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Publication : Millennium Post	Editions : New Delhi
Date : 4 October 2026	Page : 2

GAIL marketing director Sanjay Kumar named as Managing Director & CEO of Petronet LNG Ltd

PRESS TRUST OF INDIA
New Delhi, October 3

State-owned GAIL (India) Ltd's Director (Marketing) Sanjay Kumar has been appointed Managing Director and Chief Executive Officer of Petronet LNG Ltd, effective May 13, 2027, when the position falls vacant.

According to a regulatory filing, Petronet's board cleared the top-level appointment during

a brief 15-minute meeting held on October 2.

Kumar will take over on May 13, 2027, when the existing CEO A K Singh's extended tenure ends. Kumar, 59, will have a five-year term.

Petronet, India's largest gas importer, is majority owned by state-owned oil firms.

While the superannuation age in public sector companies is 60 years, Petronet, though headed



Sanjay Kumar, Director (Marketing), Gail

by the government's top

bureaucrat in the Union Ministry of Petroleum and Natural Gas, is registered as a private limited company.

Petronet is not under any government watchdog like CAG or CVC and is beyond the purview of RTI. Its board executives enjoy higher remuneration than PSUs and also retire at the age of 65 years.

State-owned Indian Oil Corporation (IOC),

GAIL (India) Ltd, Oil and Natural Gas Corporation (ONGC) and Bharat Petroleum Corporation Ltd (BPCL) hold a 12.5 per cent stake each in the company.

The heads of the four blue-chip oil firms, who sit on the board of Petronet, superannuate at the age of 60 years.

Kumar has been director for marketing at gas utility GAIL since mid-June 2023.

Publication : The Statesman

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Dishari Child Welfare Trust Host Grand Assistive Device Distribution Drive at Sarat Sadan, Howrah

Development and Municipal Affairs), and Mrs. Upala Roy Mukherjee, Commissioner of the Department of Persons with Disabilities.

Playing a central, pivotal role in the initiative, Dr. Saikat Ghosh was prominently highlighted for his key contributions to organizing the drive and advancing healthcare and rehabilitation accessibility for underserved groups. Dr. Ghosh emphasized the trust's ongoing commitment to bridging developmental gaps and expanding clinical and therapeutic aid for individuals with physical and intellectual challenges.

The atmosphere was further elevated by a moving musical rendition from a group of special children, whose soulful chorus performance served as a highlight of the day.

The initiative concluded with dignitaries and attendees praising BPCL's CSR partnership and honoring the dedicated leadership of Dr. Saikat Ghosh and the Dishari Child Welfare Trust team in driving meaningful social change.

HOWRAH — Dishari Child Welfare Trust, in partnership with Bharat Petroleum Corporation Limited (BPCL), hosted a grand community distribution drive today at Sarat Sadan, Howrah. The event marked a major milestone in empowering persons with disabilities and supporting social inclusion in the region.

A total of 120 beneficiaries received tailored assistive equipment during the drive. The distributed items included motorized and standard tricycles, motorized and standard wheelchairs, and other specialized mobility aids designed to foster self-reliance and improve quality of life.

The event was held in the presence of distinguished dignitaries, including Mr. Umesh Rai, Hon'ble Minister of State, Government of West Bengal (Department of Parliamentary Affairs, Urban

Publication : Bangalore Mirror

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Family of six injured in LPG cylinder blast

A family of six were injured after an LPG cylinder reportedly exploded in their home in Nayandahalli Layout on Friday morning.

The injured have been identified as Karilingappa (40), a daily-wage worker, his wife Lakshamma (43), and their children, Chaithra (11) and Basava (9) and twins Geetha and Girija (3). The family, originally from Raichur, had been living in the house on rent.

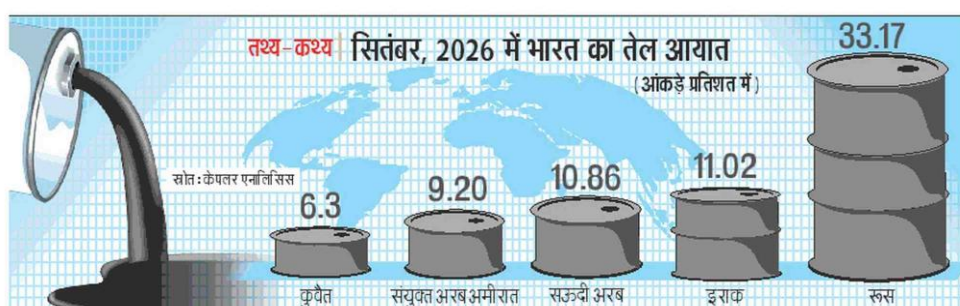
According to police, the incident occurred around 6.30 am. Officials suspect that an LPG leak, possibly caused by a faulty washer or the gas supply not being switched off properly, led to the incident. The leaked gas is suspected to have accumulated inside the house and caught fire when the stove was lit, triggering the cylinder to explode. All six family members suffered burn injuries in the incident. Lakshamma and one of the children are reportedly in serious condition.

The injured were immediately shifted to Victoria Hospital, where they are undergoing treatment. Further investigation is underway.

-BMB

Publication : Dainik Jagran (Hindi)	Editions : New Delhi
Date : 4 October 2026	Page : 6

Headline: Fact Sheet: India's Oil Imports in September 2026



Publication : Dainik Jagran (Hindi)	Editions : New Delhi
Date : 4 October 2026	Page : 11

Headline: Nayara Energy has raised petrol and diesel prices

नायरा एनर्जी ने पेट्रोल-डीजल का मूल्य बढ़ाया

नई दिल्ली, प्रेस: निजी क्षेत्र की सबसे बड़ी खुदरा ईंधन विक्रेता नायरा एनर्जी ने पेट्रोल की कीमत में पांच रुपये और डीजल की कीमत में तीन रुपये प्रति लीटर की वृद्धि की है। यह वृद्धि तुरंत प्रभाव से लागू हो गई है। कंपनी ने कहा कि खुदरा कीमतों और बढ़ती अंतरराष्ट्रीय तेल लागत के बीच के अंतर को कम करने के लिए यह फैसला किया गया है।

नायरा के बाद अब सरकारी स्वामित्व वाली ईंधन विक्रेता कंपनियों की ओर से भी मूल्य बढ़ाए जाने की संभावना बढ़ गई है। बता दें कि इस वर्ष की शुरुआत में ईरान संघर्ष के कारण अंतरराष्ट्रीय तेल कीमतों में वृद्धि का बोझ उपभोक्ताओं पर डालने वाली नायरा एनर्जी पहली कंपनी थी। उसने 26 मार्च को पेट्रोल और डीजल की कीमतों में वृद्धि की थी।

G20 Trade Ministers discussed curbing impact of govt-backed excess mfg capacities: Goyal

PRESS TRUST OF INDIA

NEW DELHI, OCT 3: G20 Trade Ministers have discussed preventing large production capacities, created with Government support in some geographies, from hurting manufacturing in countries that follow fair trade practices, including India, the US and Europe, Union Commerce and Industry Minister Piyush Goyal has said.

Replying to questions from the Indian diaspora in Chicago about the G20 trade ministers meeting, which concluded late evening on Friday in Milwaukee, Goyal said the members also discussed the future of several elements of the World Trade Organisation (WTO), which is currently under severe stress, including the fact that many countries are using predatory pricing as they have overcapacity, and are dumping goods, much to the detriment of honest and fair trade. "So, issues like this were highlighted by the United States... This G20 was under their presidency. And good discussions were held that we should all collectively work towards ensuring that certain geographies with very large production capacities, created at different points in time with government support, should not be allowed to hurt manufacturing in countries where fair trade and honest business practices are carried out, such as the United States or Europe or India," he noted.

Goyal said that though it was a fruitful set of conversations at the meetings, differences of opinion prevented the release of an outcome document. India is the most preferred destination to set up data

centres, citing low-cost infrastructure and energy, a large pool of young talent and tax-free benefits until 2047, he added. India has received nearly USD 200 billion of commitments for investments in data centres, the Union Minister said. "India is the world's best location to house data centres... low-cost infrastructure, low-cost energy, low-cost data, a big pool of youthful talent, and finally, for those who are using cloud services or data storage for international purposes, tax-free until 2047, totally tax-free. That's why I dare say this is the most preferred location for data centres," he said. "I invite all of you to also take advantage of that," Goyal added. The Union Minister said that at present 60 per cent of the installed capacity of 520 gigawatts is clean energy (solar, wind, hydro, nuclear) in India. "We have a large quantity of clean energy, renewable energy available. Data centres normally prefer to work on clean energy. It's at a lower cost through the life cycle. If you want 100 per cent clean energy 24 hours, you'll probably get it at 11 or 12 cents," he said.

Goyal added that creating data centre infrastructure in India will not cost more than one-fifth or one-fourth of what it'll cost in America or Europe. "And finally, and most importantly, the talent, the youth, 14 lakh, 1.4 million STEM (science, technology, engineering and maths) graduates come out of colleges," he said. On a question about ease of doing business and lower-level corruption in India, the minister said: "I am glad that you have raised these issues because these are genuine problems that many times investors face in India".

Publication : Financial Express	Editions : New Delhi
Date : 4 October 2026	Page : 1, 3

Nayara petrol prices up ₹5, diesel rises ₹3



NAYARA Energy has raised petrol prices by ₹5 a litre and diesel by ₹3 per litre with immediate effect, as higher international crude and refined-product prices squeeze marketing margins. ■ PAGE 3

Nayara hikes petrol by ₹5, diesel by ₹3

SAURAV ANAND
New Delhi, October 3

NAYARA ENERGY HAS raised petrol prices by ₹5 a litre and diesel by ₹3 a litre with immediate effect, widening the gap with state-run fuel retailers as higher international crude and refined-product prices squeeze marketing margins.

Following the hike, petrol at Nayara outlets in Delhi is priced at ₹107.12 a litre, ₹5 higher than ₹102.12 at state-run pumps, while diesel costs ₹98.20 a litre compared with ₹95.20, a gap of ₹3, according to a fuel pump owner who did not wish to be identified.

The increase has also pushed prices sharply higher in other markets. In Bhopal, petrol at Nayara outlets is now priced at ₹119.54 a litre, while diesel costs ₹103.64 a litre following the latest revision.

The hike comes even as domestic consumption of both fuels remains firm. Petrol consumption rose 7.21% year-on-year (y-o-y) to 3.644 million tonnes in September 2026 from 3.399 million tonne (MT) a year earlier, according to the Petroleum Planning and Analysis Cell's (PPAC) flash report.

GAP WIDENS



■ Petrol demand in September rose by **7.2%**, while diesel by **4.9%**

■ Petrol at Nayara outlets in Delhi is priced at **₹107.12** a litre, **₹5** higher than **₹102.12** at state-run pumps

Diesel consumption increased 4.86% to 7.116 MT from 6.786 million tonnes during the same period. During April-September 2026, petrol consumption rose 7% to 22.673 MT, against 21.189 MT in the corresponding period last year. Diesel consumption increased 4.85% to 47.891 MT, compared with 45.678 MT.

Nayara operates 7,108 petrol pumps across the country. A query sent to the company seeking comments remained unanswered till press time.

Publication : Hindustan Times	Editions : New Delhi
Date : 4 October 2026	Page : 4



Petronet LNG Ltd (PLL) hosted the Investors and Analysts Interactive Meet, "Samvaayah 2.0," in Kochi. Organised by UBS Securities India Pvt Ltd, the three-day programme provided an opportunity for investors and analysts to gain a deeper understanding of PLL's business model.



Publication : The Economic Times	Editions : New Delhi
Date :4 October 2026	Page : 1, 2

JAISHANKAR@EAM CONSULTATIVE COMMITTEE MEET

'India will Maintain Russia Ties'



Minister S Jaishankar said India is committed to ties with Moscow, including oil imports. **Jatin Takkar & Dipanjan Roy Chaudhury** report. ➤➤ 2

'INDIA SUPPORTS DIALOGUE & DIPLOMACY TO END UKRAINE CONFLICT'

Russian Crude to Remain Part of Energy Mix: Jaishankar to Panel

European countries continue energy imports from Russia despite Ukraine war, MPs told

**Jatin Takkar &
Dipanjani Roy Chaudhury**

New Delhi: India's dependence on Russia for crude oil and its efforts to help end the Ukraine war figured prominently at a meeting of the External Affairs Ministry's Consultative Committee on Saturday, with External Affairs Minister S Jaishankar conveying to MPs that New Delhi remained committed to maintaining its ties with Moscow despite external pressure.

The meeting discussed India-Russia relations against the backdrop of the Ukraine conflict, disruptions in West Asian energy supplies and the proposed US tariff on countries importing Russian oil.

It was discussed that around 52% of India's crude imports were coming from Russia, with traditional suppliers in West Asia impacted by the war. Members were also informed that European countries continued to import part of their energy requirements from Russia despite the ongoing conflict.

The discussions also covered India's efforts to facilitate an end to the Ukraine conflict. India has maintained that dialogue and diplomacy remain the way forward, with Prime Minister Narendra Modi having spoken to both Russian President Vladimir Putin and Ukrainian leadership.

Jaishankar said in a post on X that India had highlighted its "multifaceted engagement" with Russia in trade, investments, energy, connectivity, culture and people-to-people ties, besides its "active support to dialogue & diplomacy to end the Ukraine conflict". The meeting also discussed concerns over the US proposal to impose a 100% tariff on countries importing Russian oil. MPs raised questions over the implications of the proposed measure for India-Russia trade and energy ties.

Congress MPs Manish Tewari, Mukul Wasnik and Gurjeet Aujla, BJP MPs Vinod Tawde, Vikramjit Sawhney and K Sudhakar, AITC MP Babul Supriyo and CPM MP P Santhosh Kumar were among those present.



Jaishankar and others during a MEA consultative committee meeting on Saturday —PTI

• THE EIGHT-COACH, NON-AC TRAIN WILL OPERATE ON A DUAL-FUEL CONFIGURATION, USING BOTH DIESEL AND LIQUEFIED NATURAL GAS

Despite near 100% electrification, why Railways launched LNG train

Dheeraj Mishra
New Delhi, October 3

THE RAILWAYS has launched its first train that can run on liquefied natural gas (LNG).

The eight-coach non-AC train, flagged off from Sabarmati station in Gujarat, is not a new train, though. It is a modified version of an existing diesel-electric multiple unit (DEMU) train — which means it can run both on diesel and LNG. DEMUs, to be clear, are self-propelled trains (but more on that later). Using LNG will result in lower emissions than diesel. The national transporter, therefore, is planning to add LNG systems to more

DEMU trains following the September 27 launch.

But the plan to unveil more such dual-use trains raises questions. Why does Railways need LNG trains when its broad-gauge network is almost completely electrified? And why can't the train be hauled by an electric locomotive?

The answer lies in the very configuration, and purpose, of DEMU trains.

What are DEMU trains?

In Indian Railways, most trains are hauled by heavy, standalone engines, called locomotives. However, DEMU trains — and EMU (electric

multiple unit) trains — are "train sets" that don't have a separate locomotive.

Instead, their movement and control systems are built into passenger coaches at both ends. These coaches are called driving power cars, or DPC. Half of the space of a DPC is taken up by the power packs while the remainder is meant for passengers.

In the case of EMUs, the tractive power, essentially the energy to move the trains, is provided by overhead electric wires. In the case of DEMUs, a diesel engine generates electricity which then powers the train's electric traction motors. Since these DEMU trainsets



The Railways has planned to convert more DEMU trains into LNG-powered systems. REUTERS

do not have the provision to attach a separate locomotive, they cannot be hauled by an electric one. That is why the conversion to dual-fuel sys-

tems with LNG have been found as an alternative to reduce emissions. In fact, the Railways recently launched a hydrogen train by modifying a

DEMU rake (or train set). This, however, is not a dual-power train and may not be viable for a mass rollout because handling hydrogen is difficult. A senior official of the Ahmedabad railway division said that the latest DEMU-LNG conversion was done at a cost of Rs. 1.86 crore. The train will use 40% LNG and 60% diesel during its operation. The DPC retains the capability to operate entirely on diesel whenever required.

How important is this development?

The DEMU was first introduced in Indian Railways in 1994 for non-electrified routes,

with a 700-horsepower configuration. In 2002, the Integral Coach Factory developed 1,400-horsepower DEMUs, which were inducted in Railways to replace existing slow-moving locomotive-hauled passenger trains on non-electrified mainline sections and for low-traffic-density branch line services.

The high acceleration potential of DEMUs made the fast passenger services between cities suitable.

However, with the push to lower emissions in the Railways and 99.6% of the network now electrified, the question is what should be done with these trains. They also cannot

be easily withdrawn from service as many of them still have some operational life remaining. "The existing diesel-powered assets continue to remain available for operational requirements. Some diesel powered assets are also required to meet exigencies."

"The dual-fuel conversion enables productive utilisation of these existing assets while reducing conventional diesel consumption. It also provides operational flexibility, as the DPC can operate in both, dual-fuel or diesel-only mode," said the senior official of Ahmedabad division.

FULL REPORT ON
WWW.INDIANEXPRESS.COM

Publication : The Statesman	Editions : New Delhi
Date : 4 October 2026	Page : 7

G7 leaders pledge coordinated release of 100 million oil barrels to ease surging energy prices

AGENCIES

Paris, 3 October

Facing severe energy price shocks that threaten global economic stability, Group of Seven (G7) leaders on Friday announced a series of coordinated emergency measures to protect consumers and stabilise global oil markets following a virtual summit.

Placing consumer relief at the top of their agenda, G7 leaders pledged immediate steps to mitigate market

shocks, with a major emphasis on easing pressure on global diesel supplies and prices.

"Facing unprecedented volatility in oil markets ~ with surging prices threatening economic stability and the well-being of our citizens ~ we have agreed on decisive, coordinated measures to stabilise immediate energy supplies, shield households and businesses from price shocks, and strengthen the long-term resilience of global energy systems," the leaders stated in the joint

communique.

To deliver rapid market relief, the alliance agreed to a coordinated drawdown of emergency oil reserves through the International Energy Agency (IEA), declaring that member states "will implement our commitments with a coordinated release through the IEA of 100 million barrels to begin immediately over 4 months, including a frontloaded substantial diesel release within the first 20 days by G7 members and partners."

Publication : The Times of India	Editions : Mumbai
Date : 4 October 2026	Page : 1, 12

Hormuz blocked, but Gulf crude shipments at pre-war level

New Delhi: Disruptions to energy supplies through Strait of Hormuz notwithstanding, crude shipments from the West Asian Gulf region, excluding Iran, have returned to pre-war levels as countries cut dependence on oil tankers to navigate through the choked strait reports Atul Mathur.

According to maritime intelligence and research firm Kpler, at least 16.5 million barrels per day (mbd) of crude left the region between Sept 1 and 28, matching the pre-war average. During the peak of the West Asia war in March, the average was 10.5 mbd.

While 83% of the region's crude crossed Hormuz before the war, 40% was exported in Sept via pipelines in Saudi Arabia and UAE without crossing the chokepoint. Of the remaining 60% that physically crossed Hormuz, most was moved using shuttle tankers, Emmanuel Be-lostrino, head of global crude and geopolitical market data at Kpler, said in his analysis. He said over 70% of crude that crossed Hormuz in Aug changed tankers offshore in the Gulf of Oman.

► Via other routes, P 12

Publication : The Times of India	Editions : Mumbai
Date : 4 October 2026	Page : 1, 12

Crude via other routes made up for difference

► From P 1

Confirmed crude crossings were still more than a quarter below the pre-war level, but volumes moving through alternative routes had more than doubled and made up almost exactly the difference. Saudi pushed more crude through the east-west pipeline to Yanbu, with loadings rising from 0.8 mbd before the war to 4.3 mbd in June. UAE sent crude through the Abu Dhabi crude oil pipeline to Fujairah, where loadings rose from 1.1 mbd to 2.7 mbd.

Though Russian Urals volumes shrank during the month, they continued to top India's import basket. India imported a 5.3 mbd of crude in Sept, highest since the Ukraine war began.

325 million barrels released from oil reserves: IEA

The International Energy Agency said member countries had released 325 million barrels of oil and oil products from strategic reserves, out of 400 million barrels pledged in March.

Publication : The Times of India	Editions : Bangalore
Date : 4 October 2026	Page : 1, 5

Gulf crude shipments at pre-war level

Crude shipments from West Asian Gulf countries excluding Iran returned to pre-war levels in Sept despite disruptions in Strait of Hormuz, maritime intelligence and research firm Kpler said. Exports averaged 16.5 million barrels per day between Sept 1 and 28, against 10.5 mbd at the war's peak in March. Pipelines and shuttle tankers supported recovery. India also imported a record 5.3 mbd in Sept, with West Asia supplying nearly 40% of India's total crude imports. **P5**

Publication : The Times of India

Editions : Bangalore

Date : 4 October 2026

Page : 1, 5

Gulf crude exports back to pre-war levels despite disruption

Atul Mathur
@timesofindia.com

New Delhi: Disruptions to energy supplies through Strait of Hormuz notwithstanding, crude shipments from the West Asian Gulf region, excluding Iran, have returned to pre-war levels as countries cut dependence on oil tankers to navigate through the choked strait.

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While 83% of the region's crude crossed Hormuz before the war, 40% was exported in Sept through pipelines in Saudi Arabia and the UAE without crossing the key chokepoint.

Of the remaining 60% that physically crossed Hormuz, most was moved using shuttle tankers, Emmanuel Belostrino, head of global crude and geopolitical market data at Kpler, said in his analysis.

Belostrino said more than 70% of the crude that crossed Hormuz in Aug changed tankers offshore in the Gulf of Oman. Confirmed crude crossings were still more than a quarter below the pre-war level, but volumes moving through alternative routes had more than doubled and made up almost exactly the difference.

"That makes the recovery hard to see with conventional tracking. Tankers cross with their AIS transponders off, cargoes change ships in open water, and Saudi exports have swung between the Gulf and the Red Sea," Belostrino said.

Saudi Arabia pushed more crude through the east-west pipeline to Yanbu on the Red Sea, with loadings rising from nearly 0.8 mbd before the war to 4.3 mbd in June. The UAE sent crude through the Abu Dhabi Crude Oil Pipeline to Fujairah, where loadings rose from 1.1 mbd to 2.7 mbd. Since Kuwait, Qatar and most of Iraq have no route around Hormuz, their exports had to recover through the Strait.

Online

Headline	Arunachal explores geothermal energy potential for remote and border areas		
Publication	Asia Post	Edition	Online Coverage
Published Date	4 Oct 2026		

Arunachal explores geothermal energy potential for remote and border areas

<https://asiapost.in/arunachal-explores-geothermal-energy-potential-for-remote-and-border-areas/>

Arunachal Pradesh is exploring the potential of geothermal energy to provide clean, reliable and locally generated power, particularly in remote and strategically located border areas of the state, Science and Technology Minister Dasanglu Pul said on Saturday. Pul, accompanied by Centre for Earth Sciences and Himalayan Studies (CESHS) Director Tana Tage and geologists from the department, visited the ONGC Geothermal Project at Puga Valley in Ladakh to study geothermal exploration, drilling and clean-energy generation under high-altitude Himalayan conditions. The visit assumes significance as geothermal prospects have been identified in the Mago-Thingbu belt of Tawang district, with the state estimating a potential of around 10-15 MW. Scientific investigations into Arunachal Pradesh's geothermal resources have been underway for several years. In March 2024, CESHS, in collaboration with the Norwegian Geotechnical Institute and Iceland-based Geotropy, carried out field investigations and geological structural mapping of hot-spring sites at Mago, Thingbu and other locations. The studies are aimed at assessing geothermal resources for applications including electricity generation, heating and cooling, agricultural produce drying and other locally suitable clean-energy uses. CESHS and government-owned Oil India Limited subsequently moved towards pre-feasibility studies involving surface and subsurface investigations at Mago, Thingbu, Damteng and Tsechu in Tawang district. The Centre has also reported field investigations at five geothermal sites in Tawang Damteng, Grengkhar, Mago, Thingbu and Tsechu where samples were collected for geochemical analysis. Arunachal Pradesh is blessed with immense natural resources, and our endeavour is to harness this potential responsibly for a sustainable future, Pul said. She said the insights gained from the Puga project would strengthen the state's efforts to explore geothermal energy, especially for remote and strategically located border areas. Pul also appreciated ONGC and its execution partner SEROS for sharing their technical expertise and field experience.

Headline	Gail marketing director Sanjay Kumar named next CEO of Petronet LNG		
Publication	Business Standard	Edition	Online Coverage
Published Date	3 Oct 2026		

Gail marketing director Sanjay Kumar named next CEO of Petronet LNG

https://www.business-standard.com/companies/news/gail-marketing-director-sanjay-kumar-named-next-ceo-of-petronet-lng-126100300659_1.html

Petronet, India's largest gas importer, is majority owned by state-owned oil firms. Listen to This Article State-owned GAIL (India) Ltd's Director (Marketing) Sanjay Kumar has been appointed Managing Director and Chief Executive Officer of Petronet LNG Ltd, effective May 13, 2027, when the position falls vacant. According to a regulatory filing, Petronet's board cleared the top-level appointment during a brief 15-minute meeting held on October 2. Kumar will take over on May 13, 2027, when the existing CEO A K Singh's extended tenure ends. Kumar, 59, will have a five-year term. Petronet, India's largest gas importer, is majority owned by state-owned oil firms. While the superannuation age in public sector companies is 60 years, Petronet, though headed by the government's top bureaucrat in the Union Ministry of Petroleum and Natural Gas, is registered as a private limited company. Petronet is not under any government watchdog like CAG or CVC and is beyond the purview of RTI. Its board executives enjoy higher remuneration than PSUs and also retire at the age of 65 years. State-owned Indian Oil Corporation (IOC), GAIL (India) Ltd, Oil and Natural Gas Corp (ONGC) and Bharat Petroleum Corporation Ltd (BPCL) hold a 12.5 per cent stake each in the company. The heads of the four blue-chip oil firms, who sit on the board of Petronet, superannuate at the age of 60 years. Kumar has been director for marketing at gas utility GAIL since mid-June 2023. A mechanical engineer from IIT Kharagpur and an MBA, he brings over 35 years of sector experience across the natural gas and LNG value chain. Petronet LNG operates India's largest liquefied natural gas import terminal at Dahej in Gujarat and also operates an LNG terminal at Kochi in Kerala. Kumar's appointment comes at a time when India is seeking to raise the share of natural gas in its energy mix and expand LNG import and regasification infrastructure. Petronet LNG's Dahej terminal plays a key role in meeting the country's growing demand for imported natural gas. The company currently has 27.5 million tonnes a year (MMTPA) of regasification capacity, comprising 22.5 MMTPA at Dahej and 5 MMTPA at Kochi, and says it handles about 74 per cent of India's LNG imports and accounts for around 34 per cent of the country's gas supplies. The company is also pursuing expansion of its Dahej regasification capacity, a greenfield LNG terminal on India's east coast and a petrochemicals project at Dahej. (Only the headline and picture of this report may have been reworked by the Business Standard staff; the rest of the content is auto-generated from a syndicated feed.)

Headline	Vedanta Oil and Gas Limited Reports Q2 FY27 Production Updates Amid Optimization Efforts and Operations Transition		
Publication	Equity Bulls	Edition	Online Coverage
Published Date	3 Oct 2026		

Vedanta Oil and Gas Limited Reports Q2 FY27 Production Updates Amid Optimization Efforts and Operations Transition

<https://www.equitybulls.com/category.php?id=376299>

Vedanta Oil and Gas Limited (formerly known as Malco Energy Limited) has announced its production release for the second quarter ended September 30, 2026. The announcement outlines the company's operational performance during the second quarter of the 2026-27 financial year, detailing production figures across its various basin assets while highlighting ongoing strategies to manage mature field declines and build a pipeline for future growth. Core Operational Strategy and Production Metrics Addressing its long-term direction, Vedanta Oil and Gas stated that its current focus remains centered on arresting base decline and building a future growth funnel. The strategy relies on production optimization initiatives and enhanced oil recovery projects across mature fields to curb natural output drops. Alongside these measures, the company is pursuing a mix of near-to-medium term opportunities aimed at expanding overall production and boosting reserves. During the second quarter of FY27, the company recorded an average daily gross operated production of 72.2 thousand barrels of oil equivalent per day (kboepd). This represents a 7% decline compared to the sequential quarter (1Q FY27 production of 77.7 kboepd) and a 19% reduction when compared to the corresponding period of the previous year (2Q FY26 production of 89.1 kboepd). For the first half of the financial year (1H FY27), average daily gross operated production stood at 74.9 kboepd compared to 91.2 kboepd in 1H FY26. The company noted that gross production during 2Q FY27 benefited from the successful implementation of production optimization initiatives at the Ravva asset. However, these gains were offset by natural field decline experienced at its flagship Rajasthan operations. On a working interest basis, average daily production for 2Q FY27 was reported at 47.8 kboepd, reflecting a 7% decrease quarter-on-quarter against 51.1 kboepd in 1Q FY27, and an 18% decline year-on-year against 58.2 kboepd in 2Q FY26. Total gross oil and gas volumes produced during 2Q FY27 came in at 6.6 million barrels of oil equivalent (boe), while working interest production totaled 4.4 million boe for the same period. Asset-Wise Breakdown across Hydrocarbon Basins Performance across individual assets showed varying trends across the company's operating portfolio: Rajasthan: Gross operated production for 2Q FY27 averaged 59.9 kboepd, registering a 5% drop from 63.1 kboepd in 1Q FY27 and a 15% reduction from 70.9 kboepd in 2Q FY26. Corresponding working interest production stood at 42.0 kboepd, compared to 44.2 kboepd in 1Q FY27 and 49.6 kboepd in 2Q FY26. Ravva: Demonstrating a positive trend, gross operated production rose 16% sequentially to 8.1 kboepd in 2Q FY27 from 7.0 kboepd in 1Q FY27, while recording a minor 1% drop from 8.2 kboepd in 2Q FY26. Working interest production similarly grew 16% quarter-on-quarter to 1.8 kboepd. Cambay: Gross operated production recorded a significant drop to 1.1 kboepd in 2Q FY27, down from 4.6 kboepd in 1Q FY27 and 6.5 kboepd in 2Q FY26. Working interest production was recorded at 0.4 kboepd. Open Acreage Licensing Policy (OALP): Gross operated production remained stable quarter-on-quarter at 3.1 kboepd in 2Q FY27, matching 1Q FY27 levels, while showing a 15% drop from 3.6 kboepd in 2Q FY26. Working interest production stood identical at 3.1 kboepd. KG-ONN 2003/1: Working interest production averaged 0.5 kboepd during 2Q FY27, matching 1Q FY27 output and declining slightly from 0.6 kboepd in 2Q FY26. Update on the Cambay Block Transition The substantial drop in output numbers for the Cambay asset is attributable to a legal and operational transition involving the block. On September 19, 2025, the Ministry of Petroleum and Natural Gas (MoPNG) informed the joint venture contractors of the Cambay block-including Vedanta as the operator-that their application for a Production Sharing Contract (PSC) extension had not been accepted. Vedanta challenged the rejection before the Delhi High Court through a writ petition, which was subsequently dismissed on July 22, 2026. The company has since filed an appeal against the dismissal before the Division Bench of the Delhi High Court, where the matter remains sub-judice. In the interim, pursuant to MoPNG directives issued on September 19, 2025, Oil and Natural Gas Corporation (ONGC) took over complete operations of the Cambay block starting July 24, 2026. Consequently, the average daily production numbers reported by Vedanta for the Cambay block in 2Q FY27 factor in operations only up to July 21, 2026. Corporate Background and Footprint Vedanta Oil and Gas Limited operates under the brand name 'Cairn' and stands as India's leading private sector oil and gas exploration and production firm. The company holds interests across 44 blocks covering over 47,000 square kilometers of acreage in India, holding combined gross 2P (proved plus probable) and 2C (contingent) resources of 1.3 billion barrels of oil equivalent. Its active producing assets span major hydrocarbon basins located in Rajasthan, Andhra Pradesh, Gujarat, and Assam. The corporate entity structure became effective on May 1, 2026,

following its name change from Malco Energy Limited. The company remains committed to advancing technology-led exploration and net-zero targets while increasing domestic energy supply. Shares of Vedanta Oil and Gas Limited was last trading in BSE at Rs. 32.00 as compared to the previous close of Rs. 33.15. The total number of shares traded during the day was 2879647 in over 13607 trades. The stock hit an intraday high of Rs. 32.99 and intraday low of 31.40. The net turnover during the day was Rs. 92393126.00.

Headline	Petronet LNG names GAIL's Sanjay Kumar as next MD and CEO		
Publication	Fact	Edition	Online Coverage
Published Date	3 Oct 2026		

Petronet LNG names GAIL's Sanjay Kumar as next MD and CEO

<https://www.fact.net.in/business/petronet-lng-names-gails-sanjay-kumar-as-next-md-and-ceo>

Sanjay Kumar, GAIL (India) Ltd's Director (Marketing), has been selected as the next Managing Director and Chief Executive Officer of Petronet LNG Ltd. He will take charge on May 13, 2027, after the extended tenure of incumbent CEO A K Singh comes to an end. The appointment was approved by Petronet LNG's board at a meeting held on October 2, according to a regulatory filing. Kumar, 59, will serve a five-year term. Over 35 years in the gas industry Kumar has been GAIL's Director (Marketing) since June 2023. He holds a mechanical engineering degree from IIT Kharagpur as well as an MBA. His career spans more than 35 years across different segments of the natural gas and liquefied natural gas (LNG) industry. His experience includes work across the gas value chain, which will be relevant as Petronet expands its infrastructure and operations. Petronet LNG is India's largest LNG importer and is backed by four major state-owned energy companies. Indian Oil Corporation, GAIL, Oil and Natural Gas Corporation and Bharat Petroleum Corporation each hold a 12.5 per cent stake in the company. Petronet's LNG infrastructure Petronet operates the country's largest LNG import terminal at Dahej in Gujarat and another facility at Kochi in Kerala. The two terminals have a combined regasification capacity of 27.5 million tonnes per annum (MMTPA). Dahej accounts for 22.5 MMTPA of the capacity, while Kochi has a capacity of 5 MMTPA. Petronet handles around 74 per cent of India's LNG imports and supplies roughly 34 per cent of the country's overall gas consumption. The company is also working on several expansion projects as India seeks to increase the role of natural gas in its energy mix. Expansion plans ahead Petronet is planning to raise the regasification capacity at its Dahej terminal and develop a new greenfield LNG facility on India's east coast. It is also pursuing a petrochemical project at Dahej. Kumar will take over as CEO as the company works on these projects and prepares for further expansion of its LNG infrastructure.

Headline	Samudra Manthan Mission: India's ₹84,084-Crore Push for Deep-Sea Hydrocarbon Exploration		
Publication	Insights On India	Edition	Online Coverage
Published Date	3 Oct 2026		

Samudra Manthan Mission: India's ₹84,084-Crore Push for Deep-Sea Hydrocarbon Exploration

<https://www.insightsonindia.com/2026/10/03/samudra-manthan-mission-indias-%e2%82%b984084-crore-push-for-deep-sea-hydrocarbon-exploration/>

Details emerged regarding the operationalisation of the 84,084-crore Samudra Manthan (National Offshore Exploration Scheme) to expand India's hydrocarbon exploration into deep and ultra-deep offshore frontier waters. The initiative targets the Mahanadi, Andaman-Nicobar, Krishna-Godavari, Cauvery and Kutch basins to strengthen domestic energy exploration. What it is? The Samudra Manthan Mission (National Offshore Exploration Scheme) is a Central Sector initiative of the Ministry of Petroleum and Natural Gas with an outlay of 84,084 crore till FY 203031 to explore hydrocarbons in India's deep and ultra-deep offshore basins. Aim: To de-risk and accelerate offshore hydrocarbon exploration, add over 600 MMTOE of recoverable reserves, raise domestic production to 80 MMTOE annually, and reduce India's crude oil import dependence. Key Features: Deepwater Drilling Support: Allocates 43,200 crore for 60 exploration wells, covering up to 50% of eligible drilling costs, capped at 675 crore per well. Seismic Exploration Provides 28,534 crore for offshore 2D/3D seismic surveys, data processing and geological interpretation to identify prospective hydrocarbon structures. Shared Offshore Infrastructure: Earmarks 10,000 crore for common subsea facilities and evacuation pipelines to make isolated offshore discoveries commercially viable. Priority Offshore Basins: Targets the Mahanadi, Andaman-Nicobar, Krishna-Godavari, Cauvery and Kutch-Mumbai basins for deep and ultra-deep exploration. Domestic Supply Chain: Provides 2,000 crore for indigenous equipment and service clusters under Make in India, alongside 350 crore for monitoring and regulatory support. India's Energy Vulnerability & Upstream Trajectory Massive Import Dependency: India is the world's third-largest consumer of crude oil, running an annual import bill of nearly \$144 billion (approximately 13 lakh crore). Natural Depletion of Legacy Basins Mature domestic fields (such as Mumbai High) experience natural production declines of 6% to 7% annually, making continuous new discoveries necessary to sustain domestic energy output. Policy Architecture Evolution: Over the past decade, upstream reforms moved from the old New Exploration Licensing Policy (NELP) and Production Sharing Contracts (PSCs) to the Hydrocarbon Exploration and Licensing Policy (HELP, 2016) Open Acreage Licensing Programme (OALP), Revenue Sharing Contracts (RSCs), and the National Data Repository (NDR). Opening No-Go Acreage: The government opened nearly 99% of offshore areas previously classified as No-Go (due to defense or maritime restrictions), releasing over 1 million sq. km of India's Exclusive Economic Zone (EEZ) for commercial exploration. Geographical Focus Areas: From Frontier to Proven Basins: Mahanadi Offshore Basin (Odisha) Immediate Deepwater Test: First appraisal well (MN-DWN18-1-HD) spudded in July 2026 as part of a four-well appraisal campaign to test earlier gas discoveries made by ONGC in areas where up to 94% of the acreage was previously classified as No-Go. Acts as the primary testing ground for the 10,000-crore shared infrastructure model. Andaman-Nicobar Basin Frontier Deepwater Hunt: Estimated hydrocarbon resource base of 371 MMTOE (2017 Resource Assessment Study). Four blocks awarded under HELP, with another four blocks (47,058 sq. km) offered under OALP-X. Ultra-deepwater operations by ONGC and Oil India target water depths down to 5,000 meters. ONGC's ANDW-7 well in the East Andaman Back-Arc encountered traces of light crude, condensate, C-5 neo-pentane trip gases, and reservoir-quality facies, demonstrating an active thermogenic petroleum system analogous to producing systems in North Sumatra and Myanmar. Krishna-Godavari & Cauvery Basins Pushing Deeper: Expands established offshore provinces into ultra-deepwater acreage, including the KG-UDWHP block (1,199.64 sq. km under OALP Round VIII). Supported by technical collaboration agreements between ONGC and global majors like ExxonMobil. Western Offshore Belt (Kutch & Mumbai Offshore): Addresses high evacuation and development costs in the Kutch and Saurashtra basins through common infrastructure sharing under OALP Round VIII allocations. Strategic Targets & Macroeconomic Impact: Hydrocarbon Potential vs. Proven Reserves: While India's eastern and western offshore basins possess an estimated geological potential exceeding 5,600 MMTOE in water depths up to 3,000 meters, these are not proven reserves. Targeted Reserve Additions: Samudra Manthan aims to convert prospects into 600 MMTOE of proven recoverable reserves, expanding India's verified resource base from 1.6 billion to 2.2 billion tonnes of oil equivalent (TOE). Production Expansion: Targets an increase in domestic oil and gas output from ~62 MMTOE to 80 MMTOE annually. Import Bill Reduction: Successful commercial production is projected to cut crude import expenditure by nearly 1 lakh crore (~\$1112 billion) annually, strengthening India's current account balance. Major Challenges in Deepwater Exploration: High Technological & Financial Risks: Deepwater (up to 3,000 m) and ultra-deepwater (up to 5,000 m) drilling requires advanced drillships, subsea blowout preventers, and seismic imaging, with individual well costs running into hundreds of crores without guaranteed discovery. The Stranded Discovery Bottleneck: In frontier areas like Kutch

and Mahanadi, discoveries often remain monetarily unviable because building dedicated deepwater pipelines and processing platforms for isolated fields is cost-prohibitive. Extreme Environmental & Marine Challenges: The Bay of Bengal and Andaman Seas face frequent cyclones, strong underwater currents, and high-pressure/high-temperature (HPHT) reservoir conditions that cause operational delays. Geological Conversion Gap: Transitioning from geochemical indications (such as thermogenic gas traces in ANDW-7) to commercially producible reserves requires multiple rounds of appraisal, testing, and capital commitments. Way Ahead: Operationalizing Shared Subsea Hubs Deploy the 10,000-crore common infrastructure corpus to construct multi-user offshore collection manifolds and shared riser systems, enabling smaller satellite fields to pool production. Deepening Partnerships with Global Oil Majors Leverage technical collaborations with experienced deepwater operators (e.g., ExxonMobil, BP, TotalEnergies) to de-risk ultra-deep HPHT drilling in the Andaman Back-Arc. Accelerating Fast-Track Environmental Clearances: Establish specialized single-window statutory desks within the Ministry of Environment, Forest and Climate Change (MoEFCC) for offshore exploration blocks to prevent rig standby costs. Building Indigenous Subsea Supply Chains Utilize the 2,000-crore manufacturing allocation to develop domestic fabrication capacity for subsea trees, manifolds, and intervention vessels under Make in India. Conclusion: The 84,084-crore Samudra Manthan mission marks a shift from conventional shallow-water exploration to frontier deepwater basins. By combining drilling subsidies with shared offshore infrastructure, the initiative addresses the high costs that have historically left offshore discoveries undeveloped. Converting frontier geological indicators in the Mahanadi and Andaman basins into commercially viable production will be crucial to reducing import vulnerability and securing India's energy future. [Subscribe to notifications](#)

Headline	India Needs a Multi-Fuel Roadmap, Not One Winning Technology, TERI Study Finds		
Publication	Namaste Car	Edition	Online Coverage
Published Date	3 Oct 2026		

India Needs a Multi-Fuel Roadmap, Not One Winning Technology, TERI Study Finds

<https://namastecar.com/2026/10/03/india-needs-a-multi-fuel-roadmap-not-one-winning-technology-teri-study-finds/>

India's transition to cleaner road transport is unlikely to be powered by a single fuel or propulsion technology, according to a new study by The Energy and Resources Institute (TERI), which finds that electric vehicles, CNG and LNG could each play distinct roles depending on vehicle type, usage, infrastructure and the stage of the transition. Titled Study on Comparative Assessment of Vehicular Fuels in India's Energy Transition, the report evaluates petrol, diesel, CNG, electricity and LNG across six vehicle segments two-wheelers, three-wheelers, private four-wheelers, commercial four-wheelers, light commercial vehicles and heavy-duty vehicles for the current period as well as 2030, 2040 and 2050. Assessment of Vehicular Fuels R Its central conclusion is that India should not attempt to identify one universal replacement for existing transport fuels. Instead, TERI argues for a phased and differentiated transition in which technologies coexist and their roles evolve according to the vehicle segment and operating environment. Assessment of Vehicular Fuels R In other words, India's road to cleaner mobility may have more than one lane. EVs emerge strongly in smaller vehicles The study finds electric mobility particularly competitive in two-wheelers, three-wheelers and some urban applications, where vehicle weight and energy requirements are comparatively manageable. Under current market conditions, EVs offer the lowest ownership costs for two- and three-wheelers, according to the report, helped by relatively low energy and maintenance expenditure. However, the assessment also identifies constraints in some larger vehicle categories, including charging infrastructure, payload, battery-related environmental impacts and dependence on imported components and critical minerals. Assessment of Vehicular Fuels R Looking towards 2040-2050, TERI expects electric vehicles to become the dominant pathway for two-wheelers. Three-wheelers are projected to follow a coexistence model, with EVs gaining ground while CNG continues to play a complementary role. Assessment of Vehicular Fuels R CNG retains a significant role in cars and commercial mobility For passenger cars, taxis, buses and light commercial vehicles, TERI finds that CNG currently offers a comparatively favourable combination of economics, environmental performance and operational practicality. The report says CNG remains relevant because of its operating economics, quick refuelling and an infrastructure network spread across 784 districts. It also notes that LNG could have a more specialised role in long-haul freight. Assessment of Vehicular Fuels R For private four-wheelers, the study envisages a more gradual shift towards electrification. CNG retains strong relevance in the interim, particularly for high-mileage users, while EVs become more competitive as technology, infrastructure and economics improve. For heavy-duty vehicles, TERI sees CNG continuing to serve regional freight, LNG strengthening in long-haul applications, and battery-electric trucks remaining more selective under the conditions assessed. Assessment of Vehicular Fuels R Economics carries the highest weight Affordability emerged as the single biggest factor in TERI's analytical framework. Economic considerations received a combined weight of , followed by environmental factors at , technical considerations at , social factors at and geopolitical considerations at . Assessment of Vehicular Fuels R The study used a multidimensional framework covering technical readiness, environmental sustainability, economic viability, social considerations and geopolitical or energy-security risks. TERI also carried out surveys and stakeholder consultations to feed into its assessment. The report says the primary survey covered 2,315 vehicle owners and drivers across 10 locations, gathering information on vehicle use, infrastructure access, fuel and maintenance spending and technology preferences. Life-cycle emissions complicate the picture The study stresses that comparing fuels solely on tailpipe emissions can produce an incomplete picture. Its environmental assessment considers the full life cycle, including fuel production, electricity generation, vehicle manufacturing, operation and end-of-life impacts. It covers factors ranging from climate change and particulate matter to toxicity, water use and mineral-resource consumption. Assessment of Vehicular Fuels R EVs perform favourably on operational air pollutants, the report says, but their current life-cycle performance is sensitive to India's electricity-generation mix and battery manufacturing. Under the present Indian electricity mix, TERI says CNG generally records the lowest overall environmental burden across most vehicle categories included in its assessment. Diesel-based mobility, meanwhile, performed relatively poorly on both life-cycle and air-pollution measures. Assessment of Vehicular Fuels R That assessment is particularly important because the study is not treating a zero-emission tailpipe as the finish line; it is looking further upstream at how the energy and the vehicle itself are produced. CBG blending could strengthen the CNG pathway The report also places significant emphasis on compressed biogas, or CBG, as a potential means of reducing the carbon footprint of the natural-gas mobility ecosystem. It states that blending 20% CBG with CNG could make the overall CNG fuel carbon-neutral on a life-cycle basis, while also potentially increasing the share of

domestically sourced energy. Assessment of Vehicular Fuels R Gaurav Kedia, Chairman, Indian Biogas Association, said: Both TERI and NITI Aayog have highlighted the enormous potential of CBG. The fact that just 20% CBG blending with CNG can make the entire CNG vehicle stock carbon-neutral on a life-cycle basis shows what this pathway can achieve. CBG addresses several priorities together it is carbon negative, offers greater energy security and a stronger rural economy. That makes it a truly Atmanirbhar fuel for India. Subhash Kumar, Director General, Association of CGD Entities, and former Chairman and Managing Director and Director Finance, ONGC, said: This study deserves credit for putting the evidence so clearly on the table. CNG has cleaner credentials and with increasing blending of CBG, the natural gas pathway will become progressively cleaner. In today's world witnessing global turbulence, integration of CBG in national fuel system will not only result in an ever cleaner NG/CBG based mobility ecosystem but it will also strengthen national economy and will add people to income of rural areas. Kumar Shanker, Managing Director, IGL, said: TERI's study brings out clearly the overall benefits of CNG. It combines the lowest overall life-cycle emissions with favourable economics, affordability, infrastructure readiness and operational practicality. A fuel with such an all-round advantage merits continued recognition in our multi-fuel clean-mobility policy. Furthermore, greater blending of CBG will further strengthen CNG's environmental advantage. Infrastructure could determine how quickly fuels change TERI identifies infrastructure as one of the most immediate constraints on the pace of transition. When availability, geographical distribution and service time are assessed together, diesel currently scores highest on the infrastructure indicator, followed by petrol, CNG and EV charging. The report argues that simply counting charging points does not fully represent EV infrastructure capacity because charging generally takes considerably longer than conventional refuelling. Assessment of Vehicular Fuels R Regional differences are also significant. Delhi has the strongest CNG infrastructure position in the assessment, while Bengaluru and Delhi perform relatively strongly on EV infrastructure. Other locations show varying levels of readiness, reinforcing TERI's argument that a national policy may need locally differentiated implementation. Energy security does not end with electrification The study also cautions that electrification changes the nature of external dependency rather than removing it altogether. Petrol and diesel expose India to imported crude and global oil prices; CNG and LNG retain exposure to natural-gas supply chains. EVs can reduce direct oil dependence but increase reliance on battery materials and geographically concentrated supplies of lithium, cobalt, nickel and graphite. Assessment of Vehicular Fuels R TERI therefore calls for diversified sourcing, domestic production and manufacturing, recycling and material recovery alongside the transition to cleaner mobility. TERI calls for technology-neutral, fleet-specific policy The broader recommendation is for a technology-neutral policy at the national level, but one that differentiates between regions, vehicle classes and applications. TERI says EV adoption should be accelerated in areas such as last-mile mobility where economics and charging access favour electrification. CNG should continue where it remains economically, technically and environmentally justified, while LNG should be developed selectively for long-haul freight corridors. Assessment of Vehicular Fuels R The report argues that electricity-sector decarbonisation, battery recycling and circularity, critical-mineral security, domestic alternative-fuel production and infrastructure expansion will all have to progress alongside vehicle electrification. That leaves India with a more complicated transition than simply replacing a petrol pump with a charging plug but potentially a more practical one. TERI's assessment suggests that the central policy question is no longer which single fuel should win, but which technology best fits each vehicle, route and use case as India moves towards its longer-term climate, air-quality and energy-security goals.

Headline	GAIL Marketing Director Sanjay Kumar Named Next CEO Of Petronet LNG		
Publication	Outlook Business	Edition	Online Coverage
Published Date	3 Oct 2026		

GAIL Marketing Director Sanjay Kumar Named Next CEO Of Petronet LNG

<https://www.outlookbusiness.com/corporate/gail-marketing-director-sanjay-kumar-named-next-ceo-of-petronet-lng>

State-owned GAIL (India) Ltd's Director (Marketing) Sanjay Kumar has been appointed Managing Director and Chief Executive Officer of Petronet LNG Ltd, effective May 13, 2027, when the position falls vacant. According to a regulatory filing, Petronet's board cleared the top-level appointment during a brief 15-minute meeting held on October 2. Kumar will take over on May 13, 2027, when the existing CEO A K Singh's extended tenure ends. Kumar, 59, will have a five-year term. 1 September 2026 Get the latest issue of Outlook Business Petronet, India's largest gas importer, is majority owned by state-owned oil firms. While the superannuation age in public sector companies is 60 years, Petronet, though headed by the government's top bureaucrat in the Union Ministry of Petroleum and Natural Gas, is registered as a private limited company. Petronet is not under any government watchdog like CAG or CVC and is beyond the purview of RTI. Its board executives enjoy higher remuneration than PSUs and also retire at the age of 65 years. State-owned Indian Oil Corporation (IOC), GAIL (India) Ltd, Oil and Natural Gas Corp (ONGC) and Bharat Petroleum Corporation Ltd (BPCL) hold a 12.5 per cent stake each in the company. The heads of the four blue-chip oil firms, who sit on the board of Petronet, superannuate at the age of 60 years. Kumar has been director for marketing at gas utility GAIL since mid-June 2023. A mechanical engineer from IIT Kharagpur and an MBA, he brings over 35 years of sector experience across the natural gas and LNG value chain. Petronet LNG operates India's largest liquefied natural gas import terminal at Dahej in Gujarat and also operates an LNG terminal at Kochi in Kerala. Kumar's appointment comes at a time when India is seeking to raise the share of natural gas in its energy mix and expand LNG import and regasification infrastructure. Petronet LNG's Dahej terminal plays a key role in meeting the country's growing demand for imported natural gas. The company currently has 27.5 million tonnes a year (MMTPA) of regasification capacity, comprising 22.5 MMTPA at Dahej and 5 MMTPA at Kochi, and says it handles about 74 per cent of India's LNG imports and accounts for around 34 per cent of the country's gas supplies. The company is also pursuing expansion of its Dahej regasification capacity, a greenfield LNG terminal on India's east coast and a petrochemicals project at Dahej.

Headline	Sanjay Kumar Named Petronet LNG CEO, Effective 2027		
Publication	Rediff	Edition	Online Coverage
Published Date	3 Oct 2026		

Sanjay Kumar Named Petronet LNG CEO, Effective 2027

<https://money.rediff.com/news/market/sanjay-kumar-named-petronet-lng-ceo-effective-2027/55524920261003>

GAIL's Marketing Director Sanjay Kumar will become Petronet LNG's CEO on May 13, 2027, for a five-year term. He brings 35+ years of experience to India's top gas importer. New Delhi, Oct 3 (PTI) State-owned GAIL (India) Ltd's Director (Marketing) Sanjay Kumar has been appointed Managing Director and Chief Executive Officer of Petronet LNG Ltd, effective May 13, 2027, when the position falls vacant. According to a regulatory filing, Petronet's board cleared the top-level appointment during a brief 15-minute meeting held on October 2. Kumar will take over on May 13, 2027, when the existing CEO A K Singh's extended tenure ends. Kumar, 59, will have a five-year term. Petronet, India's largest gas importer, is majority owned by state-owned oil firms. While the superannuation age in public sector companies is 60 years, Petronet, though headed by the government's top bureaucrat in the Union Ministry of Petroleum and Natural Gas, is registered as a private limited company. Petronet is not under any government watchdog like CAG or CVC and is beyond the purview of RTI. Its board executives enjoy higher remuneration than PSUs and also retire at the age of 65 years. State-owned Indian Oil Corporation (IOC), GAIL (India) Ltd, Oil and Natural Gas Corp (ONGC) and Bharat Petroleum Corporation Ltd (BPCL) hold a 12.5 per cent stake each in the company. The heads of the four blue-chip oil firms, who sit on the board of Petronet, superannuate at the age of 60 years. Kumar has been director for marketing at gas utility GAIL since mid-June 2023. A mechanical engineer from IIT Kharagpur and an MBA, he brings over 35 years of sector experience across the natural gas and LNG value chain. Petronet LNG operates India's largest liquefied natural gas import terminal at Dahej in Gujarat and also operates an LNG terminal at Kochi in Kerala. Kumar's appointment comes at a time when India is seeking to raise the share of natural gas in its energy mix and expand LNG import and regasification infrastructure. Petronet LNG's Dahej terminal plays a key role in meeting the country's growing demand for imported natural gas. The company currently has 27.5 million tonnes a year (MMTPA) of regasification capacity, comprising 22.5 MMTPA at Dahej and 5 MMTPA at Kochi, and says it handles about 74 per cent of India's LNG imports and accounts for around 34 per cent of the country's gas supplies. The company is also pursuing expansion of its Dahej regasification capacity, a greenfield LNG terminal on India's east coast and a petrochemicals project at Dahej.

Headline	Arunachal explores geothermal energy potential for remote and border areas		
Publication	The Freedom Press	Edition	Online Coverage
Published Date	4 Oct 2026		

Arunachal explores geothermal energy potential for remote and border areas

<https://thefreedompress.in/arunachal-explores-geothermal-energy-potential-for-remote-and-border-areas/>

Arunachal Pradesh is exploring the potential of geothermal energy to provide clean, reliable and locally generated power, particularly in remote and strategically located border areas of the state, Science and Technology Minister Dasanglu Pul said on Saturday. Pul, accompanied by Centre for Earth Sciences and Himalayan Studies (CESHS) Director Tana Tage and geologists from the department, visited the ONGC Geothermal Project at Puga Valley in Ladakh to study geothermal exploration, drilling and clean-energy generation under high-altitude Himalayan conditions. The visit assumes significance as geothermal prospects have been identified in the Mago-Thingbu belt of Tawang district, with the state estimating a potential of around 10-15 MW. Scientific investigations into Arunachal Pradesh's geothermal resources have been underway for several years. In March 2024, CESHS, in collaboration with the Norwegian Geotechnical Institute and Iceland-based Geotropy, carried out field investigations and geological structural mapping of hot-spring sites at Mago, Thingbu and other locations. The studies are aimed at assessing geothermal resources for applications including electricity generation, heating and cooling, agricultural produce drying and other locally suitable clean-energy uses. CESHS and government-owned Oil India Limited subsequently moved towards pre-feasibility studies involving surface and subsurface investigations at Mago, Thingbu, Damteng and Tsechu in Tawang district. The Centre has also reported field investigations at five geothermal sites in Tawang Damteng, Grengkhar, Mago, Thingbu and Tsechu where samples were collected for geochemical analysis. Arunachal Pradesh is blessed with immense natural resources, and our endeavour is to harness this potential responsibly for a sustainable future, Pul said. She said the insights gained from the Puga project would strengthen the state's efforts to explore geothermal energy, especially for remote and strategically located border areas. Pul also appreciated ONGC and its execution partner SEROS for sharing their technical expertise and field experience

Headline	RIL Plans Rs 1 Trillion Investment in Andhra Pradesh for CBG Projects		
Publication	Auto Car Pro	Edition	Online Coverage
Published Date	3 Oct 2026		

RIL Plans Rs 1 Trillion Investment in Andhra Pradesh for CBG Projects

<https://www.autocarpro.in/news/ril-plans-rs-1-trillion-investment-in-andhra-pradesh-for-cbg-projects-135034>

RIL's proposed investment is expected to create over 3 lakh jobs and generate Rs 60,000 crore in revenue for Andhra Pradesh over the coming decades. Reliance Industries Ltd (RIL) plans to invest Rs 1 trillion in Andhra Pradesh to set up compressed biogas (CBG) projects, RIL Executive Director Anant Ambani said on Friday. Speaking at the foundation stone-laying ceremony of the Rayalaseema Horticulture Hub and Indian School of Agriculture in Madanapalle, Ambani said the projects are expected to create more than 3 lakh jobs and generate Rs 60,000 crore in revenue for the state over the next few decades. Ambani said farmers, who play a key role in ensuring the country's food security, would also contribute to its energy security through the CBG initiative. He said the investment would support India's efforts towards greater energy self-reliance. "That is why Reliance Industries is grateful to the Government of Andhra Pradesh for the opportunity to invest Rs 1 trillion in the state to set up compressed biogas plants," Ambani said. He also highlighted the investment pipeline being created in Andhra Pradesh under the state government's "Speed of Doing Business" initiative. Since June 2024, the state has approved 388 mega projects involving investment commitments of more than Rs 14 trillion, with the potential to create nearly 11 lakh jobs, Ambani said. Around a third of these projects are headed to the Rayalaseema region. Ambani said RIL was participating in the state's growth through its clean-energy projects, spanning green energy and advanced manufacturing. He linked the investments to Andhra Pradesh's "Swarna Andhra 2047" vision and the broader Viksit Bharat objective. The announcement comes shortly after the Union government launched the GOBARdhan scheme to accelerate the development of the CBG sector. Petroleum and Natural Gas Minister Hardeep Singh Puri launched the central sector scheme earlier this week. Approved by the Union Cabinet in August, GOBARdhan has an outlay of Rs 23,731 crore and will operate over a 10-year period from 2026-27 to 2035-36. The scheme seeks to provide a long-term policy framework for the CBG industry, with measures covering assured offtake, stable pricing, capital assistance, pipeline connectivity and access to finance. The government aims to increase India's domestic CBG production nearly 10-fold to around 5 million standard cubic metres per day (mscmd) under the scheme. The longer-term framework is intended to provide greater certainty to investors and lenders and encourage private investment in the sector. RIL has already been expanding its CBG footprint in Andhra Pradesh. In April 2025, the company broke ground on the first of a planned 500 CBG plants in the state, with an earlier announced investment of Rs 65,000 crore. The first project, at Kanigiri in Prakasam district, involved a capital investment of Rs 139 crore. RIL said the plants would use Napier grass grown on barren and wastelands as feedstock. The earlier programme envisaged using around 5 lakh acres of barren and wasteland across Prakasam, Anantapur, Chittoor and Kadapa. Once operational, the projects were projected to produce around 40 lakh tonnes of CBG and 1.1 million metric tonnes of organic fertiliser annually, while creating about 2.5 lakh rural jobs. RIL's broader bioenergy programme includes the development of more than 500 CBG plants by 2030. The company has said it is developing integrated energy hubs that combine CBG plants with agriphotovoltaics and battery energy storage systems, while also expanding its CBG operations across southern India.

Headline	GOBARdhan scheme targets 10-fold CBG output, Rs 40,000 crore import savings: Puri		
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GOBARdhan scheme targets 10-fold CBG output, Rs 40,000 crore import savings: Puri

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The Rs 23,731-crore GOBARdhan scheme aims to drive a 10-fold increase in compressed biogas (CBG) production, save more than Rs 40,000 crore in fuel imports, add over Rs 75,000 crore to GDP and create more than 1.5 lakh jobs, as the government seeks to turn agricultural and organic waste into a new source of domestic energy. Speaking at the formal launch of the scheme, Oil Minister Hardeep Singh Puri said the scheme provides capital assistance, as well as guaranteed offtake of the renewable fuel produced by processing organic waste such as agricultural residue, animal dung, food waste and other biomass. Capital support plus guaranteed offtake is likely to lift CBG (essentially methane-rich gas) from current 0.4 million standard cubic metres per day to 4-6 mmscmd, he said, hoping this would help in achieving the target of raising share of natural gas - a cleaner-burning, lower-pollution fuel - in India's energy basket to 15 per cent by 2030 from current 6-7 per cent. The scheme is designed to replace about 10 million tonnes of fossil fuel with clean gas, potentially cutting more than 40 million tonnes of CO2 emissions, while producing around 250 million tonnes of organic manure for farmers. Puri said the programme would help turn farmers from "Annadatas to also being the Urjadas". GOBARdhan - Galvanising Organic Bio-Agro Resources Dhan - will convert agricultural residue, cattle dung, press mud, food waste and segregated biodegradable municipal waste into CBG and organic manure. The CBG can be supplied through city-gas networks for CNG transport and domestic PNG use. It provides capital assistance of up to Rs 30 crore per CBG project across the two eligible capital-support components. For new greenfield plants, assistance is set at Rs 1.25 crore per tonne per day (TPD) of eligible CBG capacity. Brownfield projects can receive support at 50 per cent of the applicable greenfield rate for additional capacity created through fresh investment. Existing biogas plants upgraded to produce CBG can receive Rs 0.60 crore per TPD, subject to a Rs 5-crore project ceiling. To make CBG projects more commercially viable, the government is offering producers assured offtake of up to 100 per cent of eligible output, at an administered price of Rs 2,110 per million British thermal units - equivalent to about Rs 98 per kg. The administered price is set to remain in place until March 2036, providing greater revenue visibility to investors. City gas distributors will be required to procure CBG for their CNG transport and domestic piped natural gas (PNG) supplies, with the obligation rising from 3 per cent in 2026-27 to 5 per cent from 2028-29. GAIL has been designated as the synchronisation operator responsible for procurement and pooling of CBG. The country currently consumes about 66 billion cubic metres of gas annually, nearly half of which is imported, while demand is projected to reach 95-100 billion cubic metres by 2030, Puri said. India also generates about 230 million tonnes of agricultural residue and 62 million tonnes of municipal solid waste each year. As of August 2026, 1,908 CBG/Bio-CNG plants had been registered, with 217 commissioned and another 339 under construction. "GOBARdhan creates an opportunity to turn waste into energy," Puri said.

Headline	Global Diesel Crunch: India Says It Will Keep Exporting		
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Global Diesel Crunch: India Says It Will Keep Exporting

<https://www.entrepreneuroutreach.com/business/global-diesel-crunch-india-says-it-will-keep-exporting>

As the US weighs a diesel export ban amid record prices, Hardeep Puri says India will honour its fuel commitments, backed by refining capacity set to hit 290 MTPA. **Key Highlights** India's stand: Petroleum Minister Hardeep Singh Puri said India "honours its commitments" and will keep diesel shipments going even if the US bans exports. The capacity: India's refining capacity is about 267 MTPA, set to reach nearly 290 MTPA within a year and 320 MTPA by 2030/32. The US move: President Trump has backed a diesel export ban as US prices hit records, but his administration is divided on it. Global stakes: The US is the world's largest diesel exporter, sending about 1.3 million barrels a day abroad. Europe exposed: The UK gets about 31% of its diesel imports from the US. The war involving the US and Iran, along with the Russia-Ukraine conflict, has pushed global diesel markets into a crunch. Industrial fuels have rallied far more than crude oil itself, hurting businesses, farmers and consumers and fuelling inflation. Against that backdrop, India has positioned itself as a steady supplier. Speaking at a recent PAFI event, Petroleum Minister Hardeep Singh Puri said India "honours its commitments" and would continue diesel shipments even if the US moves ahead with export restrictions. **Also Read** [Nayara Petrol Up 5, Diesel 3; PSU Pump Prices Unchanged](#) **Business** [India's Refining Bet](#) Puri credited years of investment in refining. India's capacity stands at around 267 million tonnes per annum (MTPA). "Within the next year, we are poised to reach nearly 290 MTPA, with a target of 320 MTPA by 2030/32," he said. While refining capacity is shrinking in several parts of the world, India is building new refineries and expanding existing ones. **expand_more** **Read More** "In the US, diesel prices went up to \$6... We have 107,000 retail outlets across the country; not a single one ran dry," he added. **bolt** **Latest News Updates for You** [Global Diesel Crunch: India Says It Will Keep Exporting](#) **NEW** [Nayara Petrol Up 5, Diesel 3; PSU Pump Prices Unchanged](#) **PMEGP: 24,398 Crore Subsidy, 8.12 Lakh Units, 73 Lakh Jobs** **The US Export Ban Debate** The US is the world's largest diesel exporter, shipping about 1.3 million barrels a day and importing only 0.2 million. With diesel prices at records ahead of the midterm elections, President Trump has backed a ban on exports. But the idea divides his administration. Energy Secretary Chris Wright has opposed an outright ban, warning it could push up US petrol and jet fuel prices. **Also Read** [PMEGP: 24,398 Crore Subsidy, 8.12 Lakh Units, 73 Lakh Jobs](#) **Business** [Goldman Sachs analysts estimate a ban would initially cut US diesel prices by about 4% from around \\$6.50 a gallon, but raise European wholesale prices by roughly 2%.](#) **Why It Matters: Europe's Pain, India's Opening** The UK is among the most exposed. The US supplied about 31% of Britain's diesel imports in 2025, and the UK has sought talks with Washington over the possible ban. Economists have warned a prolonged ban could push UK pump prices higher and add to inflation, according to reports. This is where India's message matters. If the US pulls back, importers in Europe and elsewhere will look for alternatives. By stressing reliability, India is signalling that its refiners can fill part of that gap, strengthening both its export earnings and its reputation as a dependable energy partner. **Some Relief in Sight** Reports that G7 countries plan to release up to 100 million barrels of diesel and oil over four months have eased some pressure, sending European diesel and Brent futures lower. **The Bottom Line** As major economies scramble to secure diesel, India is betting that its expanding refineries will turn a global crisis into a chance to prove itself as a reliable supplier.

Headline	India's largest private fuel retailer raises petrol by Rs 5: What comes next for fuel prices		
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India's largest private fuel retailer raises petrol by Rs 5: What comes next for fuel prices

<https://english.mathrubhumi.com/news/india/indias-largest-private-fuel-retailer-raises-petrol-by-rs-5-what-comes-next-for-fuel-prices-nicsbea5>

The latest price hike arrives just two days after central authorities intervened to stop sales rationing at private filling stations. On Thursday, October 1, Oil Secretary Neeraj Mittal stated that the government would ask private fuel retailers not to restrict sales of petrol or diesel. "Nobody is allowed to cap fuel sales. It is not acceptable; it is not done," Mittal told reporters. Clarifying official policy, he added, "In the past, letters had been issued; instructions had been issued to them. There is no change in the government view on this". Oil Minister Hardeep Singh Puri separately confirmed that his ministry remains "in touch" with private fuel retailers. Price gap drives bulk buyers to retail petrol stations Government intervention was triggered after private operators Nayara Energy and Jio-bp introduced purchase limits at several pumps. The caps were imposed as a massive price gapreaching up to Rs 50 a litre between retail diesel and bulk dieselencouraged commercial consumers to flood retail stations. Factories, telecom firms, hotels, and hospitals began diverting purchases from bulk suppliers to ordinary petrol pumps meant for motorists. Industry sources noted that some industrial users were purchasing between 400 and 600 litres at a single time. This unusual surge placed severe pressure on retail storage tanks, which have finite capacity and require at least two days to replenish. To manage inventory, Jio-bp capped diesel purchases at 50 litres per customer per day at affected outlets, while Nayara set daily limits ranging between 70 litres and 200 litres. Addressing the situation, a spokesperson for Jio-bpa joint venture operating 2,304 pumps between Reliance Industries and Britain's BPstated that all its stations were operational and adequately stocked. "Given the prevailing demand dynamics, we are taking appropriate measures to ensure equitable availability of fuel for mobility and transportation needs, particularly in view of demand from industrial and other non-transport use," the spokesperson explained. Jio-bp has not revised its retail petrol or diesel prices. Meanwhile, Nayara Energy stated that it continued to maintain fuel supplies across its nationwide dealer network, focusing on optimum delivery to its stations and bulk customers. Neither firm directly addressed the purchase caps in their public statements. State oil firms face steep daily losses on static prices India's state-owned fuel retailersIndian Oil Corporation, Bharat Petroleum Corporation, and Hindustan Petroleum Corporationcontrol over 90 per cent of the country's 104,137 petrol pumps. Historically, state firms keep pump rates stable during global market swings, keeping retail petrol and diesel prices unchanged since May despite rising crude costs. This price freeze has created severe financial strain. Rating agency Icra estimated that state fuel retailers incurred negative marketing margins of roughly Rs 8 per litre on petrol and Rs 9 per litre on diesel during September. Overall, state oil companies lost an estimated Rs 530 crore per day across petrol, diesel, and cooking gas (LPG). According to Icra, combined refining and marketing operations break even when global crude trades between USD 85 and USD 90 a barrel. Beyond those levels, marketing losses mount unless domestic retail prices rise. If private price hikes persist, the rate difference between private and state-owned pumps will widen significantly. If sustained across the market, higher fuel prices could drive up freight rates and operational expenses, pushing up household inflation and dampening fuel demand. Conversely, keeping pump prices below actual costs leaves refiners bearing heavy losses, building further pressure for broader market price adjustments Published: 03 Oct 2026, 04:42 pm IST Get Latest Mathrubhumi Updates in English Follow Disclaimer: Kindly avoid objectionable, derogatory, unlawful and lewd comments, while responding to reports. Such comments are punishable under cyber laws. Please keep away from personal attacks. The opinions expressed here are the personal opinions of readers and not that of Mathrubhumi.

Headline	India remains unfazed as global diesel crunch deepens		
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India remains unfazed as global diesel crunch deepens

<https://theshillongtimes.com/2026/10/04/india-remains-unfazed-as-global-diesel-crunch-deepens/>

As the global diesel market faces the brunt due to the US-Iran war as well as the Russia-Ukraine conflict, India has said it will honour its commitments and continue diesel shipments even if the US moves forward with export bans. According to Hardeep Singh Puri, Minister for Petroleum and Natural Gas, years of investment in refining capacity had left the industry well placed to sustain overseas supply. Speaking at a recently held PAFI event, the minister said India honours its commitments. In recent days, due to the West Asia crisis, industrial fuel has rallied much more than crude oil, hurting businesses, farmers and consumers, while fanning inflation. India's refining capacity today stands at around 267 MTPA. Within the next year, we are poised to reach nearly 290 MTPA, with a target of 320 MTPA by 2030, said Puri at the event. According to reports, as refining capacity is declining in several parts of the world, India is moving in the opposite direction building new refineries while simultaneously expanding and modernising existing ones. In the US, diesel prices went up to \$6. If you look at a neighbouring country just compare the rates. Look at the prices in 2014, 2021, and 2026. This isn't just about political rhetoric. We have 107,000 retail outlets across the country; not a single one ran dry, said the minister. Meanwhile, US ban on diesel exports could push British inflation to nearly 5 per cent, economists have warned, after average pump prices topped 2 pounds per litre (\$2.7) for the first time. Forecasters said a prolonged ban could push prices to 3 pounds and add as much as one percentage point to UK inflation, strengthening the case for Bank of England interest-rate hikes, according to multiple reports.