



ONGC News as on 11 May 2026 (Print & Online)

Iran war and India's gas storage challenge

Rising import dependence and West Asia tensions underscore the urgent need for India to expand its LNG storage capacity

SUDHEER PAL SINGH
New Delhi, 10 May

With the West Asia crisis delivering an energy shock for import-dependent nations, the conversation has started moving towards the status and readiness of India's strategic natural gas storage.

While strategic petroleum reserves have been talked about for some time now, there has been little public discussion on the gas capacity, given that India meets more than half of its natural gas requirement through imports from Qatar, the UAE, and the US — all embroiled in the current conflict in one way or another. Earlier this week, A K Singh, chief executive officer of Petronet LNG Ltd, one of India's largest gas importers, said the country was looking to expand liquefied natural gas (LNG) storage tank capacity across multiple terminals to better manage supply disruptions.

For Petronet, the urgency is understandable: It has a 75 million tonnes per annum (mtpa) deal with Qatar to source LNG, but shipments stopped in early March as state-owned QatarEnergy declared a force majeure on contracts. This has the potential to cause an unprecedented supply disruption in supplies of gas — a key input for critical industries such as fertilisers, power, and city gas distribution. To be sure, the Iran war has also disrupted supplies of liquefied petroleum gas (LPG).

India's plan

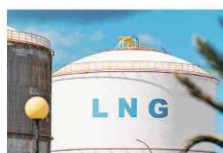
The government's plan to ramp up the share of LNG in India's energy basket from the existing 6 per cent to 15 per cent by 2030 is set to significantly expand gas usage projections and the implementation of supply infrastructure projects. As a result, it will likely increase the import burden for gas, making a robust plan for setting up gas storage capacities the need of the hour.

Such reserves are aimed at mitigating the risks associated with import reliance, as well as allowing the government to manage external energy market pressures and price volatility. During periods of low demand or favourable market conditions, surplus LNG can be stored, allowing for its strategic release when demand or prices, or both, rise. India's natural gas consumption stands at around 200 million standard cubic metres per day (mscmd) annually and is projected to reach 297 mscmd in the "good-to-gold scenario" by 2030 — expected to be met by 200 mscmd of imports and 100 mscmd of domestically produced gas, according to the Petroleum and Natural Gas Regulatory Board, the downstream petroleum regulator.

This massive dependence on imports for a commodity prone to major price fluctuations means that strategic reserves can help the country cope with situations such as the current West Asia conflict. The 2022 global energy crisis triggered by the Ukraine war sent gas prices soaring and hit LNG imports in spite of a deal with Russia.

Storage options

Globally, the most common form of natural gas storage is in underground formations — primarily depleted gas reservoirs, aquifers, and salt caverns. Depleted gas reservoirs are former natural gas or oil



Securing the future

- National target for gas: Boost gas share in energy basket from 6% to 15% by 2030
- Current gas consumption 200 mscmd. Projection: 297 mscmd by 2030
- Current LNG storage capacity: 12 days' coverage of consumption
- India's LNG storage infra: 23 tanks
- Petronet LNG planning to increase storage capacity by 70% via new tanks

fields that have been exhausted of their original resources. These are ideal for underground gas storage due to their existing infrastructure and well-understood geological profiles, making them a cost-effective option. Natural gas is reinjected into the porous rock formations and drawn with the same methods originally used to produce gas from the reservoir.

The other most prevalent type of gas reserve is LNG storage, in which LNG is stored in large, insulated above-ground tanks at cryogenic temperatures. Currently, India's LNG storage capacity covers around 12 days of gas consumption, leaving the nation vulnerable to supply fluctuations.

"A very significant part of the strategic gas reserves is kept globally in depleted reservoirs. India, too, has been thinking of working on this for several years, however without any final decision. Such projects are more of strategic importance rather than commercial value. Thus investment is typically made by either the government or by state-owned companies with significant viability gap funding (VGF). This is akin to the crude oil strategic storage project of the government. India has now several depleted reservoirs which can be studied for suitability for underground gas storage," said D K Sarraf, former chairman of Oil and Natural Gas Corporation (ONGC).

Sarraf headed a high-level panel of experts on the long-term road map for the natural gas sector, which released its findings recently. The report recommends introducing a robust regulatory framework to guide the creation, maintenance, and utilisation of strategic and commercial gas reserves to address supply prioritisation during crisis and foster public-private partnerships to share financial and operational responsibilities. The government, it said, could also consider levying a cess on natural gas sold and regasification charges to fund the programme. The cess can also fund the VGF requirement for other gas infrastructure development projects.

Global experience

The current global operational gas storage capacity is 429 billion cubic metres,

according to a report by Cedigaz, an international association that provides information and data on natural gas. This capacity is largely concentrated in the US, Russia, Ukraine, Canada and Germany, which together hold 68 per cent of global reserves. However, there is a growing focus on expanding storage in rapidly developing markets such as China and West Asia.

Depleted fields dominate storage, accounting for 81 per cent of global working gas volumes, while salt caverns, which represent just 8 per cent of global capacity, play a critical role in deliverability, accounting for 26 per cent of the global withdrawal rate.

Europe has one of the most developed natural gas storage infrastructures in the world. Countries such as Germany, Italy, France, and the Netherlands have extensive underground storage facilities, primarily in depleted gas reservoirs, aquifers, and salt caverns. During the 2022 energy crisis caused by the Russia-Ukraine conflict, Europe's gas storage facilities were crucial in mitigating the impact of reduced Russian gas supplies.

In India, the existing infrastructure includes 23 LNG storage tanks — eight at Dabhol, three at Dabhol, and two each at Kochi, Mundra, Hazira, Ennore, Dhamra, and Chhara — that together cover 12 days of supplies. Given that India relies on West Asia for 67 per cent of its LNG imports, concerns about vulnerability to supply disruptions had been growing even before the Iran war. "The absence of strategic gas reserves, combined with limited LNG storage at regasification terminals, heightens the risk of supply-chain disruptions and price volatility," the Sarraf-led panel noted.

"As a country, India may implement a national energy security programme to fund development of LNG strategic reserves or storage. Through this programme, the government can fully or partially fund development of LNG tanks on both coasts of India. The programme can use many models such as the existing business models used in strategic crude storage programmes or development of infrastructure through VGF," it added.

Current status

According to the report, studies are underway by national oil companies such as ONGC and Oil India Ltd (OIL) to build underground strategic gas reserves in depleted fields. "Such pursuits must continue to give energy security to India and it is expected that the strategic facilities would be built in phases in western and northeastern regions with an initial capacity to store 3 to 4 billion cubic metres of gas. It may take three to four years to build the first strategic gas reserve in India after necessary approvals. Overseas gas-producing companies can also be offered stakes in such facilities, as has been done in the case of strategic crude oil reserves," it said.

But to implement these recommendations, India will have to overcome three key challenges: The high cost of infrastructure development, regulatory gaps, and geological constraints. Notwithstanding those hurdles, GAIL, ONGC, and OIL are said to be evaluating certain depleted fields for development of underground gas storage as a buffer against supply disruptions.

Crude awakening for oil & gas sector

Geopolitics-driven crude rally redraws the earnings outlook across the energy value chain.

by Sameer Bhardwaj

The global oil market narrative has changed dramatically since the start of 2026. In January, the dominant concern was a potential supply glut. Global inventories looked comfortable, and Brent crude prices were expected to stay subdued for much of the year.

Against this backdrop, the investment case—especially in India—was clearly skewed in favour of downstream companies such as oil marketing companies (OMCs) and refiners. Lower crude prices generally ease pressure on fuel marketing margins, while upstream producers were bracing for weaker realisations and earnings pressure.

That view changed decisively from March. A sharp escalation in geopolitical tensions—triggered by the United States and Israel's intensifying conflict against Iran—upended expectations of stable supplies and exposed vulnerabilities in global oil logistics. Markets quickly shifted from surplus anxiety to supply fear.

Brent, trading around \$80 per barrel in January, surged sharply through March and April. Prices briefly touched \$126.4 a barrel in April-end—the highest level in nearly four years. Although a temporary ceasefire pushed prices back below \$100 a barrel for parts of April, the absence of meaningful progress towards a durable resolution has triggered another upswing in prices.

The speed of this reversal is striking. During the first two months of this year, i.e. before the conflict escalated, Brent averaged just \$67 per barrel. The surge that followed underscores how quickly oil markets can swing when geopolitical risks override traditional supply-demand fundamentals. As of the first week of May, prices continue to remain volatile.

OMCs feel the heat

Higher crude prices and unchanged retail fuel prices are weighing on OMCs' marketing margins.



Source: Prabhudas Lilladher report

Brent breaks out

The escalation of the US-Iran conflict triggered a sharp spike in oil prices.



Source: Investing.com. Prices are monthly averages

Outlook: Tight supply, soft demand

The main reason oil prices have been elevated is the deterioration in global supply conditions. Attacks on energy infrastructure, coupled with continued restrictions and risks to tanker movements through the strategically critical Strait of Hormuz, have disrupted the smooth flow of oil to international markets.

The International Energy Agency (IEA), in the April 2026 edition of its Oil Market Report, acknowledged the severity of the disruption. For 2026, it expects global oil supply to decline by about 1.5 million barrels per day (bpd) on-year. This represents a meaningful shift from earlier expectations of ample supply and underscores the scale of the geopolitical shock. At the same time, high oil prices are beginning to weigh on demand.

According to the IEA, global oil demand is projected to fall by around 80,000 bpd in 2026. If this forecast holds, it will mark the first on-year contraction in oil demand since 2020.

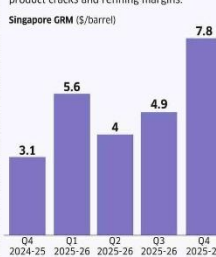
Market participants broadly agree that prices would ease if the Strait of Hormuz were fully reopened and geopolitical tensions reduced meaningfully. However, few expect a return to pre-conflict price levels.

Swarnendu Bhushan, Research Analyst at PL Capital, expects prices to correct sharply if tensions ease, driven by weaker demand and inventory build-up in West Asia. In such a scenario, he sees Brent trading in the \$70–80 per barrel range in the near term. Others are slightly more cautious. Hitesh Jain, Lead Analyst at YES Securities, believes that even in the event of conflict resolution, prices will continue to carry a material risk premium of \$10–15 per barrel. He expects oil to average around \$85 per barrel over 2026, with the risk of prices spiking closer to \$95 if tensions worsen.

A report by Equinor reinforces this view. The market is grappling not with a tempo-

Refiners ride the spike

Supply disruptions led to a sharp rise in product cracks and refining margins.



Source: Prabhudas Lilladher report

rary supply shock, but a deep inventory deficit. As a result, stock rebuilding, higher logistics costs, and repair expenses for damaged infrastructure are likely to keep oil prices structurally supported. As per the report, the near-term equilibrium price for Brent is likely to remain above \$80 a barrel.

Gas markets: Slow normalcy

Unlike crude, which could normalise relatively quickly if geopolitical risks ease, the recovery in natural gas supply is expected to be slower. The delay is largely due to the technical complexity involved in restarting and stabilising large gas-processing facilities, especially in Qatar, a key exporter of liquefied natural gas (LNG). As a result, gas prices are expected to remain elevated for longer even if oil prices retreat from current highs.

Sectoral impact

High oil prices don't affect all segments of the oil and gas industry equally. The impact varies sharply across upstream, downstream, and city gas distribution (CGD) companies.

Upstream: Clear beneficiaries

Upstream oil and gas companies, engaged in the exploration and production of crude oil and natural gas, benefit directly from higher oil prices. Rising prices improve realisations, boosting revenues and profits.

According to Bhushan, every \$5 per barrel rise in oil prices can lift the earnings per share of upstream companies by 8–10%. This leverage is already reflecting in stock prices. ONGC and Oil India have gained 20.6% and 12.2%, respectively, on a year-to-date basis, significantly outpacing the Nifty 50, which has fallen around 8% over the same period.

Analysts expect upstream companies to report strong results for the March 2026 quarter, supported by higher realisations. However, after the sharp rally, any meaning-

ful de-escalation in West Asian tensions could pose near-term downside risks if oil prices cool.

Downstream: Marketing pain

For downstream OMCs, the picture is more mixed. The immediate challenge is the widening disconnect between crude and retail fuel. Despite global crude prices rising sharply, petrol and diesel prices in India have been stagnant, squeezing marketing margins.

Marketing margin (i.e. difference between procurement cost and the price at which fuel is sold to dealers) moves by about ₹0.5–0.55 per litre for every \$1 change in crude prices, notes Bhushan. At current levels, OMCs are estimated to be losing around ₹12 per litre on diesel and ₹10 per litre on petrol, a drag on profitability if sustained.

Refining, however, offers partial relief. Product cracks—the price spread between refined products such as petrol or diesel and crude—rose sharply on a sequential basis in the March 2026 quarter amid supply disruptions. Reflecting this, Singapore benchmark gross refining margins improved to \$7.8 per barrel from \$4.9 per barrel in the December 2025 quarter.

While stronger refining margins can cushion weak marketing profitability, LPG under-recoveries remain a concern. Analysts expect operating and net profits of OMCs to decline on a quarter-on-quarter basis in the March 2026 quarter. Also, earnings are likely to remain volatile in the June 2026 quarter, with subsequent performance dependent on crude prices and geopolitical developments.

CGD: Cost pressures persist

CGD companies are also facing margin pressures, especially those reliant on imported LNG. They source gas through a mix of domestic supplies—priced under the government-administered pricing mechanism (APM)—and international LNG.

While APM gas prices are regulated and relatively stable, spot LNG prices are volatile and much more expensive. Disruptions linked to the Strait of Hormuz have tightened LNG availability, pushing spot LNG prices up by 21.3% quarter-on-quarter in the March 2026 quarter. Looking ahead, rating agency ICRA expects margins in the domestic piped natural gas segment to remain stable, aided by preferential allocation of APM gas. However, margins in the CNG segment are likely to face headwinds. Higher gas costs and rupee depreciation may not be fully passed on to consumers, putting profitability under pressure.

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Looming expiry of US waiver sets off scramble for Russia oil

S DINAKAR
Hyderabad, 10 May

The looming end of a US sanctions waiver was the biggest reason for a surge this month in Indian purchases of Russian oil, which made up more than half the country's overall oil imports, according to industry officials and ship tracking data accessed by *Business Standard*.

The second 30-day waiver for purchases of additional Russian oil, beyond the baseload volumes allowed by the Donald Trump administration, is set to expire on May 16. Russian oil has played the biggest role in ensuring supplies to India amid a disruption in West Asian supplies due to the Iran war. India increased purchases of Russian crude oil this month to an all-time high this month.

India now needs to secure an extension of the waiver to prevent a shortfall in crude supplies, two senior refining officials said, after coming up short by around 15 per cent in March and April compared with February levels.

Refiners have since dipped into commercial and strategic stocks, officials said. Private sector refiners Nayara Energy and

Reliance Industries are shutting units for maintenance.

India's increasing dependence on Russian oil—the closest substitute in quality to shipments disrupted by the war—comes amid growing competition from neighbouring China and other wealthier Asian nations for alternative crude oil grades from Latin America and Africa.

Shipments of Russian oil have breached the 2 million barrels per day (bpd)-mark in two of the three months since the US and Israel attacked Iran on February 28, shipping data showed.

Imports of Russian oil increased 36 per cent month to date to 2.3-2.4 million bpd, and 24 per cent from a year earlier, according to calculations based on ship tracking data. The previous record was 2.16 million bpd in May 2023, according to industry data provider Kpler.

State-run refiner Indian Oil was the biggest purchaser at a record 907,000 bpd this month, 28 per cent higher from a year earlier. Explaining the surge in purchases by state refiners, a senior trader from a refiner said the potential expiry of the waiver of sanctions on Russian oil was the biggest rea-

son behind the purchase of the Urals grade.

Reliance Industries purchased only 292,000 bpd, over 300,000 bpd lower than its average purchases in 2025, the data showed. New European Union regulations barring the use of Russian oil to make fuels that are then exported to the EU nations has reduced Reliance's appetite for Russian oil, industry officials said.

Russian oil is the nearest replacement for West Asian grades, said Sumit Ritolia, a senior analyst at Kpler. "There are very few options," he said. Ritolia said the availability of Russian oil stored on the high seas has increased and India could aggressively buy more if the US extends the waiver.

The medium, sour Urals variety, which offers a better yield of diesel and jet fuel than grades from Africa and the Americas, is the closest substitute to Iraqi Basrah and Saudi Arabian varieties, over half of which was disrupted by the closure of the Strait of Hormuz, the official said.

While Urals no longer trades at a discount to Dated Brent on a delivered basis, as it did last year, the premium on the grade was only \$3-4 per barrel compared to over \$100 per barrel on a delivered basis for West African and Brazilian varieties, another official from a state refiner said.



Cost of insulating against energy shock at Rs 1,600-1,700 cr/day

NEW DELHI: About Rs 1,600-1,700 crore per day, over Rs 1 lakh crore in 10 weeks. That's the cost that state-owned oil firms incur for insulating Indian consumers from the global energy shock but ever-widening losses are now raising questions on how long they can continue bearing the cost without financially capitulating.

Since the war broke out in the Middle East 10 weeks ago, state-owned oil marketing companies (OMCs) have ensured uninterrupted supplies of petrol, diesel and cooking gas LPG at rates that are way below cost, unlike many global energy systems that imposed rationing or passed through steep price increases.

This has resulted in the three OMCs - Indian Oil Corporation, Bharat Petroleum Corporation Ltd and Hindustan Petroleum Corporation Ltd - running record high under-recoveries (the difference between cost and retail selling price), two sources with direct knowledge of the matter said.

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crore daily, they said, adding total under-recovery for the 10 weeks is now well over Rs 1 lakh crore.

Despite a 50 per cent surge in input crude oil prices, petrol and diesel continue to be priced at a two-year-old rate of Rs 94.77 a litre and Rs 87.67 per litre respectively. Domestic cooking gas LPG prices were raised in March by Rs 60 per cylinder, but they are still way lower than the actual cost.

The revenues that OMCs earn from selling fuel are the only source that is used by them to buy crude oil (raw material), build infrastructure to process it into fuel and lay a network to take the product to consumers.

For 10 weeks, the OMCs have managed to insulate the Indian market but now the cost is visible, sources said adding they may have to borrow more to meet the working capital requirement (buying of crude oil).

"If elevated crude prices persist

for an extended period, OMCs may require higher working capital borrowings and calibrated re-pricing of some capex timelines," a source said. "However, strategic investments in refining expansion, energy security infrastructure, ethanol blending, biofuels, and transition fuels continue to remain national priorities and are expected to proceed with Government support."

Another source said the OMCs are operating under significant financial pressure. "Financially strong OMCs are critical for India's energy security, supply continuity, infrastructure expansion, and economic stability."

To raise petrol and diesel prices is now a political call that the government will have to take, a separate source said. "There is no doubt that a fuel price hike has become inevitable, but the timing and quantum of increase have to be decided by the government."

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- Source

Rs 1,600-1,700 cr a day, Rs 1 lakh cr in 10 weeks: Cost of insulating India from global energy shock

PRESS TRUST OF INDIA

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"There is no doubt that a fuel price hike has become inevitable, but the timing and quantum of increase have to be decided by the government. While countries from Japan to the United Kingdom have raised petrol and diesel prices by up to 30 per cent since the start of the West Asia conflict, fuel prices in India continue at two-year-old levels. This despite the war disrupting India's import of 40 per cent of crude oil (raw material for making petrol and diesel), 90 per cent cooking gas LPG and 65 per cent natural gas (used to generate electricity, make fertiliser, turned into CNG and piped to household kitchens for cooking).

While the three OMCs have worked overtime to keep the supply lines running even when demand spiked due to panic buying, the government intervention included excise duty reductions to absorb part of the fuel cost burden. The special additional excise duty on petrol was cut to Rs 3 per litre from Rs 13, while excise duty on diesel was reduced to zero from Rs 10 per litre. The government has taken a hit of Rs 14,000 crore a month in cutting the excise duty, sources said.

COST OF INSULATING INDIA FROM GLOBAL ENERGY SHOCK

Oil cos absorb fuel losses worth over ₹1 lakh crore in 10 weeks

OUR CORRESPONDENT

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Highlights

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NEW DELHI

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Daily losses

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Cost of Insulating India from Global Energy Shock at ₹1,600-1,700 crore a Day

State-owned oil cos spend ₹1 l in 10 weeks

PTI

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Tight Ship
Since war began, state-run OMCs running at record high under-recoveries

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YOGEESH

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PAIN BEFORE CALM. PRICES TEST PATIENCE | Mounting OMC losses sharply intensify pressure for fuel price revisions; dearer petrol looms as prolonged Gulf tensions rattle global energy and shipping markets Retail fuel prices to rise soon; August may heal?

Palazhi Ashok Kumar
MUMBAI

Retail fuel prices in India may soon move upwards after ten weeks of extraordinary restraint, even as policy-makers and markets increasingly hope that Gulf oil supplies could begin stabilising towards late July or August. Between these two realities—near-term pain and possible late-summer relief—stands the anxious Indian consumer, already exhausted by inflation, uncertainty and the rising cost of ordinary living.

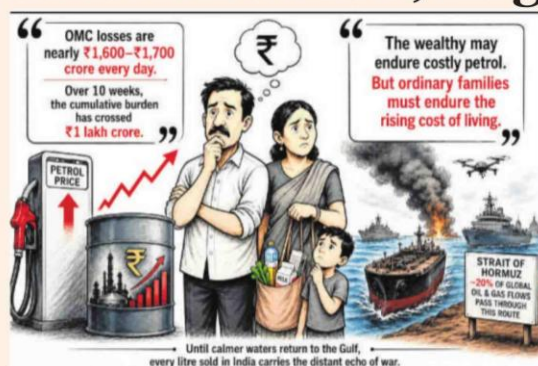
Before the first trains arrive and before morning tea simmers inside millions of Indian kitchens, another struggle is already unfolding far beyond the horizon—through narrow waters crowded with tankers, destroyers, drones and fear.

Households, investors and businesses prepare for temporary fuel pain while awaiting supply recovery by July-end/August

There, inside the Strait of Hormuz, the modern global economy now waits in suspended breath.

A delayed oil shipment becomes higher freight charges. Freight becomes expensive fertiliser. Fertiliser becomes costlier vegetables, transport, milk, medicines and electricity. Inflation moves softly at first, before settling heavily upon households already burdened by uncertainty.

India now stands at precisely such a moment. For much of the past year, mar-



kets were obsessed with Trump's tariffs after his return as America's 47th President. Trade wars dis-

rupted supply chains and shook investor confidence across continents. Yet even those economic tensions now

appear overshadowed by a far deeper anxiety—the fear that energy itself may once again become unaffordable.

Oil has become the emotional pulse of economies. For ten weeks since the West Asia conflict intensified, India's state-owned oil marketing companies — IOC, BPCL and HPCL — have protected consumers from the full force of the global energy shock.

Petrol and diesel prices have remained frozen despite a sharp rise in crude prices and severe disruption across shipping routes.

Experts estimate that the three OMCs are currently absorbing under-recoveries of nearly ₹1,600 crore to ₹1,700 crore every day on petrol, diesel and LPG sales. Over ten weeks, the cumulative burden has crossed ₹1 lakh crore.

Simultaneously, the Centre has reduced excise duties sharply, sacrificing nearly ₹14,000 crore monthly in rev-

enue to soften the blow for consumers. The revenues earned by OMCs are not merely trading income; they finance crude purchases, refinery expansion, pipelines, strategic reserves and India's broader energy-security architecture.

If elevated crude prices persist, companies may require substantially higher borrowings simply to sustain working capital and uninterrupted fuel supplies. And yet India has avoided the harsher path taken elsewhere.

From Japan to Britain, several economies have already passed through steep fuel increases since the conflict began. Institutional surveys increasingly suggest that shipping through Hormuz may begin gradually stabilising towards late July or August if negotiations survive the present tensions.

Headline: Use petrol and diesel judiciously... refrain from unnecessary gold purchases for one year

पश्चिम एशिया संकट : प्रधानमंत्री का देशवासियों से आग्रह-कोविड काल जैसे उपाय अपनाएं पेट्रोल-डीजल संयम से उपयोग करें...एक साल तक सोने की गैर जरूरी खरीद से बचें

अमर उजाला ब्यूरो

नई दिल्ली। अमेरिका-इराक के इराक से युद्ध के चलते पैदा हुए पेट्रोलियम संकट को लेकर प्रधानमंत्री नरेंद्र मोदी ने देशवासियों से कोविड काल जैसे उपाय अपनाने की अपील की है। पीएम मोदी ने कहा, जनता को पेट्रोल-डीजल, खाद, सोने की खपत घटानी चाहिए, इनका उपयोग संयम से करना होगा। संकल्प लेना होगा कि एक साल तक हम सोने की गैरजरूरी खरीद नहीं करेंगे। सफर के लिए मेट्रो या कार पोलिंग का इस्तेमाल करें। उन्होंने वैश्विक आर्थिक अस्थिरता, सप्लाई चेन की चुनौतियों और अंतरराष्ट्रीय संघर्षों के कारण बढ़ती महंगाई से निपटने के लिए सामूहिक जनभागीदारी का आह्वान किया।

पीएम मोदी ने हैदराबाद में रविवार को भाजपा की जनसभा में कहा, हमने कोविड के समय कई सारी व्यवस्थाएं बनाई थीं। अब समय की मांग है कि हम उन्हें फिर से लागू करें। आज संकट के समय में हमें वर्क फ्रॉम होम, ऑनलाइन वीडियो कॉन्फ्रेंसिंग जैसे उपायों की जरूरत है, जिनकी कोविड काल में हमें आदत भी हो गई थी। यह देशहित में है। हमें इन्हें फिर से प्राथमिकता देनी होगी।

प्रधानमंत्री मोदी ने कहा, दुनिया अभी कई बड़ी चुनौतियों का सामना कर रही है। कोविड महामारी के समय ही यूक्रेन में युद्ध शुरू हो गया, जिससे दुनियाभर की समस्याएं और बढ़ गईं। युद्धों के कारण, विश्व में पेट्रोल, डीजल, गैस और खाद की कीमतें तेजी से बढ़ी हैं। सारी हदें पार कर गईं। भारत के पास तेल के बड़े भंडार नहीं हैं। हमें दूसरे देशों से बड़ी मात्रा में पेट्रोल, डीजल और गैस का आयात करना पड़ता है। खाना, ईंधन और खाद आपूर्ति पर बहुत बुरा असर पड़ा है। हमारी सरकार पिछले पांच-छह



तेलंगाना के हैदराबाद में पारंपरिक वाद्ययंत्र दप्पू बजाते पीएम मोदी। एजेंसी

विदेशी मुद्रा बचाने के लिए विदेश यात्रा टालें

- पीएम ने कहा, विदेश यात्रा टालें, घरेलू पर्यटन को बढ़ावा दें। घूमने जाने या शादियों के लिए विदेशी लोकेशन चुनने के बजाए घरेलू पर्यटन को बढ़ावा दें।
- स्वदेशी उत्पाद ही खरीदें : जहां तक संभव हो, स्वदेशी उत्पाद ही खरीदें। खासकर, घरेलू इस्तेमाल की सभी चीजें, जैसे कि जूते-बैग स्वदेशी ही लें।
- खाद्य तेल का इस्तेमाल कम करें : खाद्य तेल का इस्तेमाल कम करें। इससे देश की आर्थिक सेहत के साथ लोगों की अपनी सेहत भी दुरुस्त रहेगी।

सालों से इस संकट से निपटने के लिए काम कर रही है। विदेशी मुद्रा बचाने के लिए हम सबका दायित्व है कि पेट्रोल-डीजल की खपत कम करें।

पीएम मोदी ने कहा, वैश्विक परिस्थितियां कितनी भी अस्थिर क्यों न हों, भारत की शक्ति उसके 1.4

अरब लोगों के सूक्ष्म प्रयासों में निहित है। उनका संदेश था, भारत के विकास का अगला अध्याय केवल नीतिगत दस्तावेजों में ही नहीं, बल्कि पेट्रोल पंप, आभूषण की दुकान और भोजन की मेज पर लिए गए निर्णयों में भी लिखा जाएगा।

कहा-वर्क फ्रॉम होम, वीडियो कॉन्फ्रेंसिंग जैसे उपाय फिर लागू करने की जरूरत

देशभक्ति केवल देश के लिए जान देने तक सीमित नहीं है। संकट के समय जिम्मेदारीपूर्ण जीवन जीना और देश के प्रति अपने कर्तव्यों का पालन करना भी सच्ची देशभक्ति है। -नरेंद्र मोदी, पीएम

सामूहिक जनभागीदारी की अपील

- वाहन का इस्तेमाल कम, मेट्रो से करें सफर : वैश्विक संकट की घड़ी में पेट्रोल-डीजल का समझदारी से इस्तेमाल करने का संकल्प लेना होगा। जिन शहरों में मेट्रो है, वहां ज्यादा से ज्यादा मेट्रो का इस्तेमाल करें। कार से सफर करना जरूरी है, तो कार-पोलिंग करें। ज्यादा से ज्यादा लोगों को बिठाकर ले जाएं।
- सोना न खरीदें : पहले जब युद्ध होता था, लोग सोना दान में देते थे। आज दान की जरूरत नहीं है, लेकिन हमें संकल्प लेना होगा कि अगले एक साल तक कोई भी कार्यक्रम हो, गैर जरूरी सोना न खरीदें। इससे विदेशी मुद्रा भी बचेगी।
- खाद का इस्तेमाल 50 फीसदी घटाएं : पीएम ने किसानों से कहा, रासायनिक खादों का इस्तेमाल 50 फीसदी तक कम करें। प्राकृतिक खेती अपनाएं। इससे जमीन की सेहत सुधरेगी, आयात पर निर्भरता कम होगी। गांवों में डीजल पंप की जगह सोलर संचालित पंप लगाएं, ताकि डीजल की खपत कम हो।
- रेलवे से सामान ढुलाई : सामान की ढुलाई के लिए रेलवे की माल वहन सेवाओं का इस्तेमाल करें। इलेक्ट्रिक रेलगाड़ियों को पेट्रोल-डीजल की जरूरत नहीं होती। जिनके पास इलेक्ट्रिक गाड़ियां हैं, वे उनका ज्यादा इस्तेमाल करें।

पीएम की सुरक्षा में चूक, सभा स्थल के पास मिलीं जिलेटिन की दो छड़ें

बंगलुरु। पीएम मोदी के दौरे से पहले सुरक्षा में भारी चूक सामने आई है। पीएम के मुख्य कार्यक्रम स्थल के पास जिलेटिन की दो छड़ें मिलने से हड़कंप मच गया। प्रधानमंत्री की सुरक्षा तुरंत बढ़ा दी गई। पुलिस ने बताया कि कगलीपुरा थाना क्षेत्र के तातागुनी के पास नियमित सुरक्षा जांच के दौरान जिलेटिन की छड़ें बरामद की गईं, जो प्रधानमंत्री के कार्यक्रम स्थल से जुड़े मार्ग से कुछ ही दूरी पर स्थित है।

Iran responds to US peace proposal via Pak

> 2 LNG carriers heading to Brazil, Pak cross Hormuz with Iran nod

> Dealing with hostile drones in airspace, say Kuwait and UAE

> UK deploys warship in the region, eyes on potential Hormuz mission

REUTERS
Cairo/Washington, 10 May

Iran has sent its response to a US proposal to begin peace talks to end the war, the IRNA news agency reported on Sunday, as two carriers were allowed to pass through the blockaded Strait of Hormuz. The IRNA report said the response to a US proposal to end fighting before starting talks on more contentious issues, including Iran's nuclear program, had been sent to Pakistan, which is mediating. But no details were immediately available.

After some 48 hours of relative calm following sporadic clashes last week, hostile drones were detected over several Gulf countries on Sunday, underlining the threat still facing the region despite a month-old ceasefire.

Still, the QatarEnergy-operated carrier Al Kharaitiyat passed safely through the strait and was heading for Pakistan's Port Qasim, according to data from shipping analytics firm Kpler, the first Qatari vessel carrying liquefied natural gas to cross the strait since the U.S. and Israel started the war on February 28.

Sources said earlier the transfer, which offered a modicum of relief to Pakistan after a wave of power blackouts caused by a halt to vital gas imports, had been approved by Iran to build confidence with Qatar and Pakistan, both mediators in the war. In addition, a Panama-flagged bulk carrier bound for Brazil that had



Despite diplomatic efforts to end hostilities, the threat to shipping lanes remains high

PHOTO: REUTERS

previously attempted to transit the strait on May 4, passed through, using a route designated by Iran's armed forces, Iran's semi-official *Tasnim* news agency reported on Sunday.

But, despite diplomatic efforts to break a deadlock between the two sides and the passage of the Qatari gas tanker, the threat to shipping lanes and the economies of the region remained high.

On Sunday, the UAE said it intercepted two drones coming from Iran, while Qatar condemned a drone attack that hit a cargo ship coming from Abu Dhabi in its waters. Kuwait said its air defences had dealt with hostile drones that entered its airspace.

Tehran has largely blocked

non-Iranian shipping through the narrow Strait of Hormuz, which before the war carried one-fifth of the world's oil supply and which has emerged as one of the central pressure points in the war.

Qatari PM Mohammed bin Abdulrahman al-Thani, who discussed Pakistan's mediation efforts to end the war with US Secretary of State Marco Rubio in Miami on Saturday, told Iran's Foreign Minister Abbas Araqchi that using the Strait of Hormuz as a "pressure tool" would only deepen the crisis.

He told Araqchi in a phone call that freedom of navigation should not be compromised, the Qatari foreign ministry said on Sunday. Iranian lawmakers have

said they are drafting a bill to formalise Iran's management of the strait, with clauses including forbidden passage to vessels of "hostile states".

Meanwhile, Britain said on Saturday it was deploying its warship HMS Dragon to the Middle East in preparation for a potential multinational effort to protect shipping in the Strait of Hormuz once conditions allow. HMS Dragon, an air defence destroyer, was sent to the Eastern Mediterranean in March, shortly after the start of the Iran war, to help defend Cyprus.

Aramco Q1 profit jumps 25% as pipeline at full capacity

Saudi Aramco's CEO Amin Nasser said on Sunday that the world has lost about 1 billion barrels of oil over the past two months and energy markets will take time to stabilise even if flows resume.

Aramco reported a 25% jump in first-quarter profit on Sunday, showing its resilience as U.S.-Iran war tensions curtail Strait of Hormuz shipping, with the state oil giant's East-West crude pipeline running at full capacity to mitigate the impact to supplies.

The world's top oil exporter earned a net profit of \$32.5 billion in the three months ended March 31, beating an LSEG consensus estimate of \$30.95 billion.

Total revenue surged nearly 7% from a year earlier to \$115.49 billion due to higher prices and volumes sold of both crude oil and refined and chemical products.

CII urges govt to phase out fuel excise cut

HIMANSHI BHARDWAJ
New Delhi, 10 May

The Confederation of Indian Industry (CII) on Sunday urged the Centre to phase out the ₹10-per-litre cut in special additional excise duty on petrol and diesel over a period of six to nine months, as crude oil prices stabilise. Such a move would ease pressure on government finances without disrupting consumer sentiment, it said.

"A calibrated phased restoration of the fuel excise will progressively relieve the exchequer of a very substantial burden without disrupting consumer sentiment, and industry is prepared to absorb a meaningful share of input cost pressures within its own margins," Chandrajit Banerjee, director general, CII, said in a statement.

The proposals come against the backdrop of a broad-based pickup in private investment activity. CII's analysis of nearly 1,200 companies from the CMIE Prowess database showed private capex rose to ₹7.7 trillion in September 2025 from ₹4.6 trillion a year earlier.

The organisation attributed the capex revival to the policy environment shaped by sustained public capital expenditure, fiscal consolidation and structural reforms.

The data signalled investment commitments across sectors at a scale not seen in "over a decade", the CII said.

The surge in private capex was the most important signal yet that the investment cycle had turned decisively, Banerjee said. Industry must now "lean in, not pull back" amid global headwinds, he added.

The recommendation on roll back of the excise cut forms part of a five-point industry action agenda proposed by CII, in response to ongoing global uncertainties, including the West Asia crisis.

As part of its proposed industry compact, CII urged companies to commit to a 3-5 per cent reduction in fuel and power consumption over the next two quarters through efficiency gains, logistics optimisation, fleet electrification and increased renewable energy adoption.

It also called on larger corporates to guarantee payments to micro, small and

medium enterprises (MSMEs) within 45 days, supported by expanded use of the TReDS platform and supply-chain financing mechanisms to ease working capital constraints.

The industry body emphasised the need to "ringfence" supply chains through diversified sourcing, strategic inventory buffers and alternative international tie-ups, alongside increasing domestic value addition in sectors such as components, specialty chemicals and capital goods.

The CII also encouraged firms to front-load planned investments for FY27, particularly in manufacturing, energy transition and digital infrastructure, while exercising voluntary price restraint on essential inputs and scaling up internship opportunities under the Prime Minister's Internship Scheme.

While flagging India's relative resilience, CII cautioned that spillovers from the West Asia crisis pose near-term risks, underscoring the need for coordinated action between government and industry to safeguard growth and macroeconomic stability.

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Headline: Prime Minister's Appeal: Use Petrol, Diesel, and Gas with Restraint

प्रधानमंत्री की अपील-पेट्रोल, डीजल और गैस का संयम से करें इस्तेमाल

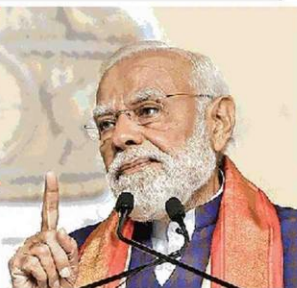
कहा- वर्क फ्राम होम अपनाएं, एक वर्ष विदेश यात्रा न करें, सोना न खरीदें

हैदराबाद, प्रेस : वैश्विक ऊर्जा संकट के बीच प्रधानमंत्री नरेन्द्र मोदी ने देशवासियों से पेट्रोल, गैस, डीजल और अन्य पेट्रोलियम उत्पादों का संयम से इस्तेमाल करने की अपील की है। उन्होंने कहा कि यह समय की मांग है और इस वैश्विक संकट के समय हमें कुछ संकल्प लेने ही होंगे। उन्होंने वर्क फ्राम होम, एक वर्ष विदेश यात्रा न करने, सोना नहीं खरीदने और देश में ही शादी करने जैसे सुझाव दिए। प्रधानमंत्री ने कहा कि देशभक्ति का अर्थ केवल देश के लिए अपने प्राणों का बलिदान देना ही नहीं है, बल्कि इस कठिन समय में जिम्मेदारी से जीना और देश के प्रति अपने दायित्वों का निर्वहन करना भी है।

तेलंगाना में लगभग 9400 करोड़ रुपये की विकास परियोजनाओं का डिजिटली शिलान्यास व उद्घाटन करने और भाजपा की एक रैली को संबोधित करते हुए पीएम ने रविवार को कहा कि आयातित पेट्रोलियम उत्पादों का उपयोग सिर्फ आवश्यकता के अनुसार किया जाना चाहिए। इससे न केवल विदेशी मुद्रा की बचत होगी, बल्कि युद्ध के प्रतिकूल प्रभाव को भी कम किया जा सकेगा। उन्होंने राष्ट्र हित में कोविड-काल में अपनाए गए उपायों को फिर शुरू करने का आह्वान करते हुए कहा हमने वर्क फ्राम होम, वर्चुअल मीटिंग, वीडियो कॉन्फ्रेंसिंग और कई अन्य तरीके विकसित किए थे। हमें इनकी आदत पड़ गई है। आज की जरूरत यह है कि हम

- कहा- यह समय की मांग, इस वैश्विक संकट के समय लेने ही होंगे कुछ संकल्प
- देशभक्ति का अर्थ केवल प्राणों का बलिदान ही नहीं, बल्कि जिम्मेदारी से जीना भी

हैदराबाद में रविवार को विकास परियोजनाओं के शिलान्यास और उद्घाटन अवसर पर संबोधित करते प्रधानमंत्री नरेन्द्र मोदी ● प्रेस >>



पीएम की अपील

- देश में बने उत्पादों को अपनाएं और खाद्य तेल के इस्तेमाल को घटाएं
- इलेक्ट्रिक कारों का करें इस्तेमाल, कार पूलिंग को दें प्राथमिकता
- मेट्रो और सार्वजनिक परिवहन का उपयोग करें, देश में करें शादी
- सामान आयातों के लिए रेलवे को प्राथमिकता दें
- किसान रासायनिक उर्वरकों का प्रयोग घटाएं, प्राकृतिक खेती अपनाएं
- डीजल के बजाय सौर-ऊर्जा के सिंचाई पंपों का अधिक उपयोग करें

उन तरीकों को फिर से अपनाएं। पीएम ने कहा कि पहले सरकार का ध्यान एलपीजी को सौ प्रतिशत कवरेज पर था, लेकिन अब पाइपलाइन के जरिये गैस की किफायती आपूर्ति पर है। सरकार सीएनजी के इस्तेमाल को भी बढ़ावा दे रही है। इन प्रयासों से ही भारत दुनिया में जारी बड़े ऊर्जा संकट का प्रभावी ढंग से सामना कर रहा है। जनता ने पेट्रोल-डीजल की खपत कम करने का आग्रह करते हुए मोदी ने कहा कि जहां उपलब्ध हो, वहां मेट्रो व सार्वजनिक परिवहन का उपयोग करें। जहां संभव हो,

इलेक्ट्रिक वाहनों का उपयोग बढ़ाएं। जब निजी वाहनों का उपयोग जरूरी हो, तो कार-पूलिंग का विकल्प आजमाएं। सामान की आवाजाही के लिए रेलवे को प्राथमिकता दें।

प्रधानमंत्री ने कहा कि विदेश में शादी करने, विदेश यात्रा करने और छुट्टियां मनाने का बढ़ता चलन अब मध्यम वर्ग के बीच आम होता जा रहा है। संकट के इस दौर में हम कम से कम एक वर्ष के लिए विदेश यात्रा टाल दें। देशवासी घरेलू पर्यटन और भारत में ही उत्सव मनाने को प्राथमिकता दें। एक वर्ष तक सोने की अनावश्यक खरीदारी

से बचें ताकि विदेशी मुद्रा बाहर जाने का दबाव कम हो। इन उत्पादों में जुते व बैग जैसी रोजमर्रा की चीजें शामिल हैं। पीएम ने कहा कि घरों में खाने के तेल की खपत कम करें, इससे देश की आर्थिक सेहत के साथ-साथ व्यक्तिगत सेहत को भी फायदा होगा। मोदी ने किसानों से आग्रह किया कि वे रासायनिक उर्वरकों का उपयोग 50 प्रतिशत तक कम करें, प्राकृतिक खेती के तरीकों को अपनाएं। किसान मिट्टी की सेहत की रक्षा करने और आयात पर निर्भरता कम करने में मदद करें।

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Date : 11 May 2026	Page : 1

Headline: Saudi Oil Company Aramco Finds a Solution to the Strait of Hormuz Crisis

सऊदी तेल कंपनी अरामको ने निकाला होर्मुज संकट का तोड़

प्रतिदिन कर रही 70 लाख बैरल तेल निर्यात

नई दिल्ली, आइएनएस : सऊदी अरब की सरकारी तेल कंपनी अरामको ने ईरान-अमेरिका तनाव और होर्मुज जलडमरूमध्य में आवागमन बाधित होने का तोड़ निकाल लिया है।

अरामको के प्रेसिडेंट और सीईओ अमीन एच. नासिर ने रविवार को कहा कि कंपनी की 1,200 किलोमीटर लंबी 'ईस्ट-वेस्ट' पाइपलाइन अपनी पूरी क्षमता पर काम कर रही है। रोजाना 70 लाख बैरल तेल की आपूर्ति की जा रही है। 'ईस्ट-वेस्ट' पाइपलाइन को पेट्रोललाइन भी कहा जाता है। कंपनी इसी पाइपलाइन के माध्यम से अधिक कच्चा तेल लाल सागर तक पहुंचा रही है। यह पाइपलाइन ऊर्जा आपूर्ति सुनिश्चित करने के लिए होर्मुज जलडमरूमध्य का विकल्प साबित हो रही है।

अरामको ने बताया कि ईरान युद्ध के कारण होर्मुज जलडमरूमध्य से जहाजों की सामान्य आवाजाही रुकने के बाद पाइपलाइन के माध्यम से निर्यात बढ़ाने से अरामको के तिमाही मुनाफे में 25 प्रतिशत की वृद्धि हुई है। वैश्व स्तर पर तेल की कीमतों में उछाल के कारण मुनाफे में भी वृद्धि हुई है। दुनिया की सबसे बड़ी तेल निर्यातक कंपनी अरामकोने 31 मार्च



दुनिया की सबसे बड़ी कंपनी की 1,200 किलोमीटर लंबी 'ईस्ट-वेस्ट' पाइपलाइन पूरी क्षमता से काम कर रही

को समाप्त तिमाही में 32.5 अरब डॉलर का शुद्ध लाभ दर्ज किया, जो पिछले वर्ष की इसी अवधि में 26 अरब डॉलर था।

वहीं, अरामको के सीईओ नासिर ने बताया कि अगर होर्मुज जलडमरूमध्य बंद रहता है तो 2027 तक तेल बाजार में दीर्घकालिक रुकावट हो सकती है। बाजार से लगभग एक अरब बैरल तेल का नुकसान हो चुका है। हालांकि, अस्थिर स्थिति के बावजूद कंपनी लाल सागर के रास्ते निर्यात कर गंभीर संकट से निपटने का प्रयास कर रही है।

Pune Gas launches experience centre in Gangtok

EOI CORRESPONDENT

GANGTOK, MAY 10: Pune Gas has launched its ninth Experience Centre in Gangtok, marking a key step in its expansion into Northeast India under the Centre's 'Act East' policy. The facility was inaugurated in the presence of Chairman and Managing Director Jaisinh Sampat and Executive Director and CEO Jesal Sampat, along with franchise partners Sanjay Jain, Prince Jain and Karan Jain.

The event was attended by guests of honour including Sundeep Malu, Sara Lama and Amar Agarwal.

The centre will showcase advanced solutions such as LPGenius, a smart LPG system ensuring full fuel utilisation, and FuelFusion, a dual-fuel technology aimed at reducing diesel use and emissions. It will also offer end-to-end gas pipeline infrastructure solutions for commercial and industrial users.



In Gangtok, the city's evolving hospitality and service sectors are creating demand for reliable and cleaner energy solutions.

The entry of Pune Gas is expected to support local businesses with cost-efficient and sustainable infrastructure, helping the Gangtok market transition away from conventional fuel systems while improving operational efficiency.

Speaking on the expansion, Jesal Sampat said the Northeast holds "immense potential" and energy infrastructure will be central to its growth trajectory.

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Oil prices may stay higher, says ADB chief economist



CRUDE OIL PRICES are likely to stay higher for longer due to the disruption caused by the longer-than-expected West Asia crisis, ADB Chief Economist Albert Park has said. "With a higher oil price expectation, we actually have it as \$96 per barrel as average for 2026 as per the new reference scenario. It should stay elevated at \$80 per barrel in 2027," park said.

STOCK MARKETS TO REMAIN SENSITIVE TO GLOBAL CUES

War, oil prices, earnings in focus

FE BUREAU & AGENCIES
New Delhi, May 10

STOCK MARKETS ARE expected to remain sensitive to geopolitical developments this week, with investor attention firmly focused on events surrounding the ongoing US-Iran situation and crude oil prices, analysts said. Besides, the trend in the rupee-dollar value and trading activity of foreign investors would influence trading, they noted.

Investors will also focus on corporate earnings. According to an analysis by Motilal Oswal, for 28 Nifty companies, earnings have grown 7% year-on-year compared with its estimate of 6%. The earnings growth was led by HDFC Bank, Infosys, TCS, Coal India and

CAUTION PREVAILS

■ The trend in the rupee-dollar value and trading activity of foreign investors would also influence trading

■ A sustained decline in crude prices below the **\$90 mark**, or meaningful progress towards de-escalation, could support relief rallies, say analysts

■ For 28 Nifty firms, earnings have grown **7% Y-o-Y** compared with Motilal's estimate of **6%**



■ April CPI inflation data will be closely tracked for implications on RBI's rate outlook

Mahindra & Mahindra.

On the other hand, Reliance Industries, Maruti, Wipro, Axis Bank, and Jio Financial dragged Nifty earnings lower, analysts at the brokerage observed. In their assessment, seven of the Nifty companies reported

lower than-expected profits, while nine posted a beat, and 12 recorded in-line results.

Canara Bank, Tata Power Company, Bharti Airtel, DLF, Hindustan Petroleum Corporation and JSW Steel are scheduled to announce their quar-

terly earnings this week.

Siddhartha Khemka, head of research, Motilal Oswal Financial Services, said Indian equities are expected to remain highly sensitive to geopolitical developments in the near term, with markets likely to trade

within a broader range. "Key macro events include India's April CPI inflation data, which will be closely tracked for implications on the RBI's rate outlook, alongside US April CPI and PPI prints that could materially shape Fed rate-cut expectations, bond yields and global risk sentiment."

Ponmudi R, CEO at Enrich Money, said Brent crude will remain a critical macro variable for market direction. "A sustained decline in crude prices below the \$90 mark, or meaningful progress towards de-escalation, could support relief rallies across risk assets. Conversely, prolonged geopolitical uncertainty or renewed tensions may continue to weigh on sentiment and keep volatility elevated."

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Subsidy spike, again

Instead of incremental steps, issue prices of soil nutrients must rise & NFSA pool must shrink

AFTER A FEW years of relative regulation, the budgetary expenditure on explicit subsidies may spiral out of control again. Because the West Asia war is inflating import costs for key fertilisers and their inputs, government officials have stated that the subsidy on soil nutrients in FY27 could exceed the Budget Estimate (BE) of ₹1.7 lakh crore by at least ₹35,000 crore. Nearly 30% of both urea and diammonium phosphate consumed in the country are imported from the Gulf region, as is half of the liquefied natural gas (LPG), the feedstock for urea production. A host of other key raw materials and intermediates are also imported via the Strait of Hormuz where traffic has remained largely disrupted. Urea accounts for two-thirds of the fertiliser subsidy, and imports still meet nearly a quarter of its domestic consumption. Over three-fourths of the natural gas used for urea manufacturing, 90% of phosphatic fertilisers, and 100% of potash are also imported. Global urea prices entered a phase of high volatility after the start of the war: they have surged and a much higher average level is forecast for the next 12 months. Similarly, spot liquefied natural gas prices nearly doubled and landed cost of phosphates climbed 30%. Officials assert that no fertiliser shortage will be felt in the coming kharif season, but fertiliser companies continue to sound a note of caution.

This means that fertiliser subsidies and availability remain highly exposed to external shocks. The last time a global conflict jacked up these subsidies were in FY23, as supplies through the Red Sea were choked by the Ukraine-Russia conflict. What's more disturbing is a simultaneous spike in food subsidy. This, in contrast, has little to do with external factors. According to official estimates, rising costs of holding huge public stockpiles of rice and wheat would increase food subsidy by ₹20,000 crore from the BE of ₹2.27 lakh crore for FY27.

Subsidies on food, fertilisers, and petroleum (LPG) fell to 8.1% of the Budget in FY24, down from 11% in FY23, but have since risen to 8.7% in FY26 (Revised Estimate). This was also due to curbs imposed on the Budget size by a government undergoing fiscal consolidation. This rising trend will accelerate this year, compressing government resources for growth-inducing expenditure. As a fraction of the GDP, the three explicit subsidies have still been reduced from 2% in FY23 to 1.2% (RE) in FY26. What makes the latest subsidy spike more challenging, however, is that it coincides with reduced tax revenue buoyancy.

Incremental, tech-enabled steps to improve subsidy delivery and targeting—like grain distribution using electronic point of sale devices and biometric Aadhaar authentication of beneficiaries—are obviously not enough to rein in subsidy expenditure. Neither is the still-in-infancy direct transfer of fertiliser subsidy to farmers. The project to create modern grain storage facilities in the cooperative sector can help, but only to an extent. A steeper reduction in subsidy spending growth would doubtless require a rational review of the criteria for the National Food Security Act's beneficiary pool of 810 million people. Besides, as the Economic Survey recommended, the government should immediately implement a modest increase in retail issue prices for highly subsidised urea, while simultaneously transferring an equivalent cash amount directly to farmers based on their landholdings. There is a dire need to anchor fertiliser decisions in soil and crop requirements, rather than in "administered price distortions".

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Headline: Crude oil prices will remain high due to West Asia crisis: ADB

पश्चिम एशिया संकट से ऊंचे बने रहेंगे कच्चे तेल के दाम : एडीबी

एजेन्सी ॥ नई दिल्ली

पश्चिम एशिया संकट के लंबा खिंचने की आशंका के चलते कच्चे तेल के दाम अभी ऊंचे स्तर पर बने रहेंगे। एशियाई विकास बैंक (एडीबी) के मुख्य अर्थशास्त्री अल्बर्ट पार्क ने यह बात कही है। पार्क ने कहा, कच्चे तेल की कीमतें ऊंची रहने की आशंका के बीच हमारा अनुमान है कि नए परिदृश्य में यह 2026 में औसतन 96 डॉलर प्रति बैरल के स्तर पर रहेगा। 2027 में यह 80 डॉलर प्रति बैरल के स्तर पर रहेगा। इसलिए हमारा मानना है कि कच्चे तेल की कीमतें लंबे समय तक ऊंची रह सकती हैं। उन्होंने कहा कि वायदा कीमतें भी ऊंची बनी हुई हैं। हालांकि, उन्होंने कहा, 'हमने हमेशा हाजिर बाजार की कीमतों और निफ्ट के वायदा बाजार में एक तरह का प्रीमियम भी देखा है क्योंकि अभी कच्चे तेल की बहुत कमी है।'

एशियाई विकास बैंक ने कहा, भारत की वृद्धि दर घटेगी

वृद्धि दर अनुमान को घटाकर 4.7 फीसदी किया

एडीबी ने 29 अप्रैल को अप्रैल विशेष अद्यतन रिपोर्ट में 2026 के लिए पश्चिम प्रशांत के लिए वृद्धि दर के अनुमान को 5.1 प्रतिशत से घटाकर 4.7 प्रतिशत कर दिया है। खाद्य उत्पादन पर घातक नौवें के असर के बारे में पूछे जाने पर पार्क ने कहा, 'वेतक, यह बहुत अनिश्चित है।'

भारत का असर दूसरे देशों पर भी पड़ता है

जॉर्जर है जब भी भारत में फसल खराब होती है, तो हमें एक समस्या होती है, ज्यादा कीमतों के साथ। चावल के वैश्विक व्यापार में भारत का एक बड़ा हिस्सा है। इसलिए भारत में जो कुछ भी होता है, उसका अक्सर दूसरे देशों पर भी बड़ा असर पड़ता है। उन्होंने अगे कहा कि बढ़ती उर्वरक कीमतों के अलावा यह भी रिया का एक कारण है।



महंगाई के कारण वृद्धि दर

अनुमान घटाया

एडीबी ने अप्रैल में अनुमान लगाया था कि मजबूत घरेलू मांग की वजह से चलू वित्त वर्ष में भारत की जीडीपी वृद्धि दर 6.9 प्रतिशत के स्तर पर मजबूत बनी रहेगी। अगले वित्त वर्ष में यह घटकर 7.3 प्रतिशत हो जाएगी। महंगाई के मामले में, एडीबी ने मौजूदा वित्त वर्ष में इसके 4.5 प्रतिशत पर रहने का अनुमान लगाया था।

इस वर्ष महंगाई भी काफी बढ़ जाएगी

पश्चिम एशिया संकट का भारत पर क्या असर होगा, इस बारे में पार्क ने कहा कि इससे देश की सकल घरेलू उत्पाद (जीडीपी) की वृद्धि दर में 0.6 प्रतिशत की कमी आएगी, जिससे यह 6.3 प्रतिशत रह जाएगी। उन्होंने कहा कि इसके अलावा इससे मौजूदा वित्त वर्ष में महंगाई भी काफी बढ़ जाएगी।

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Headline: Petroleum companies are incurring daily losses of ₹1,700 crore

पेट्रोलियम कंपनियों को रोजाना हो रहा 1,700 करोड़ का नुकसान

कम दाम पर ईंधन बिक्री से पेट्रोलियम कंपनियों का बढ़ रहा घाटा

एजेंसी ► नई दिल्ली

पश्चिम एशिया में जारी संघर्ष के बीच वैश्विक ऊर्जा कीमतों में आई तेज बढ़ोतरी का असर भारत की सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों पर भारी पड़ रहा है। इंडियन ऑयल कॉरपोरेशन, भारत पेट्रोलियम कॉरपोरेशन और हिंदुस्तान पेट्रोलियम कॉरपोरेशन जैसी सार्वजनिक क्षेत्र की पेट्रोलियम विपणन कंपनियां पिछले 10 सप्ताह से पेट्रोल, डीजल और रसोई गैस एलपीजी की बिक्री पुराने दामों पर कर रही हैं, जिससे उन्हें प्रतिदिन 1,600-1,700 करोड़ रुपये का नुकसान (अंडर-रिकवरी) हो रहा है। मामले से जुड़े सूत्रों ने बताया कि 10 सप्ताह में इन कंपनियों की कुल 'अंडर-रिकवरी' एक लाख करोड़ रुपये से अधिक हो चुकी है। अंडर-रिकवरी का अर्थ लागत से कम मूल्य पर बिक्री से



कच्चे तेल का आयात 40% तक प्रभावित हुआ

युद्ध के कारण भारत के कच्चे तेल आयात का लगभग 40 प्रतिशत, एलपीजी आयात का 90 प्रतिशत और प्राकृतिक गैस आयात का 65 प्रतिशत प्रभावित हुआ है। इसके बावजूद पेट्रोलियम कंपनियों ने देश में ईंधन आपूर्ति बनाए रखी है। उपभोक्ताओं पर बोझ कम करने के लिए केंद्र सरकार ने भी उत्पाद शुल्क में कटौती की है।

है। कच्चे तेल की कीमतों में लगभग 50 प्रतिशत की वृद्धि के बावजूद देश में पेट्रोल और डीजल के दाम ये साल पुराने स्तर पर बने हुए हैं।

सूत्रों के अनुसार, पेट्रोलियम कंपनियों को अब कच्चे तेल की खरीद और परिचालन जरूरतों को पूरा करने के लिए अधिक कार्यशील पूंजी जुटानी पड़ सकती है।

Oil prices likely to stay higher for longer due to Middle East crisis: ADB Chief Economist

NEW DELHI: Crude oil prices are likely to stay higher for longer due to the disruption caused by the longer-than-expected Middle East crisis, ADB Chief Economist Albert Park has said.

"With a higher oil price expectation, we actually have it as \$96 per barrel as average for 2026 as per the new reference scenario. It should stay elevated at \$80 per barrel in 2027. So, our idea is that the oil prices are likely to stay higher for longer," Park said. Future prices are showing higher prices farther out into next year than they did before, he said.

However, he said, "We have also seen always a kind of a premium of the spot market prices and the nearby futures market because there is such a shortage currently."

Speaking about the impact



of the ongoing Middle East crisis on India, Park said it is going to shave off 0.6 per cent from the country's GDP growth, bringing it to 6.3 per cent, and also stoke inflation significantly in the current financial year.

The Asian Development Bank (ADB) in April projected India's GDP growth to remain "robust" at 6.9 per cent in the current fiscal, and rise to 7.3 per cent in the next fiscal, driven by strong domestic demand.

With regard to inflation, ADB had projected 4.5 per cent for the current fiscal.

For India, Park said, "We do find that growth would be lower by 0.6 per cent (FY27). This is based on our model scenario. But it would not negatively affect growth next year. India would kind of bounce back next." Inflation would increase by 2.4 per cent this year to 6.9 per cent, he said.

"So that's a bit higher than the inflation impacts for the region (Asia-Pacific), because India is more reliant on imported oil and gas. The growth effect, if you take out China, this negative 0.6 per cent on growth this year is pretty similar to the region as a whole region as well," he said.

ADB, on April 29, in its special update, lowered the Asia Pacific growth projection for 2026 to 4.7 per cent from 5.1 per cent earlier, weighed

down by prolonged West Asia disruptions.

Asked about El Niño's impact on food production, Park said, "Of course, it's very uncertain. Obviously, whenever there's a bad harvest in India, we have an issue. With higher prices, India accounts for a huge part of the global trade in rice. So then whatever happens in India also often has a big impact on other countries."

That is a reason for concern apart from the rising fertiliser prices, he added.

With the cost of fertiliser going up, farmers will use less fertiliser, which will also reduce yields and also reduce availability later in the year, he said.

It will definitely have a bearing on food prices, but how much would depend on the gas disruption, he added. PFI

PM calls for reduced petrol, diesel consumption amid West Asia crisis

Urges for resolutions by people to save foreign exchange to overcome impact of war

OUR CORRESPONDENT

HYDERABAD: Prime Minister Narendra Modi on Sunday urged citizens to adopt restraint in fuel consumption and make lifestyle adjustments to help India navigate the economic strain caused by the ongoing West Asia conflict, while also unveiling development projects worth about Rs 9,400 crore in Telangana. Addressing a public gathering and an official event in Hyderabad, the Prime Minister linked global disruptions in energy and supply chains to rising domestic costs, calling for collective efforts to reduce dependence on imports and conserve foreign exchange.

Speaking at the Hyderabad International Convention Centre, Modi said the effects of the war were being felt through higher prices of petrol and fertilisers, as well as pressure on supply chains. "When there is pressure on the supply chain, difficulties increase despite various measures by the government to overcome the crisis," he said, adding that the country must respond with "resolutions" that prioritise national interest during a global crisis.

He called on citizens to use petrol, diesel and gas only when necessary, stressing that restrained consumption would



Prime Minister Narendra Modi addresses a public meeting, at Secunderabad in Hyderabad, Telangana, Sunday PTI

HIGHLIGHTS

- » PM warns supply chain disruptions increasing economic pressure
- » Advises saving foreign exchange through lifestyle changes
- » Suggests carpooling, metro use, EV adoption, and rail transport
- » Recommends reviving work-from-home and virtual meetings
- » Urges postponing foreign travel and gold purchases for a year
- » Advocates reduced edible oil and chemical fertiliser use.

» PROMOTES NATURAL FARMING AND SWADESHI PRODUCTS

not only help conserve foreign exchange but also reduce the indirect impact of geopolitical tensions. "Today, the need of the hour is to use petrol, gas, diesel and similar resources with restraint," he said. He also suggested practical steps such as greater use of metro rail services, car pooling, adoption of electric vehicles, and increased reliance on railways for transporting goods.

Recalling behavioural shifts during the COVID-19 pandemic, Modi urged people to revive practices like remote work, virtual meetings and video conferencing to cut fuel usage and save resources. He also asked citizens to postpone non-essential foreign travel and gold purchases for a year as part of broader efforts to conserve foreign exchange.

The Prime Minister fur-

ther appealed for reduced consumption of edible oil and chemical fertilisers, while encouraging natural farming and the use of domestically produced goods. These measures, he said, would contribute to self-reliance while easing pressure on imports.

Alongside the economic message, Modi highlighted India's progress in energy diversification. He said the country

had made significant gains in solar power capacity and ethanol blending, and noted ongoing efforts to expand access to piped gas and promote Compressed Natural Gas. According to him, these initiatives have strengthened India's ability to deal with global energy challenges.

During the event, Modi virtually inaugurated and laid the foundation **Continued on P6**

Publication : Millennium Post	Editions : New Delhi
Date : 11 May 2026	Page : 3, 6

PM calls

stone for projects spanning highways, railways, textiles and industrial infrastructure. These included the four-laning of National Highway-167 on the Hyderabad-Panaji Economic Corridor, development of the Zaheerabad Industrial Area, and expansion works under the Kazipet-Vijayawada railway project. He also inaugurated a greenfield petroleum terminal in Hyderabad and infrastructure upgrades such as rail underpasses and bypasses.

A key highlight was the launch of the PM MITRA Park at Warangal, also known as the Kakatiya Mega Textile Park, developed at an estimated cost of around Rs 1,700 crore. Modi described it as India's first fully operational textile park under the scheme, aligned with the "5F" vision from farm to fibre to factory to fashion to foreign. He said the project would generate large-scale employment, particularly for women.

The Prime Minister noted that Telangana's national highway network has doubled over the past 11 years and pointed to a sharp rise in railway investment. He said the railway budget for the state now stands at Rs 5,500 crore, compared to less than Rs 1,000 crore allocated to undivided Andhra Pradesh before 2014.

Telangana Chief Minister A Revanth Reddy, who shared the platform, called for greater central support for key state projects such as metro rail expansion, the Future City initiative and the Musi river rejuvenation programme. Responding to his remarks, Modi said development should remain above politics and invited the state government to work in coordination with the Centre. "The development of states is as important as the development of the nation," he said, adding that cooperation was essential to achieve the goal of a developed India by 2047.

Telangana Governor Shiv Pratap Shukla, Union Ministers G Kishan Reddy and Bandi Sanjay Kumar, along with other leaders, were present at the event. Modi said the projects launched would strengthen connectivity, boost manufacturing and create thousands of jobs, positioning Telangana as an emerging industrial hub.

Iran war puts the world's most used chemical in short supply

Ryan DeZemmer & Ed Ballard
feedback@livemint.com

War in the Persian Gulf and new Chinese export restrictions have sent sulfuric-acid prices soaring and raised concerns about the availability of a chemical that the world relies on for food, metal, paper, computer chips and clean water.

Sulfuric acid is the most consumed chemical on the planet, produced by smelting and refining nonferrous metals, such as copper and nickel, or by burning sulfur, a byproduct of oil-and-gas processing.

The acid can burn a hole in a steel shelf at the hardware store, where it is sold by the bottle as extra-strength drain opener. But it is more prevalently used higher up the supply chain by heavy industry to make a ubiquitous array of products and materials.

Sulfuric acid is used to produce phosphate fertilizers, leach copper and other metals from rock, pulp wood, pickle steel, tan leather and vulcanize rubber. Municipal water treatment depends on sulfuric acid, as do battery and semiconductor makers. The citric acid that adds tang to sugary drinks and the silica that gives toothpaste its grit are made with it, too.

Because sulfuric acid is highly corrosive, it is difficult and expensive to move around, said Kunal Sinha, who previously managed the sulfuric-acid business at mining firm Glencore and is now co-founder and chief executive of metals-processing startup Valor. Users don't usually keep much sulfuric acid on hand because it requires careful handling and special tanks for storage, Sinha said.

"There's only weeks, maybe if you're lucky a month, planned for in their pipeline and storage," he said. "Supply-chain disruption, whether it's a rail strike or the Strait of Hormuz being closed, is a problem."



A big chunk of sulfur comes from Persian Gulf oil refineries and has been choked off at Hormuz. REUTERS

A large chunk of the world's sulfur comes from Persian Gulf oil refineries and gas plants and has been choked off at the strait. In turn, the threat to fertilizer markets and food supply has prompted China—the world's biggest sulfur producer—to restrict exports this month, boosting prices and further straining availability, said Freda Gordon, director at Acuity Commodities, which tracks sulfur markets.

"They are really worried about food security," Gordon said. "They want to make sure the fertilizer prices are stable."

The markets likely to be hardest hit by Chinese export controls are Chile and Indonesia, said Sarah Marlow, head of fertilizer pricing at Argus.

Sulfur prices in Indonesia were already climbing when the U.S. and Israel began bombing Iran at the end of February and have since risen more than 80%, according to Argus. Metals executives say nickel miners there, who get most of their sulfur from the Middle East, have started to dial back production of the metal that is used to make electric-vehicle batteries and stainless steel.

Sulfuric-acid prices in top

copper-producer Chile have more than doubled since the fighting began. Chile imports more sulfuric acid than any other country and uses it to leach copper from huge heaps of ore.

Key export prices in the Middle East and China have also surged. Analysts and industry advocates are waving warning flags on Wall Street and in Washington.

"It's getting to that critical point where inventories are being drawn down and production of critical minerals and agricultural products like

phosphate, are slowing down," said Craig Jorgenson, CEO of industry group the Sulphur Institute.

The U.S. is relatively insulated. Much of the demand that isn't met by oil refineries and domestic smelters comes from Mexico and Canada, where sulfur has been stockpiled in huge pyramids near the Alberta oil sands during periods of low prices.

Overseas sulfur shortages could still hit the U.S. economy, particularly if global copper production declines and prices climb beyond today's record highs.

The biggest data centers each require tens of thousands

of metric tons of copper for all the wires, busbars, circuit boards, transformers and other electrical components inside. Houses are filled with copper pipe and wire. Even before electric cars, the typical American automobile contained more than a mile of copper wiring.

For some businesses, surging sulfur prices are delivering windfalls.

Refiners on the U.S. Gulf Coast that process sulfur-heavy sour crudes, such as those from Canada and Venezuela, have a byproduct as in demand as their main products: gasoline, diesel and jet fuel.

Mining magnate Robert Friedland's Ivanhoe Mines recently opened Africa's largest copper smelter in the Democratic Republic of the Congo, a top copper producer that relies on Middle Eastern acid.

Friedland said Wednesday when Ivanhoe Mines reported quarterly results that the Kamoa-Kakula smelter was generating about \$1 million a day from surging sulfuric-acid sales.

Building an efficient smelter that produces more acid cost more, Friedland said in an interview. "Now we get the payback."

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Oil price spike boosts India's ethanol drive

MI News Service, New Delhi: India is seeing a push to further increase the amount of ethanol in petrol as oil prices surge due to the conflict in the Middle East, even as the ambitious national biofuel programme may hold back efforts to cut pollutants.

Ethanol, made from crops such as sugarcane, rice and maize, is central to India's plan to cut costly oil imports and reduce planet-heating emissions from transport. Under the government programme, state-run oil companies mix 20% ethanol with each litre of petrol before it reaches the fuel pumps.

India reached its target of 20% ethanol fuel, known as E20, last year, five years ahead of schedule, despite a backlash from drivers complaining of reduced fuel efficiency and increased engine wear.

Prime Minister Narendra Modi said in March that ethanol blending had helped reduce crude import dependence during the U.S. and Israeli war with Iran.

Transport Minister Nitin Gadkari has called for even higher blends, such

as 85% ethanol, and for vehicles to eventually run entirely on the fuel.

India is the world's third largest crude importer with some 85% of its oil needs met through imports. The government's drive to raise blending levels stems from a desire to cut its crude import bill and boost energy security. India currently also has a surplus ethanol production capacity.

But experts warn a clear, long-term strategy for decarbonising transport is lacking and could bring trade-offs on efficiency, water use and the climate.

After rolling out E20 petrol nationwide, the government has set up an inter-ministerial panel to explore ways to use surplus ethanol production capacity, including raising blending levels.

Ethanol producers are pushing for higher targets and wider adoption of flex-fuel vehicles, capable of running on high levels of ethanol.

Researchers looking at India's transport sector warn the benefits are more constrained as blending

levels rise.

"Higher blending can cut oil imports, but not as much as often claimed," said Shyamasis Das, a fellow at the Centre for Social and Economic Progress, a public policy think tank.

Ethanol has roughly a third less energy per litre than pure gasoline, requiring vehicles to burn more fuel to generate the same power, according to the U.S. Energy Information Administration. This limits the extent to which blended fuels can reduce the demand for oil, Das said.

"Ethanol blending is not the most effective way to reduce emissions or improve fuel efficiency in transport," said Anumita Roychowdhury, executive director at the Centre for Science and Environment, a Delhi-based think tank.

The biofuel reduces greenhouse gas emissions, but coughs out other pollutants, said Roychowdhury.

"While some pollutants may fall, others like nitrogen oxides can increase, and burning ethanol also produces toxic emissions such as carbonyl compounds," Roychowdhury said.

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Headline: Petroleum companies are losing up to Rs 1,700 crore daily due to selling fuel at lower prices.

कम दाम पर ईंधन बिक्री से पैट्रोलियम कंपनियों को रोज 1,700 करोड़ रुपए तक का नुकसान

नई दिल्ली, 10 मई (एजेंसी) : पश्चिम एशिया में जारी संघर्ष और वैश्विक ऊर्जा कीमतों में तेज उछाल का असर भारत की सार्वजनिक क्षेत्र की पैट्रोलियम कम्पनियों पर गहराता जा रहा है। इंडियन ऑयल कॉर्पोरेशन (आई.ओ.सी.), भारत पैट्रोलियम कॉर्पोरेशन (बी.पी.सी.एल.) और हिंदुस्तान पैट्रोलियम कॉर्पोरेशन (एच.पी.सी.एल.) पिछले करीब 10 सप्ताह से पेट्रोल, डीजल और रसोई गैस एल.पी.जी. की बिक्री पुराने दामों पर कर रही हैं, जिससे उन्हें प्रतिदिन 1,600 से 1,700 करोड़ रुपए तक की अंडर-रिकवरी झेलनी पड़ रही है। सूत्रों के अनुसार, बीते 10 सप्ताह में इन कंपनियों की कुल अंडर-रिकवरी 1 लाख करोड़ रुपए के पार पहुंच चुकी है। अंडर-रिकवरी का मतलब लागत से कम कीमत पर ईंधन बेचना होता है।

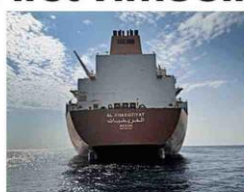
कच्चे तेल की कीमतों में करीब 50 प्रतिशत तक वृद्धि होने के बावजूद देश में पेट्रोल और डीजल के दाम लगभग 2 साल पुराने स्तर पर स्थिर हैं।

Qatari LNG Shipment Passes Through Hormuz for First Time Since War

Dubai: A tanker carrying liquefied natural gas from Qatar appears to have transited the Strait of Hormuz, marking the country's first export out of the region since the Iran war began.

The Al Kharaitiyat, which loaded at the Ras Laffan export plant earlier this month, exited the strait and is in the Gulf of Oman, ship-tracking data compiled by Bloomberg shows. The vessel lists Pakistan as its next destination, according to the data.

The ship appears to have navigated the Tehran-approved northern



Al Kharaitiyat route that hugs the Iranian coast through the strait, the data showed. The effective closure of the waterway has choked off global LNG

supplies, sending prices higher and causing shortages across Asia. Vessels continue to face security threats as both Iran and the US have implemented defacto blockades.

While the Al Kharaitiyat's journey offers tentative signs that more LNG flows could resume, it's a far cry from prewar levels of roughly three shipments a day out of the Persian Gulf. At least two LNG tankers that loaded from Abu Dhabi National Oil Co.'s export plant have traversed the strait since the conflict began, Bloomberg reported earlier this week. **Bloomberg**



Saudi Aramco Q1 Profit Climbs 26% as Oil Prices Surge

Riyadh: Saudi Aramco posted a 26% jump in first-quarter profit as conflict-driven spikes in crude and fuel prices boosted earnings and the company rerouted exports through a pipeline bypassing the Strait of Hormuz.

Adjusted net income rose to nearly 126 billion riyals (\$33.6 billion) in the quarter, compared with 97.5 billion riyals a year earlier, according to a company statement released Sunday. The figure exceeded analysts' expectations of 109 billion riyals.

The earnings surge followed a sharp increase in oil prices in March, when global benchmark Brent crude climbed more than 43%, after Iran effectively shut the Strait of Hormuz following US and Israeli attacks. Saudi Arabia, which had already been ramping up exports before the conflict, redirected part of its shipments to Red Sea ports within days of the escalation.

Oil prices have climbed to four-year highs and remained close to \$100 a barrel amid growing tensions around the Strait of Hormuz. **Bloomberg**

'CUT USE OF FUEL, WORK FROM HOME'

Agencies

HYDERABAD

Amid mounting fears of a sharp hike in petrol and diesel prices triggered by the global oil shock caused by the Middle East conflict, Prime Minister Narendra Modi on Sunday urged citizens to revive work-from-home practices, reduce fuel consumption and even avoid buying gold for weddings for a year to help conserve the country's foreign exchange reserves.

Painting a grim picture of a world grappling with supply chain disruptions, soaring crude prices and deepening economic uncertainty, Modi framed fuel conservation as a national duty.

"During the Corona period, we adopted work from home, online meetings, video conferences and developed many such systems. We had also become accustomed to them," Modi said.

"Today, the need of the hour is that we restart those practices, as it would be in the national interest, and we must once again give them priority."

The Prime Minister's remarks come at a time when

Avoid buying gold for weddings for a year to help conserve forex, PM Modi suggested in view of the West Asia crisis

global crude oil prices have surged from around USD 70 per barrel to nearly USD 126 per barrel amid escalating tensions in West Asia and disruptions around the Strait of Hormuz, one of the world's most critical oil transit routes.

Without directly announcing a fuel price revision, Modi repeatedly underscored the need to cut petrol and diesel consumption.

"Petrol-diesel has become so expensive across the world. It is the responsibility of all of us that the foreign exchange spent on purchasing petrol-diesel should also be saved by conserving petrol-diesel," he said.

► Contd on | nation

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Use oil judiciously...

In one of the speech's most striking appeals, the Prime Minister urged citizens to rethink discretionary spending as India confronts rising global energy costs.

"I would appeal to people not to buy gold for weddings for one year," he said.

The remarks come even as government and industry sources indicated that fuel prices in India may soon witness their first major revision in nearly four years.

If approved, petrol and diesel prices could rise by around Rs 4-5 per litre, while domestic LPG cylinder prices may increase by Rs 40-50.

Expanding his appeal beyond fuel conservation, Modi also called on citizens to cut edible oil consumption and urged farmers to reduce dependence on imported chemical fertilisers: "If every household reduces the use of edible oil, it is a huge contribution to patriotism."

Linking the global crisis to India's agricultural import burden, Modi said the country spends heavily on fertilisers sourced from abroad.

"We should reduce our consumption of chemical fertilisers by half and move towards natural farming. This way, we can save foreign currency and protect our farms and Mother Earth."

● **PRESCIENT PUSH**

How India's ethanol hedge is paying back

Amid global supply disruptions, blended petrol is growing in stature as a sustainable fuel of the future

CK Jain

India is preparing for E85 — petrol blended with 85 per cent ethanol — and even E100 fuels for flex-fuel vehicles that can run on any blend. This push looks prescient. As crude oil volatility and shortages returned with force in 2026, triggered by the Strait of Hormuz blockade and global supply disruptions, India found itself buffered by a policy conceived over two decades ago: the ethanol-blended petrol programme.

What began quietly in January 2003 as a modest initiative — with a 5 per cent blending target across nine states — barely registered in the public discourse. Even by 2014, the national blending average was just 1.53 per cent. But the groundwork had been laid steadily, through incremental policy support, distillery capacity creation, and a long-term view of energy transition.

The real shift came about in 2018. The National Policy on Bio-fuels redefined the programme's scope, expanding ethanol feedstock beyond sugarcane molasses to include damaged food grains, surplus rice, maize, and agricultural residues. This diversification reduced reliance on water-intensive sugarcane and brought the grain-producing regions of north and central India into the ethanol economy, creating new income streams for farmers.

The scale-up that followed was dramatic. Ethanol blending increased near 20-fold from 380 million litres in 2013-14 to 7.07 billion litres in 2023-24. Blending levels climbed to 14.6 per cent in 2023-24, nearly 18 per cent by end-2024, and the targeted 20 per cent by March 2025 — five years ahead of schedule.

Today, India's ethanol production exceeds the requirement for E20 blending. The surplus is not a



PERFECT MIX. India's ethanol production currently exceeds the requirement for E20 blending ISTOCK

problem but a strategic strength, ensuring readiness for higher blends such as E25, E30 or E40.

The next phase is already taking shape. The draft rules for E85 fuels are under preparation, alongside a push for flex-fuel vehicles (FFVs).

The CAFE III emission norms, expected from April 2027, are under review with proposals to treat FFVs on par with electric vehicles in emission credits.

This could accelerate their adoption and deepen ethanol's role in the transport sector.

Beyond road transport, aviation is emerging as a new frontier for blended fuels. In April, the government amended aviation turbine fuel (ATF) regulations to include blended and synthetic fuels, effectively clearing the path for sustainable aviation fuel (SAF). Blending targets have been set at 1 per cent by 2027, 2 per cent by 2028 and 5 per cent by 2030 — marking ethanol's entry into a high-value sector.

The foundation has been built, capacity exists, feedstock is diversified, and flex-fuel vehicles are on the horizon. What India's ethanol programme now requires is continuity — the same patient, sustained commitment that built it.

The writer is President, Grain Ethanol Manufacturers' Association

Online

Headline	The ₹30,000 crore monthly bleeding: How India's fuel price freeze is quietly destroying IOC, BPCL, and HPCL		
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The ₹30,000 crore monthly bleeding: How India's fuel price freeze is quietly destroying IOC, BPCL, and HPCL

<https://www.businessupturn.com/nation/the-₹30000-crore-monthly-bleeding-how-indias-fuel-price-freeze-is-quietly-destroying-ioc-bpcl-and-hpcl/>

Somewhere between the political optics of stable petrol prices and the economic reality of \$126-per-barrel crude oil, three of India's most important public sector companies are quietly being hollowed out.

Indian Oil Corporation, Bharat Petroleum Corporation, and Hindustan Petroleum Corporation the triumvirate that fuels India's 1.4 billion people are together losing approximately 30,000 crore every single month. That is 1,000 crore a day. 41 crore every hour. A haemorrhage so severe that Fitch Ratings has warned their financial defences have become very brittle, and that the longer the price freeze continues, the more the problem perpetuates and erodes the economy's competitiveness.

This is the story of how India's fuel price freeze now in its fourth year has transformed three profitable, strategically vital PSUs into entities absorbing losses that rival the annual budgets of mid-sized Indian states.

How did we get here? The four-year price freeze explained

Petrol and diesel prices in India have been frozen since April 2022 nearly four years without a single revision, even as the global crude oil landscape transformed beyond recognition. Retail petrol and diesel prices in India have been frozen since April 2022, nearly four years, even as Brent crude has crossed \$108 per barrel and is hovering well above Fitch's own adverse scenario threshold of \$100 per barrel.

The decision to hold prices was initially defensible. In early 2022, India was emerging from the pandemic, inflation was running hot globally, and state elections in Uttar Pradesh and other large states made a fuel price hike politically unthinkable. The government cut excise duties sharply in May 2022 to create fiscal headroom and asked OMCs to absorb the remainder. The implicit promise was that relief would come when crude prices normalised.

Crude prices did moderate through 2023 and into 2024, giving the OMCs a period of recovery. But the Middle East war changed everything. The ongoing conflict in West Asia and disruptions around the Strait of Hormuz have pushed global crude oil prices sharply higher, with crude rising from nearly \$70 per barrel to around \$126 per barrel, while petrol and diesel prices in India have remained largely unchanged.

The result is an under-recovery the gap between what it costs to produce and supply fuel and what consumers pay at the pump that has now reached levels not seen since the worst years of the UPA subsidy era.

The numbers: How bad is 30,000 crore a month?

OMC under-recoveries have swelled to 30,000 crore per month on the sale of petrol, diesel, and LPG combined. To understand what that means in human terms, consider some comparisons. India's entire annual budget for the Pradhan Mantri Awas Yojana housing scheme is approximately 30,000 crore the OMCs are losing that amount every single month. The combined annual profit of all three OMCs in their best recent year FY24, when crude was lower was approximately 60,000-70,000 crore. At current loss rates, they are wiping out an entire year of peak profitability every two months.

State-run oil marketing companies are currently losing approximately 18 per litre on petrol and 35 per litre on diesel, according to market estimates. Union Petroleum Minister Hardeep Singh Puri publicly acknowledged in March 2026 that OMCs were losing around 24 a litre on petrol and 30 a litre on diesel. The discrepancy between the two figures reflects the rapidly worsening situation as crude climbed further above \$120 per barrel. The government has earlier said that OMCs are incurring losses of around 20 per litre on petrol and nearly 100 per litre on diesel in its most recent official acknowledgement a figure that, if accurate, would imply total losses significantly exceeding even the 30,000 crore monthly estimate.

A company-by-company breakdown of the damage

Indian Oil Corporation is India's largest company by revenue a Fortune Global 500 entity that refines more oil than any other Indian company, operates the country's largest pipeline network, and runs over 35,000 petrol stations. It is the backbone of India's downstream energy infrastructure. PL Capital has maintained an Accumulate' rating on IOC with a revised target price of 163, while MOFSL has kept the stock at Neutral' a marked deterioration from analyst sentiment just 18 months ago when IOC was widely rated a Buy.' In the past one month alone through early April 2026, IOC's stock declined approximately 27% against an 11% fall in the benchmark Sensex, a staggering underperformance that reflects the market's assessment of the earnings destruction underway.

Bharat Petroleum Corporation is India's second-largest OMC by market share, with a 21% share of the petroleum marketing segment. It operates three major refineries Mumbai, Kochi, and Bina and has been one of the more aggressively expanding PSUs in recent years, having signed joint ventures for green hydrogen and renewable energy. BPCL's stock fell approximately 28% in a single month through early April 2026, hitting close to its 52-week low of 262.95. PL Capital has a target price of 332 on BPCL, while MOFSL assigns a Neutral' with a target of 306 both significantly below where the stock was trading just a year ago.

Hindustan Petroleum Corporation is the smallest of the three but arguably carries the highest financial risk at this juncture. HPCL has historically operated with the thinnest margins and the highest leverage among the three OMCs, making it most vulnerable to a sustained under-recovery cycle. HPCL's stock slipped 5% in a single session in early April to 318.10, trading close to its 52-week low of 316.20 touched on March 23, 2026, with a one-month decline of approximately 25%. MOFSL has flagged HPCL as a truce play meaning a stock that recovers primarily if the Middle East conflict de-escalates and crude prices fall rather than a fundamental buy at current prices.

What Fitch's warning actually means

Credit rating agencies do not use words like brittle casually. Fitch noted that New Delhi had previously intervened through excise duty cuts, retail price adjustments, and direct compensation, with the Centre reportedly considering a 30,00035,000 crore subsidy payout to OMCs for LPG losses alone. Fitch had not factored any of these government support measures into its statement, meaning policy relief could offset the credit warning.

The implicit message from Fitch is that the OMCs' financial profile is now entirely dependent on government action their standalone creditworthiness, stripped of the sovereign support assumption, would be significantly lower than their current ratings suggest. This matters because all three OMCs raise large amounts of debt in domestic and international capital markets to fund their working capital and capex programmes. If their standalone credit profiles deteriorate further, the cost of this borrowing rises, compounding the financial damage from under-recoveries.

OMCs' LPG under-recoveries alone have risen to 53,700 crore, whereas the government has announced LPG compensation of 30,000 crore to be disbursed leaving a gap of over 23,000 crore uncompensated even on the LPG line alone, before accounting for petrol and diesel losses.

The historical context: India has been here before

This is not the first time India's OMCs have been pushed to the financial edge by a combination of high crude prices and political reluctance to raise pump prices. The 2011-2013 period under the UPA government saw similar and in some ways worse dynamics play out. IOC posted its largest-ever quarterly loss of 7,486 crore for Q2 FY12, while BPCL and HPCL together posted combined losses exceeding 12,000 crore for the first half of that fiscal year. The three companies were collectively losing over 211 crore per day at the peak of that crisis.

The resolution then came through a combination of excise duty cuts, upstream sharing of under-recoveries by ONGC and Oil India, and eventually fuel price deregulation petrol was deregulated in 2010, diesel in 2014. The current crisis is structurally different in one important respect: petrol and diesel are technically already deregulated, yet the government has chosen not to revise prices, effectively re-introducing the subsidy regime it officially abandoned a decade ago.

What comes next: The 4-5/litre question

Given current crude oil prices and the losses companies are enduring, an increase of 20% in petrol and diesel prices could be a comfortable level of hike, though such a steep increase seems unlikely. Kotak Institutional Equities said in a report that retail fuel prices may be hiked by 25-28 per litre after state elections in West Bengal and Tamil Nadu, based on an Indian crude basket of \$120 per barrel. The oil ministry termed that report fake news, but the elections are now over West Bengal results were declared, the Tamil Nadu election has concluded with TVK chief Vijay taking oath as Chief Minister on May 10 and the political cover for continued price suppression has correspondingly narrowed.

Sources told Business Today that petrol and diesel prices could be hiked before May 15 as public sector OMCs continue to suffer heavy under-recoveries estimated at nearly 30,000 crore per month. The most likely scenario being discussed a 4-5/litre hike on petrol and diesel, and 40-50 on LPG cylinders would reduce but not eliminate the under-recovery. At \$126/barrel crude, even a 5/litre hike would still leave the OMCs absorbing meaningful losses per litre, but it would slow the balance sheet deterioration and signal to markets that the price freeze era is ending.

What a continued freeze would mean

If the government chooses not to act or acts too slowly and too modestly the consequences compound. The OMCs' capex plans, already under pressure, would be the first casualty. All three companies have ambitious expansion programmes: IOC is building new refining capacity, BPCL has committed to green energy investments, and HPCL is expanding its Rajasthan refinery. Sustained losses redirect management attention and financial resources from growth to survival, delaying India's energy infrastructure build-out at precisely the moment the country needs it most.

The second casualty would be the dividend stream to the government. The three OMCs together contribute thousands of crores annually in dividends to the central exchequer, which in turn partly funds social schemes. A prolonged loss cycle disrupts this revenue flow, creating a secondary fiscal problem on top of the primary one of rising energy costs.

The third and most systemic risk is what Fitch flagged a deterioration in the OMCs' ability to raise market borrowings at reasonable cost. If the market begins to price in a standalone credit risk premium on IOC, BPCL, and HPCL debt, their borrowing costs rise, their interest burden increases, and the financial hole they are trying to climb out of gets deeper with every passing month.

India has navigated this crisis before. But the longer the freeze continues at \$126/barrel crude, the more expensive the eventual correction becomes for the companies, for the government, and ultimately for the consumer who will pay not just the delayed price hike but the accumulated cost of deferral.

Disclaimer: This article is for informational purposes only and does not constitute investment advice. Investors are advised to consult a registered financial advisor before making any investment decisions. Business Upturn does not hold any position in the securities mentioned.

Headline	ONGC moves toward an AI-driven digital era with CIPL		
Publication	Indian Oil and Gas	Edition	Online Coverage
Published Date	11 May 2026		

ONGC moves toward an AI-driven digital era with CIPL

<http://www.indianoilandgas.com/viewnews.php?id=64561>

The biggest oil and gas company, ONGC, is starting a major project to modernize its technology.

They have teamed up with a Noida-based tech company called CIPL in a deal worth 125 crore. This partnership will last for three years and focus on bringing Artificial Intelligence (AI) into ONGCs daily operations.

Instead of just fixing old computers, this project is about a total digital makeover. The goal is to make ONGCs massive computer networks faster, smarter, and much more secure. By using AI, the company wants to change the way it handles everything from data management to cybersecurity, ensuring its digital heartbeat stays strong and protected for the future.

Across 450 locations nationwide, the project will see the deployment of advanced artificial intelligence to oversee infrastructure maintenance and cybersecurity. By moving away from traditional reactive models, the new system will utilize predictive maintenance and intelligent automation. These tools are designed to anticipate technical issues before they occur and streamline complex operations, ensuring that the mission-critical systems supporting Indias oil and gas exploration remain resilient and reliable around the clock.

To bring this vision to life, a dedicated force of over 450 skilled IT professionals will be stationed at ONGC offices to provide constant monitoring and support. Their goal is to build a future-ready ecosystem that is as secure as it is efficient. By integrating cloud-first strategies and AI-powered governance, the collaboration aims to set a new standard for how large-scale government enterprises handle digital evolution in an increasingly complex cyber landscape.

Headline	India fuel price freeze 2026: How IOC, BPCL, HPCL are losing ₹30,000 crore a month and what happens		
Publication	Tezzbuzz	Edition	Online Coverage
Published Date	11 May 2026		

India fuel price freeze 2026: How IOC, BPCL, HPCL are losing ₹30,000 crore a month and what happens

<https://tezzbuzz.com/india-fuel-price-freeze-2026-how-ioc-bpcl-hpcl-are-losing-%e2%82%b930000-crore-a-month-and-what-happens/>

Somewhere between the political optics of stable petrol prices and the economic reality of \$126-per-barrel crude oil, three of India's most important public sector companies are quietly being hollowed out.

Indian Oil Corporation, Bharat Petroleum Corporation, and Hindustan Petroleum Corporation the triumvirate that fuels India's 1.4 billion people are together losing approximately 30,000 crore every single month. That is 1,000 crore a day. 41 crore every hour. A haemorrhage so severe that Fitch Ratings has warned their financial defences have become very brittle, and that the longer the price freeze continues, the more the problem perpetuates and erodes the economy's competitiveness.

This is the story of how India's fuel price freeze now in its fourth year has transformed three profitable, strategically vital PSUs into entities absorbing losses that rival the annual budgets of mid-sized Indian states.

How did we get here? The four-year price freeze explained

Petrol and diesel prices in India have been frozen since April 2022 nearly four years without a single revision, even as the global crude oil landscape transformed beyond recognition. Retail petrol and diesel prices in India have been frozen since April 2022, nearly four years, even as Brent crude has crossed \$108 per barrel and is hovering well above Fitch's own adverse scenario threshold of \$100 per barrel.

The decision to hold prices was initially defensible. In early 2022, India was emerging from the pandemic, inflation was running hot globally, and state elections in Uttar Pradesh and other large states made a fuel price hike politically unthinkable. The government cut excise duties sharply in May 2022 to create fiscal headroom and asked OMCs to absorb the remainder. The implicit promise was that relief would come when crude prices normalised.

Crude prices did moderate through 2023 and into 2024, giving the OMCs a period of recovery. But the Middle East war changed everything. The ongoing conflict in West Asia and disruptions around the Strait of Hormuz have pushed global crude oil prices sharply higher, with crude rising from nearly \$70 per barrel to around \$126 per barrel, while petrol and diesel prices in India have remained largely unchanged.

The result is an under-recovery the gap between what it costs to produce and supply fuel and what consumers pay at the pump that has now reached levels not seen since the worst years of the UPA subsidy era.

The numbers: How bad is 30,000 crore a month?

OMC under-recoveries have swelled to 30,000 crore per month on the sale of petrol, diesel, and LPG combined. To understand what that means in human terms, consider some comparisons. India's entire annual budget for the Pradhan Mantri Awas Yojana housing scheme is approximately 30,000 crore the OMCs are losing that amount every single month. The combined annual profit of all three OMCs in their best recent year FY24, when crude was lower was approximately 60,000-70,000 crore. At current loss rates, they are wiping out an entire year of peak profitability every two months.

State-run oil marketing companies are currently losing approximately 18 per litre on petrol and 35 per litre on diesel, according to market estimates. Union Petroleum Minister Hardeep Singh Puri publicly acknowledged in March 2026 that OMCs were losing around 24 a litre on petrol and 30 a litre on diesel. The discrepancy between the two figures reflects the rapidly worsening situation as crude climbed further above \$120 per barrel. The government has earlier said that OMCs are incurring losses of around 20 per litre on petrol and nearly 100 per litre on diesel in its most recent official acknowledgement a figure that, if accurate, would imply total losses significantly exceeding even the 30,000 crore monthly estimate.

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Headline	Oil & gas sector outlook 2026: Higher brent prices seen boosting upstream firms, hurting OMC margins		
Publication	The Economic Times	Edition	Online Coverage
Published Date	11 May 2026		

Oil & gas sector outlook 2026: Higher brent prices seen boosting upstream firms, hurting OMC margins

<https://economictimes.indiatimes.com/wealth/invest/oil-gas-sector-outlook-2026-higher-brent-prices-seen-boosting-upstream-firms-hurting-omc-margins/articleshow/130969638.cms>

Global oil markets have shifted dramatically. Geopolitical tensions have caused a surge in Brent crude prices. Supply disruptions are a major concern. High oil prices are impacting demand. Upstream companies benefit, while downstream oil marketing companies face margin pressure. Natural gas recovery is expected to be slower.

The global oil market narrative has changed dramatically since the start of 2026. In January, the dominant concern was a potential supply glut. Global inventories looked comfortable, and Brent crude prices were expected to stay subdued for much of the year.

Against this backdrop, the investment case especially in India was clearly skewed in favour of downstream companies such as oil marketing companies (OMCs) and refiners. Lower crude prices generally ease pressure on fuel marketing margins, while upstream producers were bracing for weaker realisations and earnings pressure.

That view changed decisively from March. A sharp escalation in geopolitical tensions triggered by the United States and Israel's intensifying conflict against Iran upended expectations of stable supplies and exposed vulnerabilities in global oil logistics. Markets quickly shifted from surplus anxiety to supply fear.

Brent, trading around \$60 per barrel in January, surged sharply through March and April. Prices briefly touched \$126.4 a barrel in April-end the highest level in nearly four years. Although a temporary ceasefire pushed prices back below \$100 a barrel for parts of April, the absence of meaningful progress towards a durable resolution has triggered another upswing in prices.

The speed of this reversal is striking. During the first two months of this year, i.e. before the conflict escalated, Brent averaged just \$67 per barrel. The surge that followed underscores how quickly oil markets can swing when geopolitical risks override traditional supply-demand fundamentals. As of the first week of May, prices continue to remain volatile

Outlook: Tight supply, soft demand The main reason oil prices have been elevated is the deterioration in global supply conditions. Attacks on energy infrastructure, coupled with continued restrictions and risks to tanker movements through the strategically critical Strait of Hormuz, have disrupted the smooth flow of oil to international markets.

The International Energy Agency (IEA), in the April 2026 edition of its Oil Market Report, acknowledged the severity of the disruption. For 2026, it expects global oil supply to decline by about 1.5 million barrels per day (bpd) on-year. This represents a meaningful shift from earlier expectations of ample supply and underscores the scale of the geopolitical shock. At the same time, high oil prices are beginning to weigh on demand. According to the IEA, global oil demand is projected to fall by around 80,000 bpd in 2026. If this forecast holds, it will mark the first on-year contraction in oil demand since 2020.

Market participants broadly agree that prices would ease if the Strait of Hormuz were fully reopened and geopolitical tensions reduced meaningfully. However, few expect a return to pre-conflict price levels.

Swarnendu Bhushan, Research Analyst at PL Capital, expects prices to correct sharply if tensions ease, driven by weaker demand and inventory build-up in West Asia. In such a scenario, he sees Brent trading in the \$70-80 per barrel range in the near term.

Others are slightly more cautious. Hitesh Jain, Lead Analyst at YES Securities, believes that even in the event of conflict resolution, prices will continue to carry a material risk premium of \$10-15 per barrel. He expects oil to average around \$85 per barrel over 2026, with the risk of prices spiking closer to \$95 if tensions worsen.

A report by Equirus reinforces this view. The market is grappling not with a temporary supply shock, but a deep inventory deficit. As a result, stock rebuilding, higher logistics costs, and repair expenses for damaged infrastructure are likely to

keep oil prices structurally supported. As per the report, the near-term equilibrium price for Brent is likely to remain above \$80 a barrel.

Gas markets: Slow normalcy Unlike crude, which could normalise relatively quickly if geopolitical risks ease, the recovery in natural gas supply is expected to be slower. The delay is largely due to the technical complexity involved in restarting and stabilising large gas-processing facilities, especially in Qatar, a key exporter of liquefied natural gas (LNG). As a result, gas prices are expected to remain elevated for longer even if oil prices retreat from current highs.

Brent breaks out

The escalation of the US Iran conflict triggered a sharp spike in oil prices.

Refiners ride the spike

Supply disruptions led to a sharp rise in product cracks and refining margins.

OMCs feel the heat

Higher crude prices and unchanged retail fuel prices are weighing on OMCs' marketing margins.

Sectoral impact High oil prices don't affect all segments of the oil and gas industry equally. The impact varies sharply across upstream, downstream, and city gas distribution (CGD) companies.

Upstream: Clear beneficiaries Upstream oil and gas companies, engaged in the exploration and production of crude oil and natural gas, benefit directly from higher oil prices. Rising prices improve realisations, boosting revenues and profits.

According to Bhushan, every \$5 per barrel rise in oil prices can lift the earnings per share of upstream companies by 810%. This leverage is already reflecting in stock prices. ONGC and Oil India have gained 20.6% and 12.2%, respectively, on a year-to-date basis, significantly outpacing the Nifty 50, which has fallen around 8% over the same period.

Analysts expect upstream companies to report strong results for the March 2026 quarter, supported by higher realisations. However, after the sharp rally, any meaningful de-escalation in West Asian tensions could pose near-term downside risks if oil prices cool.

Downstream: Marketing pain For downstream OMCs, the picture is more mixed. The immediate challenge is the widening disconnect between crude and retail fuel. Despite global crude prices rising sharply, petrol and diesel prices in India have been stagnant, squeezing marketing margins.

Marketing margin (i.e. difference between procurement cost and the price at which fuel is sold to dealers) moves by about ' 0.50.55 per litre for every \$1 change in crude prices, notes Bhushan. At current levels, OMCs are estimated to be losing around Rs.12 per litre on diesel and Rs.10 per litre on petrol, a drag on profitability if sustained.

Refining, however, offers partial relief. Product cracks the price spread between refined products such as petrol or diesel and crude rose sharply on a sequential basis in the March 2026 quarter amid supply disruptions. Reflecting this, Singapore benchmark gross refining margins improved to \$7.8 per barrel from \$4.9 per barrel in the December 2025 quarter. While stronger refining margins can cushion weak marketing profitability, LPG under-recoveries remain a concern. Analysts expect operating and net profits of OMCs to decline on a quarter-on-quarter basis in the March 2026 quarter. Also, earnings are likely to remain volatile in the June 2026 quarter, with subsequent performance dependent on crude prices and geopolitical developments.

CGD: Cost pressures persist CGD companies are also facing margin pressures, especially those reliant on imported LNG. They source gas through a mix of domestic supplies priced under the government-administered pricing mechanism (APM) and international LNG. While APM gas prices are regulated and relatively stable, spot LNG prices are volatile and much more expensive. Disruptions linked to the Strait of Hormuz have tightened LNG availability, pushing spot LNG prices up by 21.3% quarter-on-quarter in the March 2026 quarter. Looking ahead, rating agency ICRA expects margins in the domestic piped natural gas segment to remain stable, aided by preferential allocation of APM gas. However, margins in the CNG segment are likely to face headwinds. Higher gas costs and rupee depreciation may not be fully passed on to consumers, putting profitability under pressure.

Headline	Energy Maharatna ONGC Continues to Shape India's Dynamic Energy Future		
Publication	The Newsmen Of India	Edition	Online Coverage
Published Date	10 May 2026		

Energy Maharatna ONGC Continues to Shape India's Dynamic Energy Future

<https://thenewsmanofindia.com/energy-maharatna-ongc-continues-to-shape-indias-dynamic-energy-future/>

Oil and Natural Gas Corporation today stands as one of the most powerful symbols of India's industrial capability, strategic energy strength and technological excellence. More than just the country's largest energy enterprise, ONGC has emerged as a driving force behind India's journey towards energy security, sustainable development and global energy leadership. With a firm commitment to innovation, operational excellence and responsible growth, the Maharatna company continues to redefine the future of India's hydrocarbon sector while steadily expanding its global footprint.

Guided by its inspiring vision to be a global leader in integrated energy business through sustainable growth, knowledge excellence and exemplary governance practices, ONGC has consistently demonstrated its ability to adapt, innovate and lead in a rapidly evolving global energy environment. Its mission reflects a deep commitment towards business ethics, technological advancement, environmental responsibility and customer satisfaction, while simultaneously creating long-term value for the nation and its stakeholders.

ONGC's achievements in the exploration and production sector remain extraordinary by every benchmark. The company has established 8.98 billion tonnes of in-place hydrocarbon reserves and has made more than 570 discoveries of oil and gas with Ultimate Reserves of 3.13 Billion Metric Tonnes of Oil Plus Oil Equivalent Gas from domestic acreages. These accomplishments underline ONGC's unmatched contribution towards strengthening India's hydrocarbon reserves and enhancing national energy availability.

The corporation has cumulatively produced 1042 Million Metric Tonnes of crude oil and 715 Billion Cubic Meters of natural gas, reinforcing its pivotal role in India's energy economy. Producing over 1.26 million barrels of oil equivalent per day, ONGC contributes around 71 percent of India's domestic production. Significantly, over 76 percent of the crude oil produced by the company is categorized as Light & Sweet crude, which attracts premium value in international markets because of its superior quality and low sulphur content.

ONGC also commands the largest share of hydrocarbon acreages in India with 61 percent in Petroleum Exploration Licence Areas and 81 percent in Mining Lease Areas. Its robust exploration strategy and technical capabilities have enabled the company to perform impressively in OALP bid rounds, winning two blocks in Round 1, one block in Round 2, seven blocks in Round 3 and seven blocks in Round 4. Under the NELP regime, a total of 130 blocks were awarded to ONGC and consortium partners, including 116 ONGC-operated blocks.

The company's integrated hydrocarbon value chain has further strengthened its strategic position in India's energy ecosystem. Beyond exploration and production, ONGC has significant interests in LNG and product transportation businesses and holds 12.5 percent stake in Petronet LNG Limited. The corporation also possesses about 15 percent of the total Indian refining capacity, reflecting its growing presence across the energy value chain.

ONGC's global ambitions have gained remarkable momentum through ONGC Videsh Limited, its wholly-owned subsidiary and one of India's biggest multinational companies. ONGC Videsh has established a strong international presence with 35 oil and gas assets spread across 15 countries, significantly enhancing India's overseas energy interests.

At the same time, ONGC has accelerated its transition towards cleaner and sustainable energy solutions. The company signed a major MoU with NTPC Green Energy Limited for renewable energy projects and announced plans to scale up its renewable portfolio to 10 GW by 2030. Technology-driven initiatives such as helium recovery demonstration projects and collaboration with IBM for Shared Finance Services highlight ONGC's modernization and digital transformation efforts.

The corporation's recent financial performance has reflected resilience, stability and sustained growth momentum. ONGC reported strong quarterly results across FY24, FY25 and FY26, with impressive consolidated net profits and substantial interim dividends. Its operational strength has also been complemented by strategic collaborations with major companies including Reliance Industries Limited, Oil India Limited and global partners in offshore exploration and energy transportation.

Beyond commercial achievements, ONGC has earned prestigious recognition in corporate governance, diversity, environmental protection, safety and crisis management. The company received the Diversity and Inclusive Champion Award, SKOCH Silver Award for COVID-19 response, FIPI Best Project Management Company Award and SCOPE Meritorious Award for Good Corporate Governance. ONGC's IPSHEM Goa also earned major international environmental honours for excellence in environment protection and safety management.

From pioneering offshore exploration to advancing renewable energy initiatives and strengthening India's global energy presence, ONGC continues to play a transformative role in shaping the nation's energy future. With its blend of technological strength, sustainability focus and national commitment, ONGC remains a true energy giant powering India's aspirations with confidence, responsibility and global vision.

Oil and Natural Gas Corporation has continuously strengthened its growth strategy through new discoveries, fast-track development, downstream value additions and forward integration while leveraging state-of-the-art technology and global best practices. The company has also focused on production from small and marginal fields and tapping unconventional energy resources such as Coal Bed Methane, Underground Coal Gasification, Shale Gas and Gas Hydrates. Through the ONGC Energy Centre Trust, the company is advancing research in hydrogen, geo-bio reactors and fuel cells. ONGC has commissioned a 50 MW Wind Farm in Gujarat and plans another 100 MW project in Rajasthan besides setting up Solar Thermal Engines at MNRE campus, Gurgaon.

Headline	'Cut fuel use, gold buys': PM Modi urges people as Iran war bites
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Publication	Daily Hunt (Mobile)	Edition	Online Coverage
Published Date	11 May 2026		

'Cut fuel use, gold buys': PM Modi urges people as Iran war bites

<http://m.dailyhunt.in/news/india/english/hindustan+times-epaper-httmes/cut+fuel+use+gold+buys+pm+modi+urges+people+as+iran+war+bites-newsid-n711771306>

Prime Minister Narendra Modi on Sunday urged Indians to adopt austerity measures ranging from cutting fuel consumption and postponing foreign travel to reducing edible oil use and avoiding gold purchases, as the government grapples with the economic fallout of the ongoing global energy crisis and surging crude prices. Speaking in Hyderabad, where he inaugurated multiple projects, Modi framed the appeal as a national duty at a time when India imports more than 88% of the crude oil it processes and supply chains remain under strain amid the conflict in West Asia.

"In this time of global crisis, we have to make a resolution keeping duty paramount and fulfil it with complete dedication," Modi said. "A big resolution is to use petrol and diesel sparingly. We must curb our use of petrol and diesel. In cities with Metro lines, we should decide to travel by Metro only. If we must use a car, then we should try to carpool," he said.

The prime minister also urged people to maximise the use of electric vehicles, shift freight movement towards railways and revive work-from-home arrangements that became common during the Covid-19 pandemic.

"During the Corona period, we developed many systems of work from home, online meetings, and video conferences, and we even became accustomed to them. Today, the demands of the times are such that if we restart these systems, it will be in the national interest," he said.

Modi repeatedly stressed the need to conserve foreign exchange as India faces mounting import costs.

"We must also place a strong emphasis on saving foreign exchange, as petrol and diesel have become so expensive globally," he said. "It is our responsibility to save the foreign currency spent on purchasing petrol and diesel."

Crude oil prices have surged sharply since the outbreak of the war in West Asia on February 28, with average import prices rising from around \$70 a barrel to nearly \$120. The pressure has also weighed on the rupee, which weakened from around 91 against the dollar before the conflict to nearly 95.

To be sure, the rupee's depreciation has mirrored pressure on several major Asian currencies during the broader global crisis.

High oil prices have also sharply increased India's import bill. India imported crude oil worth \$121.8 billion in 2025-26, and officials expect the burden to rise further if the conflict continues and shipping through the Strait of Hormuz remains disrupted.

A government official, speaking on condition of anonymity, said that while the Centre had so far shielded consumers from the full impact of the global energy crisis by holding petrol, diesel and cooking gas prices largely steady, the situation remained fragile.

"There is no certainty on when the Strait of Hormuz returns to normal commercial operation, and no settled view on where post-conflict prices stabilise even after the conflict itself ends. Most credible projections see elevated prices persisting for at least four months after a permanent ceasefire is achieved, on account of the time required for shipping, insurance, and inventory regimes to normalize," he said.

The official added that fuel retailers may not be able to hold prices at current levels for much longer.

Modi also urged people to avoid non-essential foreign travel, overseas weddings and vacations for at least a year to reduce pressure on foreign exchange reserves.

"The growing culture of weddings abroad, travelling abroad, and vacationing abroad is becoming prevalent among the middle class. We must decide that during this time of crisis, we should postpone travelling abroad for at least a year," he said.

Modi also appealed to citizens to avoid gold purchases for a year, arguing that gold imports place additional pressure on foreign exchange reserves. "Gold purchases are another area where foreign exchange is used extensively... In the

national interest, we must resolve not to purchase gold for a year, no matter how many functions we have scheduled at home," he said.

The prime minister additionally called for lower edible oil consumption and reduced dependence on imported chemical fertilisers. "The same is true for edible oil. We have to spend foreign currency on its import. If every household reduces the use of edible oil, it is a huge contribution to patriotism," Modi said.

"We should reduce our consumption of chemical fertilisers by half and move towards natural farming. This way, we can save foreign currency and our farms and Mother Earth."

At an inter-ministerial briefing on Friday, petroleum ministry joint secretary Sujata Sharma said the combined monthly under-recovery on petrol, diesel and cooking gas stood at around 30,000 crore.

State-run fuel retailers have kept petrol and diesel prices in Delhi at 94.77 and 87.67 per litre respectively for the past two years, despite mounting global pressure on fuel prices.

The government had on March 27 reduced excise duty on petrol and diesel by 10 per litre each, while also imposing levies on exports of diesel and aviation turbine fuel to prevent domestic supplies from being diverted overseas.

An energy sector expert, who requested anonymity, said Modi's remarks should be seen as preparation for possible fuel price increases and broader austerity measures.

"PM's Sunday speech should be taken in all seriousness and fuel conservation must be implemented by individuals, corporations and state governments immediately," the expert said. "People must be prepared to share the partial burden of this crisis in terms of a price hike, which is imminent."

Union home minister Amit Shah backed Modi's appeal in a post on X, describing it as a "visionary" road map towards making India "self-reliant and energy-secure".

"His call for moderation in the use of petrol-diesel, promoting work from home, and abandoning chemical fertilisers to adopt natural farming is a clear roadmap for making India a self-reliant and energy-secure nation," Shah wrote.

Union petroleum minister Hardeep Singh Puri also urged citizens to conserve fuel and said India's energy sector was absorbing the impact of the global crisis to shield consumers. "India is among very few countries which have not raised energy prices and has maintained steady supplies to the citizens even as we see crises unfold in many parts of the world," Puri posted on X.

He said oil marketing companies were purchasing crude oil, gas and LPG at elevated rates while continuing to sell fuels domestically at lower prices, leading to "massive mounting losses".

According to Puri, oil marketing companies are facing losses of up to 1,000 crore a day, while estimated under-recoveries during the current quarter could rise to 2 lakh crore.

"Let us turn PM Modi ji's empathetic appeal into a Jan Andolan to save and conserve energy," he said.

The Opposition, however, accused the government of failing to prepare adequately for the crisis.

Congress general secretary KC Venugopal said Modi was "still clueless about ensuring India's energy security" even three months into the Iran-US war.

"It is shameless, reckless and downright immoral that the PM is pushing the common citizen into inconvenience, instead of building contingencies to ensure our economy is unaffected by this global crisis," Venugopal said in a post on X.

"The PM and his government must make all necessary arrangements to ensure we have ample fuel reserves and no citizen faces any hardship as a result of their lack of planning," he added.

Headline	Shameless, reckless: Congress torches PM Modi over call to cut fuel use		
Publication	India Today	Edition	Online Coverage
Published Date	11 May 2026		

Shameless, reckless: Congress torches PM Modi over call to cut fuel use

<https://www.indiatoday.in/india/story/congress-attacks-narendra-modis-fuel-saving-appeal-amid-iran-us-war-energy-row-says-pm-is-shameless-reckless-2909648-2026-05-11>

Congress attacked Prime Minister Narendra Modi over his call to save fuel and defer gold purchases. The row sharpened the political contest over energy security and the West Asia crisis.

The Congress on Sunday launched a sharp attack on Prime Minister Narendra Modi over his appeal urging people to save fuel and postpone gold purchases, accusing him of being clueless about protecting India's energy security amid the ongoing Iran-US war.

The opposition party claimed it was unfair to push the burden of the global energy crisis onto ordinary citizens instead of preparing stronger safeguards to shield the economy from international disruptions.

Congress general secretary K C Venugopal accused the Centre of failing to plan adequately despite the conflict continuing for months.

Three months into the Iran-US war and PM Modi is still clueless about ensuring India's energy security, Venugopal wrote on X.

It is shameless, reckless and downright immoral that the PM is pushing the common citizen into inconvenience, instead of building contingencies to ensure our economy is unaffected by this global crisis, he added.

PM MODI'S APPEAL DURING TELANGANA RALLY

The Congress criticism came hours after PM Modi, during a BJP rally in Hyderabad, Telangana, urged citizens to conserve petrol and diesel and revive Covid-era practices such as work from home, online meetings and video conferencing to help reduce fuel consumption and save foreign exchange.

We developed work from home, virtual meetings and video conferencing during Corona. We got habituated to it. The need of the hour is to resume those methods, Modi said.

The Prime Minister also asked citizens to postpone purchases of gold and foreign travel for one year, saying India must save foreign exchange amid the ongoing West Asia crisis.

We have to save foreign exchange by any means, he said.

PM Modi also called for greater use of metro rail services, carpooling, electric vehicles and railway parcel services while urging people to reduce consumption of edible oil and chemical fertilisers.

According to the Prime Minister, the ongoing war and global supply-chain disruption have sharply increased the prices of petrol and fertilisers worldwide.

When there is pressure on the supply chain, difficulties increase despite various measures by the government to overcome the crisis, Modi said.

CONGRESS WARNS OF ECONOMIC CATASTROPHE'

Venugopal claimed the Centre's priorities were misplaced and warned of serious economic consequences if stronger contingency planning was not carried out immediately.

When elections and petty politics are the sole priority of the PM, the end result is an impending economic catastrophe, he said.

He also demanded that the Centre ensure adequate fuel reserves and prevent hardship for citizens.

The PM and his government must make all necessary arrangements to ensure India has ample fuel reserves and no citizen faces any hardship as a result of their lack of planning, Venugopal said.

HARDEEP PURI DEFENDS CENTRE

Union Petroleum Minister Hardeep Singh Puri defended the Prime Minister's appeal and said conserving fuel would help India navigate the global energy crisis caused by military conflict involving major energy-producing nations.

Measures such as these will help the nation conserve energy, save on the energy import bill and overcome the challenges arising out of the serious military conflict involving many energy producing nations, Puri wrote on X.

The Union minister claimed India was among the few countries that had managed to maintain stable fuel supplies and avoid steep energy price hikes despite the global turmoil.

India is among very few countries which have not raised energy prices and has maintained steady supplies to citizens even as crises unfold in many parts of the world, he said.

PM Sh Ji appeals to the citizens to curtail use of petrol and diesel, use public transport where possible, and car pool as much as possible.

Measures such these will help the nation conserve energy, save on the energy import bill and overcome the challenges arising Hardeep Singh Puri (@HardeepSPuri)

Puri said oil marketing companies were purchasing crude oil, gas and LPG at higher rates but continuing to sell products at lower prices to shield consumers.

OMCs are buying crude, gas and LPG at higher cost, but are selling final products at lower cost leading to mounting losses of up to Rs 1,000 crore per day, he said.

According to Puri, estimated under-recoveries during the current quarter could touch Rs 2 lakh crore while losses may reach nearly Rs 1 lakh crore.

He also said the Modi government had reduced excise duties on retail fuel, resulting in revenue losses of around Rs 14,000 crore in a month.

Let us turn PM Modi Ji's empathetic appeal into a Jan Andolan to save and conserve energy, Puri said.

The exchange marks the latest political flashpoint over rising global energy prices and the economic fallout of the escalating conflict in West Asia.

Headline	'Restarting work from home in national interest': PM Modi's Covid-19 reminder amid US-Iran war		
Publication	MSN India	Edition	Online Coverage
Published Date	11 May 2026		

'Restarting work from home in national interest': PM Modi's Covid-19 reminder amid US-Iran war

<https://www.msn.com/en-in/news/india/restarting-work-from-home-in-national-interest-pm-modi-s-covid-19-reminder-amid-us-iran-war/ar-AA22RRJm>

Prime Minister Narendra Modi on Sunday urged Indians to adopt austerity measures ranging from cutting fuel consumption and postponing foreign travel to reducing edible oil use and avoiding gold purchases, as the government grapples with the economic fallout of the ongoing global energy crisis and surging crude prices. Speaking in Hyderabad, where he inaugurated multiple projects, Modi framed the appeal as a national duty at a time when India imports more than 88% of the crude oil it processes and supply chains remain under strain amid the conflict in West Asia. In this time of global crisis, we have to make a resolution keeping duty paramount and fulfil it with complete dedication, Modi said. A big resolution is to use petrol and diesel sparingly. We must curb our use of petrol and diesel. In cities with Metro lines, we should decide to travel by Metro only. If we must use a car, then we should try to carpool, he said. Shift to work from home, save foreign currency' The prime minister also urged people to maximise the use of electric vehicles, shift freight movement towards railways and revive work-from-home arrangements that became common during the Covid-19 pandemic. During the Corona period, we developed many systems of work from home, online meetings, and video conferences, and we even became accustomed to them. Today, the demands of the times are such that if we restart these systems, it will be in the national interest, he said. Modi repeatedly stressed the need to conserve foreign exchange as India faces mounting import costs. We must also place a strong emphasis on saving foreign exchange, as petrol and diesel have become so expensive globally, he said. It is our responsibility to save the foreign currency spent on purchasing petrol and diesel. Crude oil prices have surged sharply since the outbreak of the war in West Asia on February 28, with average import prices rising from around \$70 a barrel to nearly \$120. The pressure has also weighed on the rupee, which weakened from around 91 against the dollar before the conflict to nearly 95. To be sure, the rupee's depreciation has mirrored pressure on several major Asian currencies during the broader global crisis. High oil prices have also sharply increased India's import bill. India imported crude oil worth \$121.8 billion in 2025-26, and officials expect the burden to rise further if the conflict continues and shipping through the Strait of Hormuz remains disrupted. A government official, speaking on condition of anonymity, said that while the Centre had so far shielded consumers from the full impact of the global energy crisis by holding petrol, diesel and cooking gas prices largely steady, the situation remained fragile. There is no certainty on when the Strait of Hormuz returns to normal commercial operation, and no settled view on where post-conflict prices stabilise even after the conflict itself ends. Most credible projections see elevated prices persisting for at least four months after a permanent ceasefire is achieved, on account of the time required for shipping, insurance, and inventory regimes to normalize, he said. The official added that fuel retailers may not be able to hold prices at current levels for much longer. Postpone foreign travel for a year' Modi also urged people to avoid non-essential foreign travel, overseas weddings and vacations for at least a year to reduce pressure on foreign exchange reserves. The growing culture of weddings abroad, travelling abroad, and vacationing abroad is becoming prevalent among the middle class. We must decide that during this time of crisis, we should postpone travelling abroad for at least a year, he said. Modi also appealed to citizens to avoid gold purchases for a year, arguing that gold imports place additional pressure on foreign exchange reserves. Gold purchases are another area where foreign exchange is used extensively... In the national interest, we must resolve not to purchase gold for a year, no matter how many functions we have scheduled at home, he said. The prime minister additionally called for lower edible oil consumption and reduced dependence on imported chemical fertilisers. The same is true for edible oil. We have to spend foreign currency on its import. If every household reduces the use of edible oil, it is a huge contribution to patriotism, Modi said. We should reduce our consumption of chemical fertilisers by half and move towards natural farming. This way, we can save foreign currency and our farms and Mother Earth. At an inter-ministerial briefing on Friday, petroleum ministry joint secretary Sujata Sharma said the combined monthly under-recovery on petrol, diesel and cooking gas stood at around 30,000 crore. State-run fuel retailers have kept petrol and diesel prices in Delhi at 94.77 and 87.67 per litre respectively for the past two years, despite mounting global pressure on fuel prices. The government had on March 27 reduced excise duty on petrol and diesel by 10 per litre each, while also imposing levies on exports of diesel and aviation turbine fuel to prevent domestic supplies from being diverted overseas. An energy sector expert, who requested anonymity, said Modi's remarks should be seen as preparation for possible fuel price increases and broader austerity measures. PM's Sunday speech should be taken in all seriousness

and fuel conservation must be implemented by individuals, corporations and state governments immediately, the expert said. People must be prepared to share the partial burden of this crisis in terms of a price hike, which is imminent. Union home minister Amit Shah backed Modi's appeal in a post on X, describing it as a visionary road map towards making India self-reliant and energy-secure. His call for moderation in the use of petrol-diesel, promoting work from home, and abandoning chemical fertilisers to adopt natural farming is a clear roadmap for making India a self-reliant and energy-secure nation, Shah wrote. Union petroleum minister Hardeep Singh Puri also urged citizens to conserve fuel and said India's energy sector was absorbing the impact of the global crisis to shield consumers. India is among very few countries which have not raised energy prices and has maintained steady supplies to the citizens even as we see crises unfold in many parts of the world, Puri posted on X. He said oil marketing companies were purchasing crude oil, gas and LPG at elevated rates while continuing to sell fuels domestically at lower prices, leading to massive mounting losses. According to Puri, oil marketing companies are facing losses of up to 1,000 crore a day, while estimated under-recoveries during the current quarter could rise to 2 lakh crore. Let us turn PM Modi ji's empathetic appeal into a Jan Andolan to save and conserve energy, he said. The Opposition, however, accused the government of failing to prepare adequately for the crisis. Congress general secretary KC Venugopal said Modi was still clueless about ensuring India's energy security even three months into the Iran-US war. It is shameless, reckless and downright immoral that the PM is pushing the common citizen into inconvenience, instead of building contingencies to ensure our economy is unaffected by this global crisis, Venugopal said in a post on X. The PM and his government must make all necessary arrangements to ensure we have ample fuel reserves and no citizen faces any hardship as a result of their lack of planning, he added.

Headline	PM Modi's Fuel Plea: How Much Must Petrol-Diesel Prices Rise to Cover Losses?		
Publication	One 18	Edition	Online Coverage
Published Date	11 May 2026		

PM Modi's Fuel Plea: How Much Must Petrol-Diesel Prices Rise to Cover Losses?

<https://one.news18.com/english/article/news/business/pm-modi-urges-fuel-conservation-puri-reveals-rs-1000-cr-daily-loss-for-oil-cos-hin-8810463849>

PM Modi urged citizens to use petrol-diesel 'judiciously' and maintain COVID-era precautions.

Petroleum Minister Hardeep Singh Puri explained that oil companies face a daily loss of 1,000 crore due to high international crude prices and selling fuel at lower rates.

Estimated quarterly loss for oil companies could reach 1,00,000 crore.

To offset losses, petrol prices may need to increase by 18 rupees per liter and diesel by 25 rupees per liter.

Even a 10 rupee per liter excise duty cut by the government, costing 14,000 crore monthly, has been insufficient to curb losses as crude oil prices surged from 70 to 113 dollars per barrel.