिड (PGCIL)

देश के पावर ट्रांसमिशन नेटवर्क को संभालने वाली यह कंपनी गेट स्कोर के जरिए प्रतिभावान इंजीनियरों को अपने साथ जोड़ती है। यहां करियर ग्रोथ की अपार संभावनाएं हैं।

7. डीआरडीओ (DRDO) और इसरो (ISRO)

रक्षा अनुसंधान एवं विकास संगठन (DRDO) अब साइंटिस्ट की भर्ती के लिए गेट स्कोर को अनिवार्य कर चुका है। इसी तरह, इसरो (ISRO) भी विशिष्ट पदों के लिए गेट स्कोरकार्ड को प्राथमिकता देता है।

8. बार्क (BARC)

भाभा परमाणु अनुसंधान केंद्र (BARC) में साइंटिस्ट, ऑफिसर बनने के लिए गेट स्कोर एक सीधा रास्ता प्रदान करता है। यहां रिसर्च और तकनीक का अद्भुत मेल देखने को मिलता है।

9. एयरपोर्ट अथॉरिटी ऑफ इंडिया (AAI)

एएआई में जूनियर एग्जीक्यूटिव (ATC और तकनीकी) के पदों पर भर्ती के लिए गेट स्कोर का व्यापक रूप से उपयोग किया जाता है।

10. पोसिटो (POSOCO) और एनएचपीसी (NHPC)

ग्रिड संचालन और जल विद्युत परियोजनाओं में काम करने के इच्छुक छात्रों के लिए ये दोनों इंस्टीट्यूट बेहतरीन सैलरी और सुविधाएं प्रदान करते हैं।

वेतन और अन्य सुविधाएं

इन संस्थानों में शुरुआती 'बेसिक पे' ही 50,000 रुपये से 60,000 रुपये के बीच होती है। भत्तों और अन्य सुविधाओं को जोड़कर सालाना पैकेज 15 लाख रुपये से 22 लाख रुपये तक पहुंच जाता है। इसके अलावा, सरकारी आवास, चिकित्सा सुविधा और रिटायरमेंट के बाद के लाभ इसे निजी क्षेत्र की नौकरियों से कहीं अधिक आकर्षक बनाते हैं।

चयन की प्रक्रिया

ज्यादातर पीएसयू केवल उन्हीं छात्रों को बुलाते हैं जिनकी ऑल इंडिया रैंक (AIR) बहुत अच्छी होती है। सामान्य श्रेणी के लिए अक्सर टॉप 500 या 1000 रैंक वाले छात्रों को ही इंटरव्यू के लिए कॉल आता है। इसलिए, छात्रों को सलाह दी जाती है कि वे रिजल्ट के तुरंत बाद इन कंपनियों की आधिकारिक वेबसाइटों पर अपनी नजर बनाए रखें और समय पर आवेदन करें।

Headline	Today's News » ONGC invites global partners to deploy offshore drilling asset 'Sagar Bhushan'		
Publication	Indian Oil and Gas	Edition	Online Coverage
Published Date	21 Mar 2026		

Today's News » ONGC invites global partners to deploy offshore drilling asset 'Sagar Bhushan'

<http://www.indianoilandgas.com/viewnews.php?id=64068>

March 21, 2026: State-run energy major Oil and Natural Gas Corporation (ONGC) has invited global exploration and production (E&P) operators and

offshore drilling partners to collaborate in deploying its offshore drilling vessel Sagar Bhushan, as part of efforts to expand its international footprint and strengthen offshore capabilities

In a social media post on X, ONGC said that the Mobile Offshore Drilling Unit (MODU) Sagar Bhushan is fully equipped and ready for immediate deployment. The drillship, with IMO number 8407266, is designed to operate in water depths of up to 1,000 feet and features an eight-point anchor mooring system along with dedicated station-keeping capability, ensuring stability and performance in challenging offshore environments.

(Source: PSU watch)

To download the latest issue 'Volume 32 Issue 23 - March 10, 2026', [click here](#)

Headline	Largest oil well in India: भारत में सबसे बड़ा तेल का कुआं कहां है, यहां हर दिन कितना तेल निकलता है?		
Publication	MSN India	Edition	Online Coverage
Published Date	21 Mar 2026		

Largest oil well in India: भारत में सबसे बड़ा तेल का कुआं कहां है, यहां हर दिन कितना तेल निकलता है?

<https://www.msn.com/hi-in/news/other/largest-oil-well-in-india-%E0%A4%AD-%E0%A4%B0%E0%A4%A4-%E0%A4%AE%E0%A5%87%E0%A4%82-%E0%A4%B8%E0%A4%AC%E0%A4%B8%E0%A5%87-%E0%A4%AC%E0%A4%A1%E0%A4%BC-%E0%A4%A4%E0%A5%87%E0%A4%B2-%E0%A4%95-%E0%A4%95%E0%A5%81%E0%A4%86%E0%A4%82-%E0%A4%95%E0%A4%B9-%E0%A4%82-%E0%A4%B9%E0%A5%88-%E0%A4%AF%E0%A4%B9-%E0%A4%82-%E0%A4%B9%E0%A4%B0-%E0%A4%A6-%E0%A4%A8-%E0%A4%95-%E0%A4%A4%E0%A4%A8-%E0%A4%A4%E0%A5%87%E0%A4%B2-%E0%A4%A8-%E0%A4%95%E0%A4%B2%E0%A4%A4-%E0%A4%B9%E0%A5%88/ar-AA1Z4KJP>

Largest Oil Well In India: खाड़ी देशों में बढ़ते तनाव और होर्मुज जलडमरूमध्य (Strait of Hormuz) जैसे महत्वपूर्ण समुद्री व्यापारिक रास्तों में पैदा हुई

रुकावटों ने पूरी दुनिया को हिला कर रख दिया है। ईरान और अन्य देशों के बीच जारी संघर्ष के कारण अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमतें एक बार फिर आसमान छू रही हैं। वैश्विक स्तर पर तेल की सप्लाई को लेकर बढ़ती चिंताओं के बीच अब हर भारतीय की नजर देश के घरेलू तेल उत्पादन पर टिकी है। भारत अपनी तेल जरूरतों का एक बड़ा हिस्सा आयात करता है, लेकिन अरब सागर की लहरों के बीच स्थित 'मुंबई हाई' भारत की ऊर्जा सुरक्षा का सबसे मजबूत किला बना हुआ है। भारत का सबसे बड़ा तेल क्षेत्र भारत का सबसे बड़ा और महत्वपूर्ण तेल क्षेत्र 'मुंबई हाई' (जिसे पहले बॉम्बे हाई कहा जाता था) है। यह कोई जमीन पर स्थित कुआं नहीं है, बल्कि मुंबई के तट से अरब सागर में लगभग 160 किलोमीटर दूर समुद्र के बीचों-बीच स्थित एक विशाल ऑफशोर (अपतटीय) तेल क्षेत्र है। यहां समुद्र की गहराई में प्लेटफॉर्म बनाकर कच्चे तेल और प्राकृतिक गैस का उत्पादन किया जाता है। अपनी विशाल क्षमता और रणनीतिक महत्व के कारण यह क्षेत्र भारत के कुल घरेलू तेल उत्पादन में लगभग 35 प्रतिशत से अधिक का अकेले योगदान देता है, जो इसे देश की अर्थव्यवस्था की रीढ़ बनाता है। रूसी विशेषज्ञों की मदद और खोज का इतिहास मुंबई हाई की खोज की कहानी काफी दिलचस्प है। इसकी खोज फरवरी 1974 में भारतीय और रूसी विशेषज्ञों की एक संयुक्त टीम ने की थी। उस समय भारत अपनी ऊर्जा जरूरतों के लिए पूरी तरह आत्मनिर्भर होने की दिशा में कदम बढ़ा रहा था। खोज के ठीक दो साल बाद, 21 मई 1976 को यहां से तेल का व्यावसायिक उत्पादन शुरू कर दिया गया। शुरुआत में यहां से प्रतिदिन मात्र 3,500 बैरल तेल निकाला जाता था, लेकिन तकनीक और बुनियादी ढांचे में सुधार के साथ मात्र तीन साल के भीतर ही यह आंकड़ा 80,000 बैरल प्रतिदिन तक पहुंच गया था। यह भी पढ़ें: हर दिन कितना तेल उगल रहा है मुंबई हाई? मौजूदा समय में मुंबई हाई भारत के घरेलू तेल उत्पादन का सबसे बड़ा केंद्र बना हुआ है। आंकड़ों के अनुसार, यहां से प्रतिदिन लगभग 1,34,000 से 1,50,000 बैरल कच्चा तेल निकाला जा रहा है। इसका संचालन सार्वजनिक क्षेत्र की दिग्गज कंपनी ओएनजीसी (ONGC) द्वारा किया जाता है। समुद्र के बीच से इस तेल को मुख्य भूमि तक पहुंचाने के लिए 1978 में एक विशाल उप-समुद्री (Sub-sea) पाइपलाइन बिछाई गई थी, जो तेल को सीधे मुंबई की रिफाइनरियों तक ले जाती है। पाइपलाइन बिछने से पहले तक कच्चे तेल को बड़े टैंकरों के जरिए तट तक लाया जाता था। राजस्थान और असम के अन्य प्रमुख तेल क्षेत्र यूं तो मुंबई हाई सबसे बड़ा ऑफशोर (समुद्र तटीय) क्षेत्र है, लेकिन भारत के पास जमीन पर भी तेल के विशाल भंडार मौजूद हैं। राजस्थान का बाड़मेर बेसिन भारत का सबसे बड़ा तटवर्ती तेल क्षेत्र है, जहां से भारी मात्रा में तेल निकाला जाता है। वहीं, अगर इतिहास की बात करें तो असम का डिगबोई भारत का ही नहीं बल्कि एशिया का सबसे पुराना तेल क्षेत्र है, जिसकी स्थापना 1889 में हुई थी। ये सभी क्षेत्र मिलकर भारत की ऊर्जा जरूरतों को पूरा करने में महत्वपूर्ण भूमिका निभाते हैं, हालांकि मांग के मुकाबले घरेलू उत्पादन अब भी काफी कम है। आधुनिक तकनीक और भविष्य की चुनौतियां जैसे-जैसे समय बीत रहा है, पुराने कुओं से तेल निकालना कठिन और खर्चीला होता जा रहा है। मुंबई हाई भी दशकों पुराना क्षेत्र है, इसलिए यहां उत्पादन के स्तर को बनाए रखने के लिए अब नई और उन्नत तकनीकों का सहारा लिया जा रहा है। ओएनजीसी अब बीपी (BP) जैसी अंतरराष्ट्रीय कंपनियों के साथ भागीदारी कर रही है ताकि गहरे समुद्र में ड्रिलिंग की आधुनिक तकनीकों का उपयोग किया जा सके। सरकार का लक्ष्य है कि घरेलू उत्पादन को बढ़ाकर आयात पर निर्भरता को कम किया जाए, खासकर तब जब खाड़ी देशों में युद्ध जैसे हालात बने हुए हों। यह भी पढ़ें:

Headline	Explained: How expensive is it to deliver PNG to homes? Is this the actual cost of a single connection?		
Publication	MSN India	Edition	Online Coverage
Published Date	21 Mar 2026		

Explained: How expensive is it to deliver PNG to homes? Is this the actual cost of a single connection?

<https://www.msn.com/en-in/lifestyle/smart-living/explained-how-expensive-is-it-to-deliver-png-to-homes-is-this-the-actual-cost-of-a-single-connection/ar-AA1Z3kDi>

LPG supplies in India have been disrupted due to the conflict involving the US, Israel, and Iran.

The government is taking every possible measure to meet the needs of the people across the country. Recently, the government requested commercial LPG consumers in major cities and urban areas to switch to PNG. Before this, the Government of India wrote to all states, requesting that all pending permissions for laying pipelines be granted immediately. Furthermore, new applications are to be approved within 24 hours. Why, amidst an LPG shortage, is the government placing such strong reliance on PNG? How does PNG differ from LPG? Are India's PNG reserves sufficient? How beneficial is it for the average consumer? Additionally, we will explore the costs involved in laying PNG pipelines and obtaining a connection. What is the difference between LPG and PNG? LPG stands for Liquefied Petroleum Gas; it is supplied in cylinders and consists primarily of propane or butane. In contrast, PNG stands for Piped Natural Gas, which is delivered directly to homes via pipelines. It consists mainly of methane. LPG is heavier than air, and consumers constantly face the anxiety of the cylinder running out. It also carries a higher risk of fire hazards. PNG, on the other hand, is lighter and safer; in the event of a leak, it dissipates into the air almost immediately. Moreover, the supply remains uninterrupted at all times. Does India have sufficient PNG reserves? India imports 60 percent of its LPG requirements, 90 percent of which arrives via the Strait of Hormuz. PNG supply in India, conversely, relies primarily on two sources: domestic production and the import of natural gas. Approximately half of the country's demand is met through onshore and offshore gas reserves, where gas is produced by both state-owned enterprises such as ONGC and private sector companies like Reliance Industries. The remaining demand is met through the import of LNG (Liquefied Natural Gas), which is procured from abroad, regasified, and then distributed to consumers via pipelines. Currently, the government asserts that there are sufficient reserves of both PNG and LPG available to meet the needs of domestic consumers within the country. Why is the government emphasizing a shift to PNG? The Government of India is encouraging consumers to switch to PNG because it is a safer, more convenient, and environmentally friendly fuel compared to LPG. PNG is lighter than air; therefore, if a leak occurs, it disperses quickly, thereby minimizing the associated risk. It offers a continuous supply via pipelines, eliminating the inconvenience of running out of gas cylinders. Furthermore, billing is based on meter readings, allowing consumers to keep their expenses under control. PNG generates less pollution, and the government aims to strengthen the country's energy security by expanding its usage. Additionally, since the supply is delivered via pipelines, there is no risk of black market. How is PNG more beneficial than LPG? For domestic consumers, PNG proves to be advantageous over LPG in several ways. Its greatest benefit is convenience, as PNG is delivered directly to the home via pipelines, eliminating the hassle of running out of cylinders or having to book refills repeatedly. It is also considered safer because, in the event of a leak, it disperses rapidly into the air, whereas LPG tends to settle near the ground, potentially increasing the risk of accidents. In terms of cost, PNG is also superior, as consumers pay only for the exact amount of gas consumed, based on meter readings. Moreover, PNG generates less pollution, making it a more environmentally friendly choice.

Cost of Laying PNG Pipelines According to the Ministry of Petroleum, the estimated cost of laying steel pipelines for PNG distribution can be approximately 1 crore per kilometer. Additionally, the cost for MDPE pipelines (plastic pipes) can range up to approximately 0.15 crore (15 lakhs) per kilometer. Steel pipelines are more expensive, whereas plastic pipelines are significantly more affordable. However, the actual cost depends on factors such as location, capacity, materials used, and the overall size of the project. The task of laying gas pipelines is primarily undertaken by gas distribution companies. Once the pipelines are laid, individual gas connections are provided to households.

Cost of Obtaining a Connection According to Indraprastha Gas Limited, the company responsible for supplying PNG in Delhi, obtaining a new domestic PNG connection typically costs between 5,000 and 7,000. This amount serves as a security deposit, which is refundable later, and covers installation as well as necessary equipment. If paying the full amount upfront is difficult, some companies also offer an easy installment (EMI) option typically ranging from 100 to 500 every two months. Furthermore, a connection can also be obtained by paying a lower initial amount, followed by

a daily charge of approximately 1 plus GST. Disclaimer: This content has been sourced and edited from TV9. While we have made modifications for clarity and presentation, the original content belongs to its respective authors and website. We do not claim ownership of the content.

Headline	ONGC Technical Momentum Shifts to Bullish Amid Strong Market Returns		
Publication	Markets Mojo	Edition	Online Coverage
Published Date	20 Mar 2026		

ONGC Technical Momentum Shifts to Bullish Amid Strong Market Returns

<https://www.marketsmojo.com/news/stocks-in-action/ongc-technical-momentum-shifts-to-bullish-amid-strong-market-returns-3902263>

Oil & Natural Gas Corporation Ltd. (ONGC) has witnessed a notable shift in its technical momentum, moving from a mildly bullish stance to a more confident bullish trend.

This change is supported by a confluence of technical indicators, including MACD, moving averages, and Bollinger Bands, signalling renewed investor interest and potential upside in the oil sector giant's stock.

ONGC's technical trend has recently upgraded from mildly bullish to bullish, reflecting stronger price momentum and improved market sentiment. The Moving Average Convergence Divergence (MACD) indicator, a key momentum oscillator, shows bullish signals on both weekly and monthly charts, indicating sustained upward momentum over short and medium terms. This dual timeframe bullishness suggests that the stock is gaining traction among traders and long-term investors alike.

Complementing the MACD, the daily moving averages have also turned bullish, reinforcing the positive price action. The current price of 269.10, up 1.60% from the previous close of 264.85, is trading comfortably above key short-term moving averages, signalling strong buying interest. The stock's intraday high of 271.50 further underscores this upward momentum.

Meanwhile, the Relative Strength Index (RSI) remains neutral on both weekly and monthly charts, indicating that the stock is neither overbought nor oversold. This neutral RSI suggests room for further price appreciation without immediate risk of a sharp correction, a favourable condition for investors seeking sustainable gains.

Bollinger Bands and Other Technical Signals

Bollinger Bands, which measure volatility and potential price breakouts, are bullish on the weekly chart and mildly bullish on the monthly chart. This indicates that ONGC's price is trending towards the upper band, reflecting increased volatility with a positive bias. Such a pattern often precedes continued upward price movement, especially when confirmed by other indicators.

However, some mixed signals emerge from other technical tools. The Know Sure Thing (KST) indicator is bullish on the weekly timeframe but mildly bearish on the monthly, suggesting some caution for longer-term investors. Similarly, the Dow Theory readings show a mildly bearish stance weekly but mildly bullish monthly, reflecting a nuanced market view that short-term fluctuations may occur amid an overall positive trend.

On-Balance Volume (OBV), which tracks buying and selling pressure, is mildly bearish weekly but bullish monthly. This divergence implies that while short-term volume trends may be subdued, the longer-term accumulation phase remains intact, supporting the bullish outlook.

Price Performance Relative to Benchmarks

ONGC's recent price performance has outpaced the broader market, particularly the Sensex. Over the past week, ONGC declined marginally by 0.50%, but this was significantly better than the Sensex's 2.40% drop. Over one month, ONGC's loss of 1.97% contrasts sharply with the Sensex's 10.05% decline, highlighting relative resilience amid broader market weakness.

Year-to-date, ONGC has delivered a robust 12.01% return, while the Sensex has fallen 12.92%. Over the past year, ONGC's gains of 15.69% have comfortably outperformed the Sensex's modest 1.65% loss. The longer-term picture is even more favourable, with ONGC generating 75.77% returns over three years and 143.86% over five years, dwarfing the Sensex's 27.97% and 48.84% gains respectively. This strong relative performance underscores ONGC's status as a large-cap leader in the oil sector.

Crushing the market! This Small Cap from Aerospace & Defense just earned its spot in our Top 1% with impressive gains. Don't let this opportunity slip through your hands.

- Recent Top 1% qualifier
- Impressive market performance
- Sector leader

Moving Averages and Price Levels

The daily moving averages have decisively turned bullish, with the stock price maintaining a position above its 50-day and 200-day moving averages. This alignment is a classic technical confirmation of an uptrend, often attracting momentum traders and institutional investors. The 52-week high of 293.15 remains a key resistance level, while the 52-week low of 205.00 provides a strong support base, indicating a wide trading range that has recently tilted in favour of buyers.

Investors should note that the current price near 269.10 is approaching the upper half of this range, signalling potential for further upside if the stock can break above recent highs. The intraday volatility, with a low of 262.65 and high of 271.50, reflects active trading interest and healthy liquidity.

Mixed Signals from Broader Technical Frameworks

While the majority of technical indicators point towards a bullish outlook, some caution is warranted given the mildly bearish weekly readings from Dow Theory and OBV. These suggest that short-term profit-taking or consolidation phases may occur before the stock resumes its upward trajectory. The mildly bearish monthly KST reading also advises investors to monitor momentum shifts carefully over the coming weeks.

Nonetheless, the overall technical landscape remains positive, with the MarketsMOJO Mojo Score at 75.0 and the Mojo Grade upgraded from Hold to Buy on 19 Mar 2026. This upgrade reflects improved confidence in ONGC's price momentum and fundamental outlook, reinforcing the stock's appeal as a large-cap oil sector investment.

Thinking about Oil & Natural Gas Corporation Ltd.? Our real-time Verdict report breaks down everything from financial health and peer comparison to technical signals and fair valuation for this large-cap stock!

- Real-time Verdict available
- Financial health breakdown
- Fair valuation calculated

Investor Takeaway and Outlook

For investors analysing ONGC, the recent technical upgrades and positive momentum indicators suggest a favourable entry point. The stock's ability to outperform the Sensex across multiple time horizons, especially year-to-date and over the past five years, highlights its resilience and growth potential within the oil sector.

While some short-term caution is advised due to mixed signals from volume and momentum oscillators, the prevailing trend remains bullish. The upgrade in Mojo Grade to Buy and a strong Mojo Score of 75.0 further validate this positive stance. Investors should watch for a sustained break above the 271-273 resistance zone to confirm the next leg of the rally.

In summary, ONGC's technical parameters have shifted decisively towards bullishness, supported by robust moving averages, MACD confirmation, and favourable Bollinger Band positioning. Combined with solid relative performance against the Sensex, the stock presents a compelling case for investors seeking exposure to India's oil sector leaders.

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Headline	ONGC Mumbai Distributes Bicycles and Academic Kits to 350 Girls on Gudi Padwa		
Publication	PSU Connect	Edition	Online Coverage
Published Date	20 Mar 2026		

ONGC Mumbai Distributes Bicycles and Academic Kits to 350 Girls on Gudi Padwa

<https://www.psuconnect.in/corporate-social-responsibility/ongc-mumbai-distributes-bicycles-and-academic-kits-to-350-girls-on-gudi-padwa>

Oil and Natural Gas Corporation Mumbai distributes bicycles and academic kits to 350 girls, promoting education and safety under NEP 2020 vision.

Mumbai, March 20, 2026: In a meaningful step towards promoting girl education, Oil and Natural Gas Corporation (ONGC) Mumbai partnered with the Centre for Transforming India to empower 350 girl students across Zilla Parishad schools in Kherane, Bhatan, and Chindhran.

The initiative, launched on the occasion of Gudi Padwa, involved the distribution of study bicycles and complete academic kits, aimed at improving access to education and enhancing student well-being.

Bridging Distance, Enabling Education

For many of these students, a daily 3-kilometre walk to school posed challenges such as fatigue, irregular attendance, and safety concerns.

With the introduction of bicycles, this journey has been transformed making commuting easier, safer, and more empowering for young girls.

Bicycles provide mobility and independence

Academic kits ensure access to essential learning resources

Support system encourages regular school attendance

Driving Change Through CSR

This initiative reflects ONGC's commitment to social responsibility and aligns with national education priorities such as National Education Policy 2020 and the broader goal of inclusive learning.

By focusing on access and dignity, the programme goes beyond infrastructure support to build confidence and aspiration among students.

Empowering Communities Through Education

The impact of such initiatives extends beyond individual beneficiaries. By enabling girls to attend school with confidence and pride, the programme contributes to:

Higher school attendance rates

Improved educational outcomes

Stronger community awareness around girls' education

Each bicycle represents more than just transport it symbolises opportunity. Each academic kit reflects a commitment to dignity. And each empowered student becomes a catalyst for change within her community.

Headline	Crude Oil Surge March 2026 Latest: India Basket \$156 Today — ONGC, Oil India Up Big; IOC, BPCL, HPCL Down 20%+		
Publication	PSU Connect	Edition	Online Coverage
Published Date	21 Mar 2026		

Crude Oil Surge March 2026 Latest: India Basket \$156 Today — ONGC, Oil India Up Big; IOC, BPCL, HPCL Down 20%+

<https://www.psuconnect.in/stock/crude-oil-surge-march-2026-latest-india-basket-156-today-ongc-oil-india-up-big-ioc-bpcl-hpcl-down-20>

India crude basket \$156.29 (March 19, 2026) amid Middle East crisis peak \$146 on March 17. Brent ~\$112. Upstream ONGC & Oil India rally double-digit; downstream IOC, BPCL, HPCL crash 15-25%. Latest prices, PSU stocks analysis & investor tips.

New Delhi, March 21, 2026 The dramatic crude oil surge in mid-March 2026 continues amid the escalating Middle East crisis, including the Iran conflict, disruptions in the Strait of Hormuz, and attacks on energy facilities across the region. India's crude oil basket peaked at \$146.09 per barrel on March 17 (PPAC data), with the latest daily level reaching \$156.29/bbl on March 19 (PPAC update as of March 20). While prices have seen some easing, they remain highly elevated: Brent crude settled around (with recent closes near \$112 and highs up to \$113), and WTI around

This surge has sharply divided India's PSU oil sector.

Latest Oil Price Snapshot (as of March 20-21, 2026):

India crude basket: Peak (March 17); latest (March 19); March average ~

Brent crude: ~ (high volatility; recent settlements ~\$106-112).

WTI: ~ . Track live updates on PPAC website, OilPrice.com, Trading Economics, NSE/BSE.

Upstream PSUs (ONGC, Oil India) Clear Winners: As direct crude sellers, these companies benefit from higher realizations. Every \$1/bbl increase adds approximately 6,180 crore annually to ONGC's earnings (standard industry estimate). Shares have posted double-digit rallies in March, outperforming the Nifty Oil & Gas index despite broader market weakness. They serve as a natural hedge in a high-oil environment strong long-term potential if prices stay above \$100.

Downstream OMCs (IOC, BPCL, HPCL) Under Severe Pressure: Refiners and marketers face skyrocketing input costs, with retail fuel prices frozen to control inflation. This has led to severe margin squeeze and rising under-recoveries.

Month-to-date: Stocks down (IOC ~23%, HPCL/BPCL 25%+ in various reports).

Single-day drops: (HPCL often hardest hit at 6-7%, BPCL ~3-6%, IOC similar). Brokerages like HSBC and UBS have downgraded ratings and cut targets due to earnings risks. Short-term outlook remains high-risk.

Price History Table (Quick Overview):

Date

India Basket (\$\$ /bbl)

Brent (\$\$)

Key Notes

Feb 2026 Avg

~65-70

Pre-crisis baseline

March 17

~103-105

Major surge peak

March 19

~108-112

Latest PPAC high

March 20-21

Elevated (~156+)

~106-112

Ongoing Middle East tensions

Why the Upstream-Downstream Split?

Upstream : Direct profit from selling crude at higher prices.

Downstream : Forced to buy crude at elevated costs without passing on to consumers mounting losses.

Macro Risks : Prolonged \$100+ oil could widen India's current account deficit (CAD) to 1.9-2.2% of GDP, spike inflation, and require government subsidies or support for OMCs.

Investor Guide (March 21, 2026):

ONGC & Oil India : Strong performers in elevated oil regime consider for long-term if Middle East crisis persists. Monitor quarterly realizations.

IOC, BPCL, HPCL : High short-term risk wait for retail price adjustments, government intervention, subsidies, or geopolitical de-escalation.

Key Things to Track

PPAC daily India basket prices.

Brent/WTI futures (on OilPrice.com or Trading Economics).

Geopolitical developments (Iran conflict, Hormuz status).

Live NSE/BSE quotes for PSU oil stocks.

The oil story is far from over volatility is expected to remain high with ongoing Middle East developments. Always consult a financial advisor before investing, diversify your portfolio, and bookmark this site for the latest updates!

Headline	ONGC Share Price Live Updates: ONGC's Daily Performance Update		
Publication	The Economic Times	Edition	Online Coverage
Published Date	20 Mar 2026		

ONGC Share Price Live Updates: ONGC's Daily Performance Update

<https://economictimes.indiatimes.com/markets/stocks/stock-liveblog/ongc-share-price-today-live-20-mar-2026/liveblog/129690917.cms>

Welcome to the ONGC Stock Liveblog, your real-time source for the latest updates and comprehensive analysis on a prominent stock. Dive into the current details of ONGC, including: Last traded price 265.4, Market capitalization: 333943.51, Volume: 19434892, Price-to-earnings ratio 8.81, Earnings per share 30.15. Our liveblog offers a complete overview of ONGC through a blend of fundamental and technical indicators. Stay informed about breaking news that can shape ONGC's performance in the market. Our market analysis and expert opinions empower you to make informed investment decisions. Join us as we unravel the potential of ONGC in the ever-changing market landscape. The data points are updated as on 03:49:37 PM IST, 20 Mar 2026

Headline	Insurgent Drone Threat Targets Northeast India's Critical Infrastructure		
Publication	The Sentinel	Edition	Online Coverage
Published Date	21 Mar 2026		

Insurgent Drone Threat Targets Northeast India's Critical Infrastructure

<https://www.sentinelassam.com/topheadlines/insurgent-drone-threat-targets-northeast-indias-critical-infrastructure>

New Delhi: The Northeastern states have always been on the radar of external elements. This explains why insurgency lasted so long in the region. And now, some militant groups are trying to launch drone strikes targeting critical infrastructure in the region.

The Prime Minister Narendra Modi government since 2014 has laid plenty of emphasis on the northeastern states and showered them with infrastructure development and inclusion.

While a large part of the Northeast has embraced these moves, there are external elements who are hell-bent on reviving insurgency, an Intelligence Bureau official revealed, which poses a significant threat to the stability and development efforts in the region.

Myanmar remains a major headache for India. Insurgent groups have previously utilised Myanmar as a training ground, but now Indian security agencies face a significant challenge with drones.

Many insurgent groups are now trying to launch drone strikes targeting oil refineries, military infrastructure, dams and other critical infrastructure for the northeastern states.

In particular, infrastructure that has been set up since 2014 has become the primary target of these groups who are backed by external elements.

The drones are in fact becoming a major worry, as there are plenty of drones which are ready to be launched from Myanmar into the northeastern states, officials say.

Recently, banned insurgent groups such as ULFA, NSCN, and Kuki Zo-aligned outfits have gained access to not just expertise but even technology.

These groups, with the help of external support, have managed to build capabilities and are capable of carrying out precision strikes in the northeastern states.

In addition to infrastructure, on the hit list of these groups are the Assam Rifles and army posts near the Manipur-Myanmar border.

They also have on their radar the Indian Air Force (IAF) bases at Tezpur and Chabua. Officials say they plan to use the drones they've gathered over the past few months to target these assets.

More details on these operations are emerging following the arrest of seven foreign nationals, which includes six Ukrainians and an American. They have been accused of being involved in a proxy destabilisation plot. The National Investigation Agency (NIA) is probing this case.

The agency has so far learned that these people were allegedly equipping and training armed ethnic groups across the India-Myanmar border. All these groups have links with the insurgents operating in the northeastern states.

This conflict is not just a run-of-the-mill warfare that these elements are planning. They are using sophisticated equipment and plan on targeting high-value infrastructure, such as government buildings and transportation networks, to maximise disruption and chaos.

The NIA will also look at the violence that engulfed Manipur in 2024. There were inputs about foreign hands being involved in such actions with the intention of destabilising Manipur.

Even during that time, the agencies found that the Kuki militants had used sophisticated equipment. Drones were used to drop 40 bombs in Imphal West, which led to several civilians losing their lives.

The PLA insurgent group, too, had used drones to carry out an attack on a temporary base set up by the Assam Rifles.

Another official said that the intention is not just to disrupt peace. The idea is to carry out strikes on infrastructure that could completely derail development.

Intelligence inputs suggest that these insurgent groups have on their radar ONGC oilfields in Assam and Arunachal Pradesh.

Any precision hit on these oilfields would lead to massive economic disruption.

These groups are also looking to hit hydroelectric projects in Manipur and Mizoram.

Hitting such projects not only creates a flood risk but will also trigger blackouts. Officials claim that the recent arrests occurred at the right moment. As investigations progress, additional details will be revealed.

It is important for the NIA to find out the entire plan so that work on dismantling such terror infrastructure could take place, the official also added. (IANS)

Headline	Karnataka CM writes to Hardeep Singh Puri as commercial LPG shortage forces Bengaluru businesses to 'shut'		
Publication	ANI News	Edition	Online Coverage
Published Date	20 Mar 2026		

Karnataka CM writes to Hardeep Singh Puri as commercial LPG shortage forces Bengaluru businesses to 'shut'

<https://aninews.in/news/national/general-news/karnataka-cm-writes-to-hardeep-singh-puri-as-commercial-lpg-shortage-forces-bengaluru-businesses-to-shut20260320141103>

New Delhi [India, March 20 (ANI): Karnataka Chief Minister Siddaramaiah on Friday wrote to Union Petroleum Minister Hardeep Singh Puri , seeking

urgent intervention to tackle the severe shortage of commercial LPG in Bengaluru , which has disrupted supply and livelihoods across the state. In a post on X, CM Siddaramaiah wrote, the state is currently receiving just 1,000 cylinders per day against a demand of around 50,000, forcing businesses and hotels to halt operations despite government measures to prioritise supply for essential sectors. <https://x.com/siddaramaiah/status/2034899764752654494?s=20> "I have written to the Union Petroleum Minister HardeepSPuri seeking urgent intervention to address the severe shortage of commercial LPG in Bengaluru , which is impacting supply and livelihoods across Karnataka Karnataka CM said. He added, "The State Government has already taken steps to regulate and prioritise supply for essential sectors. However, with demand at around 50,000 cylinders and supply limited to just 1,000 per day, the situation remains critical - forcing businesses and hotels to shut down. I have requested immediate allocation support to ensure adequate availability of commercial and auto LPG for Karnataka Meanwhile, India is actively engaging with global partners to safeguard its energy security and the safety of Indian nationals in the Gulf as tensions in West Asia continue to disrupt trade and logistic. In view of the disruptive situations, the Central government has also announced a financial relief package of Rs 497 crores aimed at helping exporters affected by disruptions in West Asia. Ministry of External Affairs spokesperson Randhir Jaiswal said the ongoing situation has posed challenges for countries across the world. "It has been a testing time for not just us, but for the entire global community. Our leaders have been in touch with their counterparts," Jaiswal said. India is continuing to coordinate with stakeholders to ensure uninterrupted energy supplies and the safety of its citizens in the Gulf region, he added. Two Indian-flagged LPG carriers have safely crossed the Strait of Hormuz before arriving in India on March 16 and 17. MT Shivalik and MT Nanda Devi - carrying approximately 92,712 metric tonnes of LPG- crossed the Strait of Hormuz early Friday (March 13, 2026). There has been an escalation in the West Asia conflict that began on February 28 with the killing of 86-year-old Iran's Supreme Leader, Ayatollah Ali Khamenei, in joint military strikes by the US and Israel. Iran, in retaliation, is targeting Israeli and US assets in several Gulf countries. Iran has virtually closed the Strait of Hormuz, a critical transit route for global energy supply. (ANI)

Headline	No LPG shortage in Guj, assures state govt		
Publication	Ahmedabad Mirror	Edition	Online Coverage
Published Date	21 Mar 2026		

No LPG shortage in Guj, assures state govt

<https://www.ahmedabadmirror.com/no-lpg-shortage-in-guj-assures-state-govt/81910196.html>

Citizens urged to ignore rumours as doorstep delivery and digital booking systems ensure steady supply Ahmedabad Mirror

Mar 21, 2026 06:00 AM | UPDATED: Mar 21, 2026 02:18 AM | 6 min read

The state government has asserted that Gujarat has a sufficient supply of LPG and has urged citizens not to pay heed to rumours about any shortage.

Gas agencies are under strict monitoring to ensure the smooth and timely distribution of cylinders. Doorstep delivery arrangements are in place, allowing citizens to avoid visiting agencies or standing in queues. Oil marketing companies have introduced tech-enabled systems that enable users to order LPG cylinders from home with a single click on their mobile phones. Officials have confirmed that adequate stock is available for bookings and refills.

Registered beneficiaries can place orders through WhatsApp, missed calls, SMS, the Indian Oil app or the Indian Oil portal. In addition, bookings can be made via the Bharat Bill Payment System using partner wallets and banking applications. All bookings follow a streamlined digital process, with SMS confirmations sent to customers. Authorities are prioritising deliveries for domestic gas consumers. With sufficient LPG available across Gujarat and buffer stocks steadily rising, the system is designed to ensure timely doorstep delivery for all.

The state government has also deployed revenue and police personnel to closely monitor LPG distribution across both public and private gas agencies. The aim is to ensure uninterrupted supply while preventing any irregularities.

Citizens can contact the state helpline number 1800-233-0222 for any LPG-related queries. Officials said the government remains committed to providing accurate and timely information to avoid confusion.

Headline	Huge crisis of LPG in Surat, small cylinder available for Rs 2500, workers started returning home		
Publication	Any Tv News	Edition	Online Coverage
Published Date	21 Mar 2026		

Huge crisis of LPG in Surat, small cylinder available for Rs 2500, workers started returning home

<https://anytvnews.com/india/huge-crisis-of-lpg-in-surat-small-cylinder-available-for-rs-2500-workers-started-returning-home/>

There is a huge shortage of LPG (LPG) these days in Surat, Gujarat. The disruption in gas supply due to the Iran war has badly affected the textile hub of Surat.

Due to non-availability of gas and high prices, a large number of migrant laborers have started returning to their villages. The situation is so bad that many textile mills are on the verge of closure because the people working there are now leaving the city.

What are the gas crisis and new rules of the government?

In view of this crisis, the Central Government has taken many strict steps across the country. The Petroleum Ministry has clarified that now consumers will not be able to book another cylinder for at least 25 days after booking a refill. Apart from this, the government has increased domestic gas production by 40% so that the supply continues to reach homes. Sujata Sharma, Joint Secretary, Ministry of Petroleum and Natural Gas, said that more than 4,500 raids have been conducted across the country to stop gas hoarding.

Key Details Latest Status Small gas cylinder refill gas price up to Rs 2,500 (open) up to Rs 500 per kg New booking rule 25 days mandatory gap Import from Qatar 17% export capacity reduced after attack Security Update Indian ship safe in the Stretch of Hormuz

Steps are being taken to stop migration of workers

A huge crowd of migrant laborers is being seen at Udhna railway station in Surat. To stop this migration, the Textile Association has started community kitchens, where more than 4,000 workers are being given food for Rs 40 to 50. Some mill owners have started providing wood and grains to their workers for cooking. The administration has given permission to important places like schools and hospitals to use commercial gas so that domestic gas can be saved for the general public.

According to government data, about 7.5 lakh consumers have been shifted to piped natural gas (PNG). Officials have appealed to those who have PNG facility to surrender their LPG connections. The missile attacks on gas production facilities in Qatar have increased India's concern because India is heavily dependent on Qatar for its gas needs.

Headline	Big relief amid oil crisis: 2 LPG tankers will leave for India from Hormuz Strait, signs of improvement in supply.		
Publication	Any Tv News	Edition	Online Coverage
Published Date	21 Mar 2026		

Big relief amid oil crisis: 2 LPG tankers will leave for India from Hormuz Strait, signs of improvement in supply.

<https://anytvnews.com/news/big-relief-amid-oil-crisis-2-lpg-tankers-will-leave-for-india-from-hormuz-strait-signs-of-improvement-in-supply/>

Amidst the restrictions imposed by Iran on the movement of crude oil, gas and trade ships of countries around the world passing through the Strait of Hormuz, a good news has emerged for India.

In the coming days, two Indian national flagged LPG tankers are preparing to pass through the Strait of Hormuz. Earlier, Foreign Minister S. Following a telephonic conversation between Jaishankar and Iranian Foreign Minister Araghchi, the two Indian ships successfully exited the Strait of Hormuz. However, no crude oil tanker has passed through this route within the last 24 hours.

Both Indian tankers are currently anchored in the Gulf area.

Citing data analytics firm Kpler, Al Jazeera reported that both the Indian-flagged LPG tankers are currently anchored in the waters of the Gulf region, waiting for the situation to improve. An empty crude oil tanker which is subject to US sanctions passed through the Strait of Hormuz and back into Iranian waters on Wednesday (March 18, 2026).

Strait of Hormuz: extremely important for the world

The Strait of Hormuz is one of the most important sea routes in the world. The waterway connects the waters of the Gulf states to the Indian Ocean, and serves as a transit point for about 20 percent of the global oil supply. As a result, any disruption or disruption in the region could have a direct and immediate impact on international oil prices and supply chains.

Iran imposed blockade in the Strait of Hormuz

Since the beginning of hostilities with Israel and the United States, Iran has maintained a complete blockade of the sea route passing through the Strait of Hormuz. Iran is currently targeting the ships of every country passing through this route, and bringing them under the radar of its drones and missiles. However, Iran has allowed Indian oil and gas tankers to pass through the Strait of Hormuz.

Share this story

Headline	Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details		
Publication	Any Tv News	Edition	Online Coverage
Published Date	21 Mar 2026		

Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details

<https://anytvnews.com/business/where-is-the-countrys-largest-oil-well-and-how-many-barrels-of-oil-are-produced-every-day-know-complete-details/>

Rising tensions in the Gulf countries and blockages in vital maritime trade routes such as the Strait of Hormuz have shaken the entire world.

Due to the ongoing conflict between Iran and other countries, crude oil prices are once again skyrocketing in the international market. Amid growing concerns around the world over oil supply, every Indian's eyes are now on the country's domestic oil production. While India imports a large part of its oil needs, Mumbai High', nestled amidst the waves of the Arabian Sea, remains the strongest bastion of India's energy security.

India's largest oil field

India's largest and most important oil field is Mumbai High' (formerly known as Bombay High). This is not a well built on the ground; Rather, it is a huge offshore oil field located right in the middle of the Arabian Sea, about 160 kilometers off the coast of Mumbai. Here, crude oil and natural gas are produced by building platforms in the depths of the sea. Due to its tremendous potential and strategic importance, this field alone contributes more than 35 per cent of India's total domestic oil production, thus serving as the backbone of the country's economy.

Role of Russian experts and history of discovery

The story behind the discovery of Mumbai High is quite interesting. It was discovered in February 1974 by a joint team of Indian and Russian experts. At that time, India was moving towards becoming completely self-sufficient in meeting its energy needs. Just two years after its discovery on May 21, 1976 the site began producing oil on a commercial scale. Initially, only 3,500 barrels of oil were extracted daily; But, with improvements in technology and infrastructure, this figure increased to 80,000 barrels per day in just three years.

At present, Mumbai High remains the largest center of domestic oil production in India. According to statistics, around 134,000 to 150,000 barrels of crude oil is extracted from this place every day. The work here is handled by the big public sector company, ONGC. To transport this oil from the middle of the ocean to the mainland, a huge pipeline was laid under the sea in 1978, which takes the oil directly to the refineries of Mumbai. Before the construction of this pipeline, crude oil was transported to the coast with the help of big tankers.

Other major oil fields of Rajasthan and Assam

Although Mumbai High is India's largest offshore oil field, India also has vast oil reserves on land. Barmer Basin of Rajasthan is the largest onshore oil field of India, from where oil is extracted in large quantities. From a historical point of view, Digboi in Assam is the oldest oil field not only in India but in the whole of Asia, which was established in 1889. Overall, all these oil fields play an important role in meeting India's energy needs; However, domestic production is still far short of demand.

Modern technology and future challenges

As time goes on, extracting oil from aging wells is becoming more difficult and expensive. Since Mumbai High is a several decades old oil field, new and modern technologies are now being used to maintain production levels there. ONGC is currently working with international companies like BP to take advantage of modern deep-sea drilling technologies. The government aims to increase domestic production to reduce dependence on imports especially given the war-like situation in the Gulf region.

Tags:

Where is the country's largest oil well and how many barrels of oil are produced every day? Know complete details

Headline	Gujarat Jewellery Industry Hit Hard by LPG Cylinder Shortage		
Publication	Bharat Horizon	Edition	Online Coverage
Published Date	21 Mar 2026		

Gujarat Jewellery Industry Hit Hard by LPG Cylinder Shortage

<https://bharathorizon.com/business/industry/gujarat-jewellery-industry-hit-hard-by-lpg-cylinder-shortage.html>

LPG Cylinder Crisis Disrupts Gujarat's Jewellery Manufacturing Hub

The ongoing shortage of LPG cylinders across multiple regions in Gujarat is severely disrupting the state's renowned jewellery industry, with small-scale goldsmiths and artisans bearing the brunt of the crisis. This supply crunch is impacting manufacturers of gold, silver, and imitation jewellery alike, creating operational challenges throughout the value chain.

Artisans Forced to Ration Gas Usage as Production Slows

Jewellery artisans rely heavily on LPG-fueled flame torches for essential processes including soldering, melting, and repairing ornaments. With access to cylinders becoming increasingly restricted, numerous small workshops are implementing strict rationing measures or significantly reducing their output to conserve limited resources.

Hemant Choksi , general secretary of Shree Manek Chowk Choksi Mahajan, emphasized that the impact strikes at the very foundation of metalwork. "Jewellery manufacturing fundamentally requires solderingglue simply isn't a viable alternative. Both flame torches and soldering guns depend entirely on gas supply. While a minority utilize electric torches, the overwhelming majority of artisans are experiencing severe hardship due to this supply crunch." He further cautioned that extended shortages could inevitably drive up making charges across the industry.

Production Schedules Reconfigured as Delivery Timelines Extend

Throughout the jewellery manufacturing ecosystem, production schedules are being extensively reworked to accommodate the constrained gas supply. Independent designers and established brands are simultaneously feeling the mounting pressure.

Nirjari Shah , founder of a prominent jewellery brand based in Ahmedabad, acknowledged that while production continues, limitations are increasingly evident. "Our artisans operating in Kolkata frequently need to procure cylinders through intermediaries at substantially higher costs. Consequently, output has noticeably declined, compelling us to optimize inventory management and place orders more strategically based on available capacity."

Priyanka Desai , another Ahmedabad-based jewellery brand founder, reported that delivery cycles are already experiencing significant elongation. "The majority of our vendors depend on gas-powered units. When they cannot secure cylinders, production grinds to a complete halt. We're already observing a marginal increase in input costs as we assist vendors in sourcing cylinders through alternative channels. Deliveries that previously required 6-7 days now routinely take 10-12 days to complete."

Industry entrepreneurs express growing concern that the disparity between organized players with stable supply access and small, informal artisans could widen considerably if the situation persists without resolution.

Imitation Jewellery Sector Also Feels the Pinch

Sanjay Soni , president of the Manek Chowk Imitation Jewellery Association, confirmed that the LPG shortage is adversely affecting imitation jewellery manufacturing as well, though the immediate impact remains somewhat muted due to seasonal slowdown patterns. He highlighted that approximately 30-40% of handmade jewellery work still fundamentally depends on LPG.

While around 60% of brass jewellery manufacturing utilizes casting machines, and some operations have transitioned to electric soldering alternatives, numerous karigars (skilled artisans) continue to require LPG for precision work that demands specific temperature control.

Broader Economic Implications for the Industry

With the sector supporting livelihoods for over 12,000 families and already confronting weak consumer demand alongside rising input costs, prolonged supply disruptions threaten to further strain already tight profit margins. At least 500 imitation jewellery traders operate within the Manek Chowk and Kalupur areas of Ahmedabad alone.

Soni issued a stark warning that continued shortages could trigger increases in making charges, with overall manufacturing costs potentially climbing by 20-25% over an extended period. This would exacerbate existing economic pressures on both artisans and consumers.

Industry Voices Highlight Growing Challenges

"Order deliveries are delayed to customers. Due to the gas shortage, turnaround time has doubled from 10 days to 20 days." Jigar Soni , president, Jewellers' Association of Ahmedabad

"It's a double whammy. After the wedding season, order volumes have already dropped due to high gold and silver prices. Now, the LPG crisis is impacting turnaround times for existing orders. With commercial supply taking a hit, many artisans whose revenues are impacted are borrowing from suppliers." Hemant Choksi , secretary, Manek Chowk Choksi Mahajan

Headline	Siddaramaiah Seeks Centre's Help for Bengaluru LPG Shortage		
Publication	Bharat Horizon	Edition	Online Coverage
Published Date	21 Mar 2026		

Siddaramaiah Seeks Centre's Help for Bengaluru LPG Shortage

<https://bharathorizon.com/politics/state-politics/siddaramaiah-seeks-centres-help-for-bengaluru-lpg-shortage.html>

Karnataka Chief Minister Appeals to Centre Over Bengaluru LPG Crisis

In a significant move to address a pressing public issue, Karnataka Chief Minister Siddaramaiah has formally sought the intervention of the central government to resolve the acute shortage of liquefied petroleum gas (LPG) cylinders in Bengaluru. The appeal highlights growing concerns over disruptions in the supply chain that have left many residents struggling to access essential cooking fuel.

Escalating Public Distress Prompts Official Request

The shortage, which has been reported across various parts of the city, has led to widespread inconvenience for households and businesses alike. Siddaramaiah emphasized that the situation is causing significant public distress, with long queues and delays in cylinder deliveries becoming commonplace. He pointed out that this crisis not only affects daily life but also poses challenges for the hospitality and food industries, which rely heavily on LPG for operations.

The Chief Minister's request underscores the urgency of the matter , as Bengaluru, being a major metropolitan hub, requires a steady and reliable supply of LPG to meet its energy needs. He has called for immediate steps to streamline distribution and ensure that the shortage is mitigated promptly.

Supply Chain Disruptions and Broader Implications

Sources indicate that the LPG shortage in Bengaluru may be linked to broader supply chain issues, including logistical hurdles and potential disruptions in procurement. Siddaramaiah's intervention aims to coordinate efforts between state and central authorities to identify the root causes and implement effective solutions.

This development comes at a time when energy security is a critical concern , and any disruption in essential services like LPG supply can have far-reaching consequences. The Chief Minister's proactive approach reflects the state government's commitment to addressing citizen grievances and ensuring public welfare.

Key Points in Siddaramaiah's Appeal

Formal request for central government intervention to resolve the LPG shortage in Bengaluru.

Highlighting of public distress and inconvenience caused by the crisis.

Emphasis on the need for streamlined distribution and supply chain management.

Call for immediate action to mitigate the shortage and restore normalcy.

As the situation unfolds, residents and stakeholders are hopeful that the central government's involvement will lead to a swift resolution. The outcome of this appeal could set a precedent for how similar issues are handled in other regions, underscoring the importance of inter-governmental cooperation in addressing public service challenges.

Headline	Petronet LNG shares extend slide to hit 1-year low on Qatar supply crisis; is more pain ahead?		
Publication	Business Today	Edition	Online Coverage
Published Date	20 Mar 2026		

Petronet LNG shares extend slide to hit 1-year low on Qatar supply crisis; is more pain ahead?

<https://www.businesstoday.in/markets/stocks/story/petronet-lng-shares-extend-slide-to-hit-1-year-low-on-qatar-supply-crisis-is-more-pain-ahead-521569-2026-03-20>

"After Wednesday's retaliatory attack by Iran on the Ras Laffan facility, there is increased likelihood of supplies being impacted for at least a few months," Nomura stated.

Shares of Petronet LNG Ltd (PLNG) extended their sharp fall for a second straight session on Friday, hitting a 52-week low of Rs 258.70. The decline comes after Iran's attack on Qatar's energy infrastructure at Ras Laffan industrial city, in retaliation for an Israeli strike on Iran's South Pars gas facility.

"Qatar's Ras Laffan LNG export facility with 77mtpa of export capacity (20 per cent of global LNG trade) is on precautionary force majeure since early March. As a result, ~40 per cent of Petronet LNG's volumes are currently unavailable. After Wednesday's retaliatory attack by Iran on the Ras Laffan facility, there is increased likelihood of supplies being impacted for at least a few months," Nomura stated.

The brokerage added that damage to key infrastructure could have longer-term implications. It cited remarks from Qatar Energy's CEO indicating that two of the 14 LNG trains have suffered long-term damage, potentially taking about 12.8 million tonnes -- roughly 17 per cent of capacity -- offline for 3-5 years.

"We also understand from PLNG's management that India-specific trains were not damaged; therefore, supplies to India might resume once the force majeure is lifted. As a result, we have cut our volume estimates for FY27F by 21 per cent as we assume no supplies from Qatar Energy for the next four months. We do not yet consider any volume impact from use-or-pay customers (~32 per cent of total available capacity) as, according to our discussion with management, use-or-pay volumes are continuing at normal rate," Nomura also stated.

Factoring in the supply disruption, Nomura has trimmed its earnings estimates and lowered its target price on the stock, though it retained a positive stance.

The brokerage has reduced its 12-month target price to Rs 340 from Rs 370 but maintained a 'Buy' rating. "As we readjust our regas volume downwards, we cut our FY26/27F EBITDA by 11 per cent/23 per cent. Volume impact on EBITDA may be partly offset by 5 per cent increased regas tariff (from Jan 2026 onwards). We lower our DCF-based TP to Rs 340 (from Rs 370) as a result of our volume-led earnings cuts, while maintaining our WACC estimate at 12 per cent. PLNG currently trades at 11.7x FY27F P/E and 1.8x FY27F P/B," it said.

Despite the near-term headwinds, the revised target price still implies a potential upside of 31.43 per cent from the stock's one-year low of Rs 258.70.

Petronet LNG, a joint venture of four state-run oil and gas majors -- Indian Oil Corporation (IOC), Oil and Natural Gas Corporation (ONGC), GAIL (India) Ltd and Bharat Petroleum Corporation Ltd (BPCL) -- remains India's largest importer of liquefied natural gas (LNG), with each partner holding a 12.5 per cent stake.

Headline	List of Petroleum Ministers of India from 1957 Till Today, Check the List		
Publication	Currentaffairs Adda247	Edition	Online Coverage
Published Date	20 Mar 2026		

List of Petroleum Ministers of India from 1957 Till Today, Check the List

<https://currentaffairs.adda247.com/list-of-petroleum-ministers-of-india-from-1957-till-today/>

Explore the complete and updated list of Petroleum Ministers of India from 1957 to today.

Discover their tenure, political affiliations, and key contributions in shaping India's energy policies and ensuring fuel security over the years.

Did you know that petroleum plays a very important role in our daily life, from fueling vehicles to supporting industries? In India, this vital sector is managed by a key government position that ensures smooth supply and proper policies.

The leadership of the petroleum sector has changed over time, with different individuals taking responsibility in different periods. Each leader has contributed in their own way to strengthen the country's energy system.

These leaders are responsible for handling oil, natural gas, and energy resources. Their decisions affect fuel prices, energy security, and even the country's economic growth.

Over the years, many experienced politicians have held this important position. Their work reflects the changing needs and priorities of India's growing economy.

Understanding the list of these leaders helps us learn how India's energy sector has developed and adapted through different times.

List of Petroleum Minister of India from 1957 Till Today

Did you know India has had many Petroleum Ministers since 1957, each helping manage fuel supply, energy policies, and the country's growing needs over time?

Here is the list of Petroleum Ministers of India:

Name

Duration

Political Party

Hardeep Singh Puri

10 June 2024

Present

Bharatiya Janata Party

Hardeep Singh Puri

7 July 2021

9 June 2024

Bharatiya Janata Party

Dharmendra Pradhan

31 May 2019

7 July 2021

Bharatiya Janata Party

Dharmendra Pradhan

27 May 2014

30 May 2019

Bharatiya Janata Party

Veerappa Moily

28 October 2012

26 May 2014

Indian National Congress

S. Jaipal Reddy

19 January 2011

28 October 2012

Indian National Congress

Murli Deora

28 May 2009

19 January 2011

Indian National Congress

Manmohan Singh

29 January 2006

22 May 2009

Indian National Congress

Mani Shankar Aiyar

23 May 2004

29 January 2006

Indian National Congress

Ram Naik

13 October 1999

22 May 2004

Bharatiya Janata Party

Vazhappady K. Ramamurthy

19 March 1998

13 October 1999

Tamizhaga Rajiv Congress

Janeshwar Mishra

9 June 1997

19 March 1998

Samajwadi Party

Inder Kumar Gujral

21 April 1997

9 June 1997

Janata Dal

H. D. Deve Gowda

1 June 1996

21 April 1997

Janata Dal

Atal Bihari Vajpayee

16 May 1996

1 June 1996

Bharatiya Janata Party

Captain Satish Sharma

18 January 1993

16 May 1996

Indian National Congress

B. Shankaranand

21 June 1991

18 January 1993

Indian National Congress

Satya Prakash Malaviya

21 November 1990

21 June 1991

Samajwadi Janata Party (Rashtriya)

M. S. Gurupadaswamy

6 December 1989

10 November 1990

Janata Dal

Brahm Dutt

22 October 1986

2 December 1989

Indian National Congress

N. D. Tiwari

24 June 1986
22 October 1986
Indian National Congress
Chandrashekhar Singh
20 January 1986
24 June 1986
Indian National Congress
Nawal Kishore Sharma
25 September 1985
20 January 1986
Indian National Congress
Nawal Kishore Sharma
31 December 1984
25 September 1985
Indian National Congress
P. Shiv Shankar
15 January 1982
2 September 1982
Indian National Congress
Prakash Chandra Sethi
19 October 1980
15 January 1982
Indian National Congress
Veerendra Patil
7 March 1980
19 October 1980
Indian National Congress
Prakash Chandra Sethi
16 January 1980
7 March 1980
Indian National Congress
Shyam Nath Kacker
26 December 1979
14 January 1980
Janata Party (Secular)

Aravinda Bala Pajanor
19 August 1979
26 December 1979
AIADMK
T. A. Pai
28 July 1979
19 August 1979
Indian National Congress (U)
Morarji Desai
16 July 1979
28 July 1979
Janata Party
Hemwati Nandan Bahuguna
29 March 1977
15 July 1977
Janata Party
Keshav Dev Malviya
24 December 1975
24 March 1977
Indian National Congress
Keshav Dev Malviya
10 October 1974
24 December 1975
Indian National Congress
D. K. Barooah
5 February 1973
10 October 1974
Indian National Congress
H. R. Gokhale
29 January 1972
5 February 1973
Indian National Congress
Prakash Chandra Sethi
2 May 1971
29 January 1972

Indian National Congress

Dajisaheb Chavan

18 March 1971

2 May 1971

Indian National Congress

Triguna Sen

14 February 1969

18 March 1971

Indian National Congress

Kotha Raghuramaiah

22 August 1968

14 February 1969

Indian National Congress

Asoka Mehta

13 March 1967

22 August 1968

Indian National Congress

O. V. Alagesan

24 January 1966

13 March 1967

Indian National Congress

Humayun Kabir

21 November 1963

24 January 1966

Indian National Congress

O. V. Alagesan

19 July 1963

21 November 1963

Indian National Congress

Swaran Singh

26 June 1963

19 July 1963

Indian National Congress

Keshav Dev Malviya

10 April 1962

26 June 1963

Indian National Congress

Swaran Singh

17 April 1957

10 April 1962

Indian National Congress

Roles and Responsibilities of the Ministry

The Ministry of Petroleum and Natural Gas handles many important tasks. It looks after oil exploration, production, refining, and distribution across India. It also ensures that fuel is available at stable prices for people and industries.

Another key responsibility is policy-making. The ministry creates rules and plans for energy use, imports, and exports. It also works with other countries to maintain good energy relations.

In addition, the ministry promotes cleaner and sustainable energy sources. It encourages the use of alternatives like natural gas, ethanol blending, and green hydrogen.

Major Companies Under the Ministry

Several large public sector companies work under this ministry. These companies are responsible for different parts of the petroleum industry.

Some of the major ones include:

Oil and Natural Gas Corporation (ONGC)

Indian Oil Corporation Limited (IOCL)

Bharat Petroleum Corporation Limited (BPCL)

Hindustan Petroleum Corporation Limited (HPCL)

GAIL Limited (GAIL)

These organizations play a key role in maintaining India's fuel supply.

About the Author

My role as a content writer specializing in current affairs at Adda247 involves meticulously researching and crafting compelling articles aimed at guiding and informing candidates preparing for National and State Level Competitive Government Exams. With a dedication to educational excellence, I strive to keep our candidates abreast of the latest developments and trends in current affairs. By providing insightful and engaging content, I aim to ensure that aspiring candidates are well-prepared and informed for their examinations.

Headline	Siddaramaiah seeks Centre's intervention to resolve LPG shortage in Bengaluru		
Publication	Deccan Herald	Edition	Online Coverage
Published Date	21 Mar 2026		

Siddaramaiah seeks Centre's intervention to resolve LPG shortage in Bengaluru

<https://www.deccanherald.com/india/karnataka/siddaramaiah-seeks-centres-intervention-to-resolve-lpg-shortage-in-bengaluru-3939357>

The CM added that the shortage had resulted in closure of large number of establishments.

Bengaluru: Chief Minister Siddaramaiah has sought the Centre's intervention to address the acute shortage of commercial LPG cylinders in Bengaluru.

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In a letter to Union Petroleum and Natural Gas Minister Hardeep Singh Puri on Wednesday which was shared with the media on Thursday, Siddaramaiah highlighted the gap between demand and supply, noting that only a fraction of the required cylinders is being made available.

He said, "As against the demand of 50,000 LPG cylinders from restaurants, hotels, catering establishments and PG accommodations etc., we are able to supply only 1,000 cylinders per day."

The CM added that the shortage had resulted in closure of large number of establishments.

Referring to recent directions from the Ministry on prioritising domestic LPG supply, Siddaramaiah said Karnataka has taken steps to regulate allocation for essential segments in line with the Centre's guidelines, but the situation remains critical.

Siddaramaiah also flagged the absence of an integrated monitoring system for commercial LPG distribution, in contrast to the existing IT system for domestic gas supply, leading to gaps in transparency and oversight.

He further mentioned that supply of auto LPG, a key fuel for autorickshaws that serve as a key link in last-mile connectivity in Bengaluru, had also been impacted owing to the lack of a monitoring mechanism.

Siddaramaiah said, I request your kind intervention to ensure adequate allocation and availability of commercial LPG and Auto LPG to Karnataka, keeping in view the operational requirements and unique dependency patterns of the state, especially the city of Bengaluru."

Headline	U.S. permits sale of Iranian crude oil stranded at sea; will deploy military might to ensure global energy security, says Scott Bessent		
Publication	Fortune India	Edition	Online Coverage
Published Date	21 Mar 2026		

U.S. permits sale of Iranian crude oil stranded at sea; will deploy military might to ensure global energy security, says Scott Bessent

<https://www.fortuneindia.com/business-news/us-permits-sale-of-iranian-crude-oil-stranded-at-sea-will-deploy-military-might-to-ensure-global-energy-security-says-scott-bessent/131470>

Responding to attacks on global energy infrastructure, U.S. today authorised sale of Iranian oil stranded at sea as of March 20.

Amid attacks and counter attacks on refineries and gas fields, U.S. Treasury Secretary Scott Bessent said the Trump administration will deploy military might to maximise flow of energy to the world.

"In response to Iran's terrorist attacks against global energy infrastructure, the Trump Administration will continue to deploy America's economic, and military might to maximize the flow of energy to the world, strengthen global supply, and seek to ensure market stability," Bessent said in a post on X short while ago.

"Today, the Department of the Treasury is issuing a narrowly tailored, short-term authorization permitting the sale of Iranian oil currently stranded at sea," Bessent added.

How much supply will be unlocked with sale of stranded Iranian oil?

The move is expected to bring supply of 140 million barrels. "At present, sanctioned Iranian oil is being hoarded by China on the cheap. By temporarily unlocking this existing supply for the world, the United States will quickly bring approximately 140 million barrels of oil to global markets, expanding the amount of worldwide energy and helping to relieve the temporary pressures on supply caused by Iran," Bessent said.

"In essence, we will be using the Iranian barrels against Tehran to keep the price down as we continue Operation Epic Fury," he added.

"This temporary, short-term authorization is strictly limited to oil that is already in transit and does not allow new purchases or production," said Bessent.

U.S to limit Iran's access to global financial system

"Further, Iran will have difficulty accessing any revenue generated and the United States will continue to maintain maximum pressure on Iran and its ability to access the international financial system," said Bessent.

"So far, the Trump Administration has been working to bring around 440 million additional barrels of oil to the global market, undercutting Iran's ability to leverage its disruptions in the Strait of Hormuz," he added.

Bessent said Donald Trump's pro-energy agenda has driven U.S. oil and gas production to record levels, strengthening energy security and lowering fuel costs. Any short-term disruption now will ultimately translate into longer-term economic gains for Americans because there is no prosperity without security.

Terming Iran as the "head of the snake for global terrorism", Bessent said the U.S is winning this critical fight at an even faster pace than anticipated.

Rank

Company Name

Reliance Industries

LIC

Indian Oil Corporation

State Bank of India

ONGC

[View Full List](#)

Frequently Asked Questions

What did the U.S. authorize regarding Iranian oil?

The U.S. authorized the sale of Iranian crude oil stranded at sea as of March 20, responding to attacks on global energy infrastructure.

Why did the U.S. permit the sale of Iranian oil?

The U.S. permitted the sale to maximize the flow of energy to the world, strengthen global supply, and ensure market stability amid attacks.

How many barrels of Iranian oil will be released to the market?

Approximately 140 million barrels of Iranian oil currently stranded at sea will be brought to global markets to relieve supply pressures.

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Headline	Largest oil well in India: भारत में सबसे बड़ा तेल का कुआं कहां है, यहां हर दिन कितना तेल निकलता है?		
Publication	MSN India	Edition	Online Coverage
Published Date	21 Mar 2026		

Largest oil well in India: भारत में सबसे बड़ा तेल का कुआं कहां है, यहां हर दिन कितना तेल निकलता है?

<https://www.msn.com/hi-in/news/other/largest-oil-well-in-india-%E0%A4%AD-%E0%A4%B0%E0%A4%A4-%E0%A4%AE%E0%A5%87%E0%A4%82-%E0%A4%B8%E0%A4%AC%E0%A4%B8%E0%A5%87-%E0%A4%AC%E0%A4%A1%E0%A4%BC-%E0%A4%A4%E0%A5%87%E0%A4%B2-%E0%A4%95-%E0%A4%95%E0%A5%81%E0%A4%86%E0%A4%82-%E0%A4%95%E0%A4%B9-%E0%A4%82-%E0%A4%B9%E0%A5%88-%E0%A4%AF%E0%A4%B9-%E0%A4%82-%E0%A4%B9%E0%A4%B0-%E0%A4%A6-%E0%A4%A8-%E0%A4%95-%E0%A4%A4%E0%A4%A8-%E0%A4%A4%E0%A5%87%E0%A4%B2-%E0%A4%A8-%E0%A4%95%E0%A4%B2%E0%A4%A4-%E0%A4%B9%E0%A5%88/ar-AA1Z4KJP>

Largest Oil Well In India: खाड़ी देशों में बढ़ते तनाव और होर्मुज जलडमरूमध्य (Strait of Hormuz) जैसे महत्वपूर्ण समुद्री व्यापारिक रास्तों में पैदा हुई

रुकावटों ने पूरी दुनिया को हिला कर रख दिया है। ईरान और अन्य देशों के बीच जारी संघर्ष के कारण अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमतें एक बार फिर आसमान छू रही हैं। वैश्विक स्तर पर तेल की सप्लाई को लेकर बढ़ती चिंताओं के बीच अब हर भारतीय की नजर देश के घरेलू तेल उत्पादन पर टिकी है। भारत अपनी तेल जरूरतों का एक बड़ा हिस्सा आयात करता है, लेकिन अरब सागर की लहरों के बीच स्थित 'मुंबई हाई' भारत की ऊर्जा सुरक्षा का सबसे मजबूत किला बना हुआ है। भारत का सबसे बड़ा तेल क्षेत्र भारत का सबसे बड़ा और महत्वपूर्ण तेल क्षेत्र 'मुंबई हाई' (जिसे पहले बॉम्बे हाई कहा जाता था) है। यह कोई जमीन पर स्थित कुआं नहीं है, बल्कि मुंबई के तट से अरब सागर में लगभग 160 किलोमीटर दूर समुद्र के बीचों-बीच स्थित एक विशाल ऑफशोर (अपतटीय) तेल क्षेत्र है। यहां समुद्र की गहराई में प्लेटफॉर्म बनाकर कच्चे तेल और प्राकृतिक गैस का उत्पादन किया जाता है। अपनी विशाल क्षमता और रणनीतिक महत्व के कारण यह क्षेत्र भारत के कुल घरेलू तेल उत्पादन में लगभग 35 प्रतिशत से अधिक का अकेले योगदान देता है, जो इसे देश की अर्थव्यवस्था की रीढ़ बनाता है। रूसी विशेषज्ञों की मदद और खोज का इतिहास मुंबई हाई की खोज की कहानी काफी दिलचस्प है। इसकी खोज फरवरी 1974 में भारतीय और रूसी विशेषज्ञों की एक संयुक्त टीम ने की थी। उस समय भारत अपनी ऊर्जा जरूरतों के लिए पूरी तरह आत्मनिर्भर होने की दिशा में कदम बढ़ा रहा था। खोज के ठीक दो साल बाद, 21 मई 1976 को यहां से तेल का व्यावसायिक उत्पादन शुरू कर दिया गया। शुरुआत में यहां से प्रतिदिन मात्र 3,500 बैरल तेल निकाला जाता था, लेकिन तकनीक और बुनियादी ढांचे में सुधार के साथ मात्र तीन साल के भीतर ही यह आंकड़ा 80,000 बैरल प्रतिदिन तक पहुंच गया था। यह भी पढ़ें: हर दिन कितना तेल उगल रहा है मुंबई हाई? मौजूदा समय में मुंबई हाई भारत के घरेलू तेल उत्पादन का सबसे बड़ा केंद्र बना हुआ है। आंकड़ों के अनुसार, यहां से प्रतिदिन लगभग 1,34,000 से 1,50,000 बैरल कच्चा तेल निकाला जा रहा है। इसका संचालन सार्वजनिक क्षेत्र की दिग्गज कंपनी ओएनजीसी (ONGC) द्वारा किया जाता है। समुद्र के बीच से इस तेल को मुख्य भूमि तक पहुंचाने के लिए 1978 में एक विशाल उप-समुद्री (Sub-sea) पाइपलाइन बिछाई गई थी, जो तेल को सीधे मुंबई की रिफाइनरियों तक ले जाती है। पाइपलाइन बिछने से पहले तक कच्चे तेल को बड़े टैंकरों के जरिए तट तक लाया जाता था। राजस्थान और असम के अन्य प्रमुख तेल क्षेत्र यूं तो मुंबई हाई सबसे बड़ा ऑफशोर (समुद्र तटीय) क्षेत्र है, लेकिन भारत के पास जमीन पर भी तेल के विशाल भंडार मौजूद हैं। राजस्थान का बाड़मेर बेसिन भारत का सबसे बड़ा तटवर्ती तेल क्षेत्र है, जहां से भारी मात्रा में तेल निकाला जाता है। वहीं, अगर इतिहास की बात करें तो असम का डिगबोई भारत का ही नहीं बल्कि एशिया का सबसे पुराना तेल क्षेत्र है, जिसकी स्थापना 1889 में हुई थी। ये सभी क्षेत्र मिलकर भारत की ऊर्जा जरूरतों को पूरा करने में महत्वपूर्ण भूमिका निभाते हैं, हालांकि मांग के मुकाबले घरेलू उत्पादन अब भी काफी कम है। आधुनिक तकनीक और भविष्य की चुनौतियां जैसे-जैसे समय बीत रहा है, पुराने कुओं से तेल निकालना कठिन और खर्चीला होता जा रहा है। मुंबई हाई भी दशकों पुराना क्षेत्र है, इसलिए यहां उत्पादन के स्तर को बनाए रखने के लिए अब नई और उन्नत तकनीकों का सहारा लिया जा रहा है। ओएनजीसी अब बीपी (BP) जैसी अंतरराष्ट्रीय कंपनियों के साथ भागीदारी कर रही है ताकि गहरे समुद्र में ड्रिलिंग की आधुनिक तकनीकों का उपयोग किया जा सके। सरकार का लक्ष्य है कि घरेलू उत्पादन को बढ़ाकर आयात पर निर्भरता को कम किया जाए, खासकर तब जब खाड़ी देशों में युद्ध जैसे हालात बने हुए हों। यह भी पढ़ें:

Headline	Explained: How expensive is it to deliver PNG to homes? Is this the actual cost of a single connection?		
Publication	MSN India	Edition	Online Coverage
Published Date	21 Mar 2026		

Explained: How expensive is it to deliver PNG to homes? Is this the actual cost of a single connection?

<https://www.msn.com/en-in/lifestyle/smart-living/explained-how-expensive-is-it-to-deliver-png-to-homes-is-this-the-actual-cost-of-a-single-connection/ar-AA1Z3kDi>

LPG supplies in India have been disrupted due to the conflict involving the US, Israel, and Iran.

The government is taking every possible measure to meet the needs of the people across the country. Recently, the government requested commercial LPG consumers in major cities and urban areas to switch to PNG. Before this, the Government of India wrote to all states, requesting that all pending permissions for laying pipelines be granted immediately. Furthermore, new applications are to be approved within 24 hours. Why, amidst an LPG shortage, is the government placing such strong reliance on PNG? How does PNG differ from LPG? Are India's PNG reserves sufficient? How beneficial is it for the average consumer? Additionally, we will explore the costs involved in laying PNG pipelines and obtaining a connection. What is the difference between LPG and PNG? LPG stands for Liquefied Petroleum Gas; it is supplied in cylinders and consists primarily of propane or butane. In contrast, PNG stands for Piped Natural Gas, which is delivered directly to homes via pipelines. It consists mainly of methane. LPG is heavier than air, and consumers constantly face the anxiety of the cylinder running out. It also carries a higher risk of fire hazards. PNG, on the other hand, is lighter and safer; in the event of a leak, it dissipates into the air almost immediately. Moreover, the supply remains uninterrupted at all times. Does India have sufficient PNG reserves? India imports 60 percent of its LPG requirements, 90 percent of which arrives via the Strait of Hormuz. PNG supply in India, conversely, relies primarily on two sources: domestic production and the import of natural gas. Approximately half of the country's demand is met through onshore and offshore gas reserves, where gas is produced by both state-owned enterprises such as ONGC and private sector companies like Reliance Industries. The remaining demand is met through the import of LNG (Liquefied Natural Gas), which is procured from abroad, regasified, and then distributed to consumers via pipelines. Currently, the government asserts that there are sufficient reserves of both PNG and LPG available to meet the needs of domestic consumers within the country. Why is the government emphasizing a shift to PNG? The Government of India is encouraging consumers to switch to PNG because it is a safer, more convenient, and environmentally friendly fuel compared to LPG. PNG is lighter than air; therefore, if a leak occurs, it disperses quickly, thereby minimizing the associated risk. It offers a continuous supply via pipelines, eliminating the inconvenience of running out of gas cylinders. Furthermore, billing is based on meter readings, allowing consumers to keep their expenses under control. PNG generates less pollution, and the government aims to strengthen the country's energy security by expanding its usage. Additionally, since the supply is delivered via pipelines, there is no risk of black market. How is PNG more beneficial than LPG? For domestic consumers, PNG proves to be advantageous over LPG in several ways. Its greatest benefit is convenience, as PNG is delivered directly to the home via pipelines, eliminating the hassle of running out of cylinders or having to book refills repeatedly. It is also considered safer because, in the event of a leak, it disperses rapidly into the air, whereas LPG tends to settle near the ground, potentially increasing the risk of accidents. In terms of cost, PNG is also superior, as consumers pay only for the exact amount of gas consumed, based on meter readings. Moreover, PNG generates less pollution, making it a more environmentally friendly choice.

Cost of Laying PNG Pipelines According to the Ministry of Petroleum, the estimated cost of laying steel pipelines for PNG distribution can be approximately 1 crore per kilometer. Additionally, the cost for MDPE pipelines (plastic pipes) can range up to approximately 0.15 crore (15 lakhs) per kilometer. Steel pipelines are more expensive, whereas plastic pipelines are significantly more affordable. However, the actual cost depends on factors such as location, capacity, materials used, and the overall size of the project. The task of laying gas pipelines is primarily undertaken by gas distribution companies. Once the pipelines are laid, individual gas connections are provided to households.

Cost of Obtaining a Connection According to Indraprastha Gas Limited, the company responsible for supplying PNG in Delhi, obtaining a new domestic PNG connection typically costs between 5,000 and 7,000. This amount serves as a security deposit, which is refundable later, and covers installation as well as necessary equipment. If paying the full amount upfront is difficult, some companies also offer an easy installment (EMI) option typically ranging from 100 to 500 every two months. Furthermore, a connection can also be obtained by paying a lower initial amount, followed by

a daily charge of approximately 1 plus GST. Disclaimer: This content has been sourced and edited from TV9. While we have made modifications for clarity and presentation, the original content belongs to its respective authors and website. We do not claim ownership of the content.

Headline	ONGC Technical Momentum Shifts to Bullish Amid Strong Market Returns		
Publication	Markets Mojo	Edition	Online Coverage
Published Date	20 Mar 2026		

ONGC Technical Momentum Shifts to Bullish Amid Strong Market Returns

<https://www.marketsmojo.com/news/stocks-in-action/ongc-technical-momentum-shifts-to-bullish-amid-strong-market-returns-3902263>

Oil & Natural Gas Corporation Ltd. (ONGC) has witnessed a notable shift in its technical momentum, moving from a mildly bullish stance to a more confident bullish trend.

This change is supported by a confluence of technical indicators, including MACD, moving averages, and Bollinger Bands, signalling renewed investor interest and potential upside in the oil sector giant's stock.

ONGC's technical trend has recently upgraded from mildly bullish to bullish, reflecting stronger price momentum and improved market sentiment. The Moving Average Convergence Divergence (MACD) indicator, a key momentum oscillator, shows bullish signals on both weekly and monthly charts, indicating sustained upward momentum over short and medium terms. This dual timeframe bullishness suggests that the stock is gaining traction among traders and long-term investors alike.

Complementing the MACD, the daily moving averages have also turned bullish, reinforcing the positive price action. The current price of 269.10, up 1.60% from the previous close of 264.85, is trading comfortably above key short-term moving averages, signalling strong buying interest. The stock's intraday high of 271.50 further underscores this upward momentum.

Meanwhile, the Relative Strength Index (RSI) remains neutral on both weekly and monthly charts, indicating that the stock is neither overbought nor oversold. This neutral RSI suggests room for further price appreciation without immediate risk of a sharp correction, a favourable condition for investors seeking sustainable gains.

Bollinger Bands and Other Technical Signals

Bollinger Bands, which measure volatility and potential price breakouts, are bullish on the weekly chart and mildly bullish on the monthly chart. This indicates that ONGC's price is trending towards the upper band, reflecting increased volatility with a positive bias. Such a pattern often precedes continued upward price movement, especially when confirmed by other indicators.

However, some mixed signals emerge from other technical tools. The Know Sure Thing (KST) indicator is bullish on the weekly timeframe but mildly bearish on the monthly, suggesting some caution for longer-term investors. Similarly, the Dow Theory readings show a mildly bearish stance weekly but mildly bullish monthly, reflecting a nuanced market view that short-term fluctuations may occur amid an overall positive trend.

On-Balance Volume (OBV), which tracks buying and selling pressure, is mildly bearish weekly but bullish monthly. This divergence implies that while short-term volume trends may be subdued, the longer-term accumulation phase remains intact, supporting the bullish outlook.

Price Performance Relative to Benchmarks

ONGC's recent price performance has outpaced the broader market, particularly the Sensex. Over the past week, ONGC declined marginally by 0.50%, but this was significantly better than the Sensex's 2.40% drop. Over one month, ONGC's loss of 1.97% contrasts sharply with the Sensex's 10.05% decline, highlighting relative resilience amid broader market weakness.

Year-to-date, ONGC has delivered a robust 12.01% return, while the Sensex has fallen 12.92%. Over the past year, ONGC's gains of 15.69% have comfortably outperformed the Sensex's modest 1.65% loss. The longer-term picture is even more favourable, with ONGC generating 75.77% returns over three years and 143.86% over five years, dwarfing the Sensex's 27.97% and 48.84% gains respectively. This strong relative performance underscores ONGC's status as a large-cap leader in the oil sector.

Crushing the market! This Small Cap from Aerospace & Defense just earned its spot in our Top 1% with impressive gains. Don't let this opportunity slip through your hands.

- Recent Top 1% qualifier
- Impressive market performance
- Sector leader

Moving Averages and Price Levels

The daily moving averages have decisively turned bullish, with the stock price maintaining a position above its 50-day and 200-day moving averages. This alignment is a classic technical confirmation of an uptrend, often attracting momentum traders and institutional investors. The 52-week high of 293.15 remains a key resistance level, while the 52-week low of 205.00 provides a strong support base, indicating a wide trading range that has recently tilted in favour of buyers.

Investors should note that the current price near 269.10 is approaching the upper half of this range, signalling potential for further upside if the stock can break above recent highs. The intraday volatility, with a low of 262.65 and high of 271.50, reflects active trading interest and healthy liquidity.

Mixed Signals from Broader Technical Frameworks

While the majority of technical indicators point towards a bullish outlook, some caution is warranted given the mildly bearish weekly readings from Dow Theory and OBV. These suggest that short-term profit-taking or consolidation phases may occur before the stock resumes its upward trajectory. The mildly bearish monthly KST reading also advises investors to monitor momentum shifts carefully over the coming weeks.

Nonetheless, the overall technical landscape remains positive, with the MarketsMOJO Mojo Score at 75.0 and the Mojo Grade upgraded from Hold to Buy on 19 Mar 2026. This upgrade reflects improved confidence in ONGC's price momentum and fundamental outlook, reinforcing the stock's appeal as a large-cap oil sector investment.

Thinking about Oil & Natural Gas Corporation Ltd.? Our real-time Verdict report breaks down everything from financial health and peer comparison to technical signals and fair valuation for this large-cap stock!

- Real-time Verdict available
- Financial health breakdown
- Fair valuation calculated

Investor Takeaway and Outlook

For investors analysing ONGC, the recent technical upgrades and positive momentum indicators suggest a favourable entry point. The stock's ability to outperform the Sensex across multiple time horizons, especially year-to-date and over the past five years, highlights its resilience and growth potential within the oil sector.

While some short-term caution is advised due to mixed signals from volume and momentum oscillators, the prevailing trend remains bullish. The upgrade in Mojo Grade to Buy and a strong Mojo Score of 75.0 further validate this positive stance. Investors should watch for a sustained break above the 271-273 resistance zone to confirm the next leg of the rally.

In summary, ONGC's technical parameters have shifted decisively towards bullishness, supported by robust moving averages, MACD confirmation, and favourable Bollinger Band positioning. Combined with solid relative performance against the Sensex, the stock presents a compelling case for investors seeking exposure to India's oil sector leaders.

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Headline	India turns to US LPG to offset Middle East supply gap		
Publication	Nagaland Post	Edition	Online Coverage
Published Date	21 Mar 2026		

India turns to US LPG to offset Middle East supply gap

<https://nagalandpost.com/india-turns-to-us-lpg-to-offset-middle-east-supply-gap/>

NEW DELHI, MAR 19 (IANS): Amid concerns over LPG shortage, the government on Thursday said that India is diversifying LPG procurement and

buying liquefied petroleum gas from the US as well to plug the supply chain disruptions caused by the Middle East conflict.

Addressing the daily briefing, Petroleum and Natural Gas Ministry's Joint Secretary, Marketing and Oil refinery, Sujata Sharma, said: Due to the ongoing war, the situation remains a matter of concern. However, there is no dry-out reported at any LPG distributorship. Online bookings have further increased to 94%

Alongside this, about 83% of refill deliveries are being carried out through delivery authentication codes. There has been a decline in panic booking, and yesterday, approximately 57 lakh refill bookings were received. LPG cylinder delivery is proceeding normally, Sharma said. She further added that the crude oil situation and refinery operations remain normal in the country.

Domestic PNG and CNG are being supplied 100%. We request users to shift from LPG to PNG. In the last three days, more than 5,600 LPG users have shifted to PNG, she pointed out.

Further stating that anything that impacts the Middle East will impact India, Sharma said that India has diversified its oil and gas imports from sources other than the Middle East following the blocking of the Strait of Hormuz through which 20% of the world's oil and gas exports transit. As much as 70% of the country's oil imports are now coming from countries outside the Gulf. These include the US, Russia, and African countries such as Nigeria.

She said that the government wrote another letter to all states, requesting them to take all necessary steps to prevent black marketing and hoarding, and on Wednesday, 6,000 raids were carried out against black marketers.

1,100 raids were conducted in UP, and 1,000 cylinders were seized. 1,632 raids were conducted in MP, and 2,300 cylinders were seized.

The Centre has requested all state governments to take all necessary steps to prevent black marketing and hoarding, and to take action under the law wherever violations are found.

Citing the information received from state governments, Sharma said that control rooms have been set up in approximately 31 states and Union Territories. Additionally, district-level monitoring committees have also been established in about 25 states and union territories.

Meanwhile, Special Secretary, Ports, Shipping and Waterways, Rajesh Kumar Sinha, said that all Indian-flagged vessels and seafarers remain safe.

There are 22 vessels in the West of the Strait of Hormuz. In the last 24 hours, over 16 Indian seafarers have returned to India after completion of their sign-off formalities. The ministry is closely tracking shipping movements and the evolving situation in West Asia.

Headline	LPG crunch continues; supplies limited for commercial users		
Publication	Nagaland Post	Edition	Online Coverage
Published Date	21 Mar 2026		

LPG crunch continues; supplies limited for commercial users

<https://nagalandpost.com/lpg-crunch-continues-supplies-limited-for-commercial-users/>

NEW DELHI, MAR 20 (PTI): LPG supply crunch continued for the third straight week on Friday, but there was some easing in bookings for refills, in signs of things slowly crawling towards normalcy.

However, concerns persist as supply restrictions on commercial consumers, including hotels, remain in place due to ongoing disruptions in input supplies caused by the West Asia conflict.

The war in the Middle East, triggered by the US and Israel attacks on Iran, has led to the shutdown of the Strait of Hormuz the critical shipping lane through which India gets 60 per cent of its imports. The overnight wiping away of such large volumes led to the government prioritising supplies to domestic household kitchens.

Supplies to commercial establishments were initially stopped, but later restored to a fifth of their requirement.

This triggered panic buying by domestic users, fearing that the availability of their gas cylinders too may be rationalised. Panic booking peaked at 87.7 lakh on March 13 but fell thereafter.

At a media briefing, Sujata Sharma, Joint Secretary, Ministry of Petroleum and Natural Gas, said on March 19, around 55 lakh bookings were made, down from 57 lakh on the previous day.

Pre-war average booking per day was 50-55 lakh.

Panic booking is coming down, she said, adding that the government continues to prioritise the supply of available LPG to domestic households.

However, LPG (supply) situation remains worrisome, but there is no dry out at any LPG distributor, she said.

She said in the last week, 11,300 tonnes of commercial LPG were given to commercial establishments.

Sharma said domestic LPG production has increased by over 40 per cent in the last two weeks, and the three public sector oil marketing companies have been making normal, pre-war levels of daily deliveries of LPG refills.

LPG cylinder delivery continues to be normal, she said.

To curb black marketing and hoarding, raids and surprise inspections continue. As many as 4,500 raids were conducted on Friday, while oil companies conducted 1,800 surprise inspections of petrol pumps and LPG distributorships.

State governments have been asked to set up monitoring and enforcement, she said.

Situation is still worrisome, but we are maintaining supplies at a normal level for domestic users, she said.

Asking consumers to wait for home delivery of their refill after booking, she said they should also explore alternate fuels to ease pressure on cooking gas LPG.

In addition, customers near a city gas network are being encouraged to shift to piped natural gas a convenient alternative to LPG as the fuel continuously travels through pipes to household kitchens without the botheration of refill bookings.

In 15 geographical areas (GAs), 13,700 connections have been given, and 7,000 consumers have shifted from LPG to piped natural gas (PNG).

Besides, alternate fuels such as kerosene are being promoted, she said, adding commercial LPG stocks have been placed with states for using them as per their priority list.

Headline	Crude Oil Surge March 2026 Latest: India Basket \$156 Today — ONGC, Oil India Up Big; IOC, BPCL, HPCL Down 20%+		
Publication	PSU Connect	Edition	Online Coverage
Published Date	21 Mar 2026		

Crude Oil Surge March 2026 Latest: India Basket \$156 Today — ONGC, Oil India Up Big; IOC, BPCL, HPCL Down 20%+

<https://www.psuconnect.in/stock/crude-oil-surge-march-2026-latest-india-basket-156-today-ongc-oil-india-up-big-ioc-bpcl-hpcl-down-20>

India crude basket \$156.29 (March 19, 2026) amid Middle East crisis peak \$146 on March 17. Brent ~\$112. Upstream ONGC & Oil India rally double-digit; downstream IOC, BPCL, HPCL crash 15-25%. Latest prices, PSU stocks analysis & investor tips.

New Delhi, March 21, 2026 The dramatic crude oil surge in mid-March 2026 continues amid the escalating Middle East crisis, including the Iran conflict, disruptions in the Strait of Hormuz, and attacks on energy facilities across the region. India's crude oil basket peaked at \$146.09 per barrel on March 17 (PPAC data), with the latest daily level reaching \$156.29/bbl on March 19 (PPAC update as of March 20). While prices have seen some easing, they remain highly elevated: Brent crude settled around (with recent closes near \$112 and highs up to \$113), and WTI around

This surge has sharply divided India's PSU oil sector.

Latest Oil Price Snapshot (as of March 20-21, 2026):

India crude basket: Peak (March 17); latest (March 19); March average ~

Brent crude: ~ (high volatility; recent settlements ~\$106-112).

WTI: ~ . Track live updates on PPAC website, OilPrice.com, Trading Economics, NSE/BSE.

Upstream PSUs (ONGC, Oil India) Clear Winners: As direct crude sellers, these companies benefit from higher realizations. Every \$1/bbl increase adds approximately 6,180 crore annually to ONGC's earnings (standard industry estimate). Shares have posted double-digit rallies in March, outperforming the Nifty Oil & Gas index despite broader market weakness. They serve as a natural hedge in a high-oil environment strong long-term potential if prices stay above \$100.

Downstream OMCs (IOC, BPCL, HPCL) Under Severe Pressure: Refiners and marketers face skyrocketing input costs, with retail fuel prices frozen to control inflation. This has led to severe margin squeeze and rising under-recoveries.

Month-to-date: Stocks down (IOC ~23%, HPCL/BPCL 25%+ in various reports).

Single-day drops: (HPCL often hardest hit at 6-7%, BPCL ~3-6%, IOC similar). Brokerages like HSBC and UBS have downgraded ratings and cut targets due to earnings risks. Short-term outlook remains high-risk.

Price History Table (Quick Overview):

Date

India Basket (\$\$ /bbl)

Brent (\$\$)

Key Notes

Feb 2026 Avg

~65-70

Pre-crisis baseline

March 17

~103-105

Major surge peak

March 19

~108-112

Latest PPAC high

March 20-21

Elevated (~156+)

~106-112

Ongoing Middle East tensions

Why the Upstream-Downstream Split?

Upstream : Direct profit from selling crude at higher prices.

Downstream : Forced to buy crude at elevated costs without passing on to consumers mounting losses.

Macro Risks : Prolonged \$100+ oil could widen India's current account deficit (CAD) to 1.9-2.2% of GDP, spike inflation, and require government subsidies or support for OMCs.

Investor Guide (March 21, 2026):

ONGC & Oil India : Strong performers in elevated oil regime consider for long-term if Middle East crisis persists. Monitor quarterly realizations.

IOC, BPCL, HPCL : High short-term risk wait for retail price adjustments, government intervention, subsidies, or geopolitical de-escalation.

Key Things to Track

PPAC daily India basket prices.

Brent/WTI futures (on OilPrice.com or Trading Economics).

Geopolitical developments (Iran conflict, Hormuz status).

Live NSE/BSE quotes for PSU oil stocks.

The oil story is far from over volatility is expected to remain high with ongoing Middle East developments. Always consult a financial advisor before investing, diversify your portfolio, and bookmark this site for the latest updates!

Headline	India Oil Minister Says No LPG Shortage, Only Panic		
Publication	Tezzbuzz	Edition	Online Coverage
Published Date	20 Mar 2026		

India Oil Minister Says No LPG Shortage, Only Panic

<https://tezzbuzz.com/india-oil-minister-says-no-lpg-shortage-only-panic/>

India's Oil Minister Hardeep Singh Puri stepped in on Thursday evening to calm a nation that has been emptying store shelves of induction cooktops and panic-buying LPG cylinders, issuing a series of reassurances that the country's energy supply position is secure. The statements are significant. They also invite scrutiny.

Here is what the minister said, and what context surrounds each claim.

What the Minister Said

In rapid succession on Thursday, the Oil Minister made four key assertions. Non-Hormuz crude sourcing has increased to 70% of India's imports as of March 12. Refineries are operating at high capacity utilisation. Availability of petrol and diesel is fully secure. Crude supply position is secure.

On LNG, the minister said large cargoes are arriving almost on a daily basis, with India securing supplies from the United States, Norway, Canada, Algeria and Russia. LPG production has increased 28% in the last five days.

And on the panic itself, the minister was direct: the anxiety over LPG supply is driven by consumer anxiety rather than an actual supply shortage.

What Is Credible

The crude oil and petrol-diesel claims are the strongest part of the minister's statement and are consistent with independent analysis. CLSA noted in its March 12 research note that petrol and diesel face lower supply risk because India is a net exporter of refined products. Indian refineries Reliance's Jamnagar complex, IOC's Panipat, BPCL's Mumbai refinery are large, sophisticated and capable of processing a wide variety of crude grades from non-Gulf sources including Russia, the United States and West Africa.

The shift to 70% non-Hormuz crude sourcing by March 12 is a meaningful operational achievement. India has been diversifying crude import sources since the Russia-Ukraine conflict accelerated discounted Russian crude purchases in 2022, and that diversification has given Indian refineries the flexibility to pivot away from Gulf supply faster than most other major importers could manage. The minister's claim on crude security is credible and supported by refinery utilisation data.

The LNG sourcing from the US, Norway, Canada, Algeria and Russia is also consistent with what energy traders have been reporting India has been aggressively contracting spot LNG from non-Gulf sources since the crisis began, and the minister's statement that large cargoes are arriving almost daily reflects genuine procurement activity.

The LPG claim is where the minister's reassurance and the on-ground reality diverge most visibly and it is the claim that matters most to the 300 million households that cook on domestic cylinders.

A 28% increase in LPG production in five days is a real number, but it needs to be placed against the baseline it is increasing from. India's domestic LPG production from refineries covers approximately 40 to 45% of national consumption under normal conditions. A 28% increase in domestic production does not come close to replacing the imported volumes that have been disrupted. If domestic production was covering 40% of consumption and has increased 28%, it now covers approximately 51% still leaving nearly half of normal consumption dependent on imports that are constrained.

The IEA's March 2026 report, published the same day as the minister's statement, documented that Gulf LPG exports of 1.5 million barrels per day have effectively stopped and that India is among the most exposed countries to this disruption. The minister and the IEA are not necessarily contradicting each other the minister is describing what India is doing to respond, the IEA is describing the size of the hole being filled. Both can be true simultaneously.

The minister's characterisation of the panic as driven by anxiety rather than shortage is the most politically loaded claim and the hardest to assess cleanly. Consumer anxiety and actual shortage are not always distinguishable from each other in real time – panic buying creates the shortage it fears, and a shortage that is real but manageable can be amplified by panic into something that looks more severe than the underlying supply data justifies.

What is observable is this: induction cooktops sold out 20 to 30 times their normal volume on Amazon and Flipkart this week. Blinkit and Zepto went out of stock across five major metros. Cylinder prices in Delhi crossed 913. These are not phantom signals of anxiety. They reflect real consumer behaviour in response to real price signals and real availability concerns at the distribution level, even if the aggregate national supply position is more secure than the panic suggests.