

Centre postpones launch of PM Internship Scheme

MANU KAUSHIK
& PRIYANSH VERMA
New Delhi, December 1

THE LAUNCH OF the ambitious PM Internship Scheme (PMIS) has been postponed, two sources from the ministry of corporate affairs (MCA) told *FE*, even as they insisted the decision had little to do with response to the scheme from companies and job seekers.

As per the plan, the scheme was supposed to start from today (December 2), with a duration of 12 months for the first batch of beneficiaries. "The new date is yet to be determined. But the scheme has got good response," said an MCA official, on condition of anonymity.

The official did not elaborate on the reason for the postponement.

As per the latest data from MCA, the pilot project of PMIS received over 650,000 applications for 125,000 opportunities, offered by 280 companies participating in the scheme.

Initially, the registration window was also expected to close on November 10, but it was later extended till November 15 for wider participation from candidates.

The pilot phase of the scheme intends to provide 125,000 internships across 24 sectors such as oil & gas, energy, travel, automotive, banking and financial services, etc.



The pilot phase of the PM Internship Scheme (PMIS) intends to provide 125,000 internships across 24 sectors

Broadly, the scheme is divided into two phases with a target to train 10 million people over a five-year period.

The selected interns will be trained in real-life skills, and will receive a stipend of ₹5,000 per month, out of which the government plans to contribute ₹4,500—via direct benefit transfer to the intern's Aadhaar-seeded bank account. The rest of the amount will come from the companies.

It is not clear yet that whether the selection process for candidates has been concluded, since the number of applications received is over five times of the total opportunities.

The scheme, which was announced during the Union budget

2024-25 and kicked off on October 3, has targeted top 500 companies in India, based on their average corporate social responsibility (CSR) expenditure over the last three years.

Although, these companies don't have to mandatorily participate in the scheme. If a company cannot directly provide internship opportunities, it can collaborate with companies in its forward and backward supply chain (like suppliers, customers, vendors) to offer internships.

Meanwhile, companies and financial institutions beyond the top 500 list can participate as well, subject to approval from MCA, especially if they represent under-represented sectors.

Cheap Venezuelan oil to India turns costlier as traders eat into margins

S DINAKAR
New Delhi, 1 December

India is losing access to its cheapest crude oil grade because of high margins charged by traders offering partially sanctioned Venezuelan oil, reducing the value of the commodity for Indian refiners, industry sources and officials told *Business Standard*.

Venezuelan oil played an important role in the past in boosting refining margins. Traders reselling Venezuelan crude oil to India are eating into the generous discounts offered by Venezuelan state-oil company PDVSA earlier this year, Indian officials said.

Traders are now retaining margins of \$8-10/barrel, refining sources said. Venezuelan oil delivered to India was cheaper by \$12.5 per barrel in September compared to Brent crude oil. That compared to a discount of as much as \$20/barrel in February and March.

State-run refiners purchased Venezuelan oil in November via Vitol, a leading oil trader, Reuters reported.

As a result, Venezuelan import in

terms of quantity in the past few months has not matched the early 2024 levels, the ship-tracking data show and officials say. India imported Venezuelan crude oil of 132,000 barrels per day (bpd) in November, less than 3 per cent of the total oil import, compared to nil in October and 65,000 bpd in September. That compares to 175,000 bpd and 154,000 bpd in February and March, respectively.

India bought a record 425,000 bpd of Venezuelan oil in 2016.

Reliance Industries, typically the biggest buyer of Venezuelan crude oil, has cut purchases. Imports declined to around 63,000 bpd in November and 65,000 bpd in September (nil in October) from 154,000 bpd in March and 106,000 bpd in February, according to market intelligence agency Kpler. Venezuelan oil has been profitable for Reliance Industries, industry officials said.

Indian Oil bought 28,000 bpd in November and state-run Oil and Natural Gas Corporation (ONGC) imported 40,000 bpd, the data showed. Indian Oil and HMEL also bought a combined 69,000 bpd in February.



State-run refiners, led by Indian Oil, have upgraded their plants, with some facilities able to process high sulphur oils, sparking an interest in Venezuelan grades. Russia continued to maintain its hold as India's biggest crude oil supplier at 1.78 million bpd in November (38 per cent of the total import of 4.7 million bpd), followed by Iraq and Saudi Arabia at 870,000 bpd and 620,000 bpd, respectively, according to the Kpler ship-tracking data.

When the Biden administration lifted sanctions on Venezuela's oil sector late last year, PDVSA sold Venezuelan export

benchmark Merey grade to India at a discount of \$20 per barrel to European benchmark Brent. (PDVSA is now debarred from directly trading in Venezuelan oil after the United States revived sanctions.)

Such discounts were needed because the quality of Venezuelan Merey grade is poor and cannot be easily processed, industry officials said. However, the recent markdown in discount, by \$8 a barrel in September from February, after resellers got involved in the trade, has eroded the value Indian refiners derive from Venezuelan oil, a senior govern-

ment official told *Business Standard*.

Venezuelan Merey export grade oil is a poor-quality, high-sulphur and acidic grade and can be processed only at some Indian refineries like Jamangar, Vadinar, Bina, and Paradip.

Separately, Indian Oil and ONGC-owned Mangalore Refinery and Petrochemicals Ltd (MRPL) lack the licence from Washington to buy Venezuelan grades. But a senior Indian official said companies need the licence only to buy directly from Venezuela and not from resellers or traders of Venezuelan oil. Reuters said that Indian

SHRINKING OIL DISCOUNTS

	Feb	Mar	Sep	Oct	Nov
Brent crude (\$/barrel)	83.5	85.4	74	NA	NA
Venezuelan oil delivered (\$/barrel)	63	66.3	61.5	NA	NA
Discount (\$/barrel)	20.5	19.1	12.5	NA	NA
Imports ('000 barrels/day)	175	154	65	0	132

Note: All figures are for calendar year 2024

Sources: Indian Customs data, Kpler, Statista

Oil and MRPL cargo in November came via Vitol. Only Reliance has the licence to buy directly from Venezuela.

The Office of Foreign Assets Control (OFAC), under the United States (US) Treasury Department, which enforces sanctions, declined to tell *Business Standard* if Vitol has the licence. Sanction laws are unclear on resales of Venezuelan crude oil to other jurisdictions.

Before 2020, Venezuelan grades were typically sourced by Reliance Industries and Nayara Energy because their refineries were able to process dirty grades. But Venezuelan supplies to India stopped after 2020 because US sanctions tightened before resuming towards the end of 2023. Venezuela was under sanctions for many years but the Biden administration lifted the ban on Venezuelan crude sales for six months beginning late October 2023 if Caracas agreed to certain conditions. But Venezuela declined to budge and sanctions were reimposed in late April this year. But this time around, there were relaxations for certain western oil companies like Chevron that had oil production operations in Venezuela.

PM INTERNSHIP SCHEME

Cos Willing to Top up Stipend Fixed by Govt for Pay Parity

Idea is to ensure that youth get what the cos are paying their own interns with similar work profiles

Banikinkar Pattanayak

New Delhi: Many of the large companies that have placed offers under the PM Internship scheme are willing to top up the government's stipend to each intern, people aware of the development said.

The idea is to ensure that these youths get what the respective companies are currently paying their own interns with similar work profiles, or at least an amount closer to that level, the people told ET.

Companies, including Reliance Industries, Tata Consultancy Services, HDFC Bank, Maruti Suzuki, Larsen & Toubro, Mahindra & Mahindra, Bajaj Finance and Jubilant Foodworks, have placed about 127,000 internship offers through a portal designed to implement the PM Internship scheme.

According to the government guidelines, each selected intern will get a monthly allowance of ₹5,000 for one year, on top of a one-time aid of ₹6,000. The government will bear ₹54,000 towards monthly allowances and the one-time aid, spending a total of ₹60,000 annually for each intern.

The participating companies are supposed to bear at least the training cost and 10% of the monthly allowance, amounting to ₹6,000 for each candidate a year from their corporate social responsibility (CSR) funds.

The companies are, however, allowed to pay the interns as much as they wish to, on top of the stipulated amount. But they can't adjust the additional amount against their CSR obligations.

"Many of these companies, especially the really large ones, feel that it would be unfair for these interns to get substantially less for doing the same work. This may also fall foul with their board policies on non-discrimination and ethics. So, they have expressed interest to pay on top of what the government has committed to give," said one of the

people involved in the operationalisation of the scheme.

In certain manufacturing industries, the average initial salary of an intern is about ₹19,000 per month, said one of the persons. In some of the IT companies, it's about ₹25,000, he added.

The scheme, announced by finance minister Nirmala Sitharaman in this year's budget, has a broad target of providing internship opportunities to 10 million young Indians in 500 top companies over five years to enhance employability among young Indians.

The portal was launched on October 3 and the registration window closed on November 15.

The offers have exceeded the pilot project target of 125,000. Once it's fully rolled out in December, the government will keep expanding it from next fiscal to accommodate more applicants, according to officials.

About 280 of the 500 companies, selected on the basis of their average CSR spending over three years through FY23 are participating in the pilot project; the rest will join once it's expanded.

Lending a Helping Hand

>1,27,000 No of internship offers made by companies	6,20,000 Internship applications received by govt
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280 No of companies placing offers under the pilot scheme

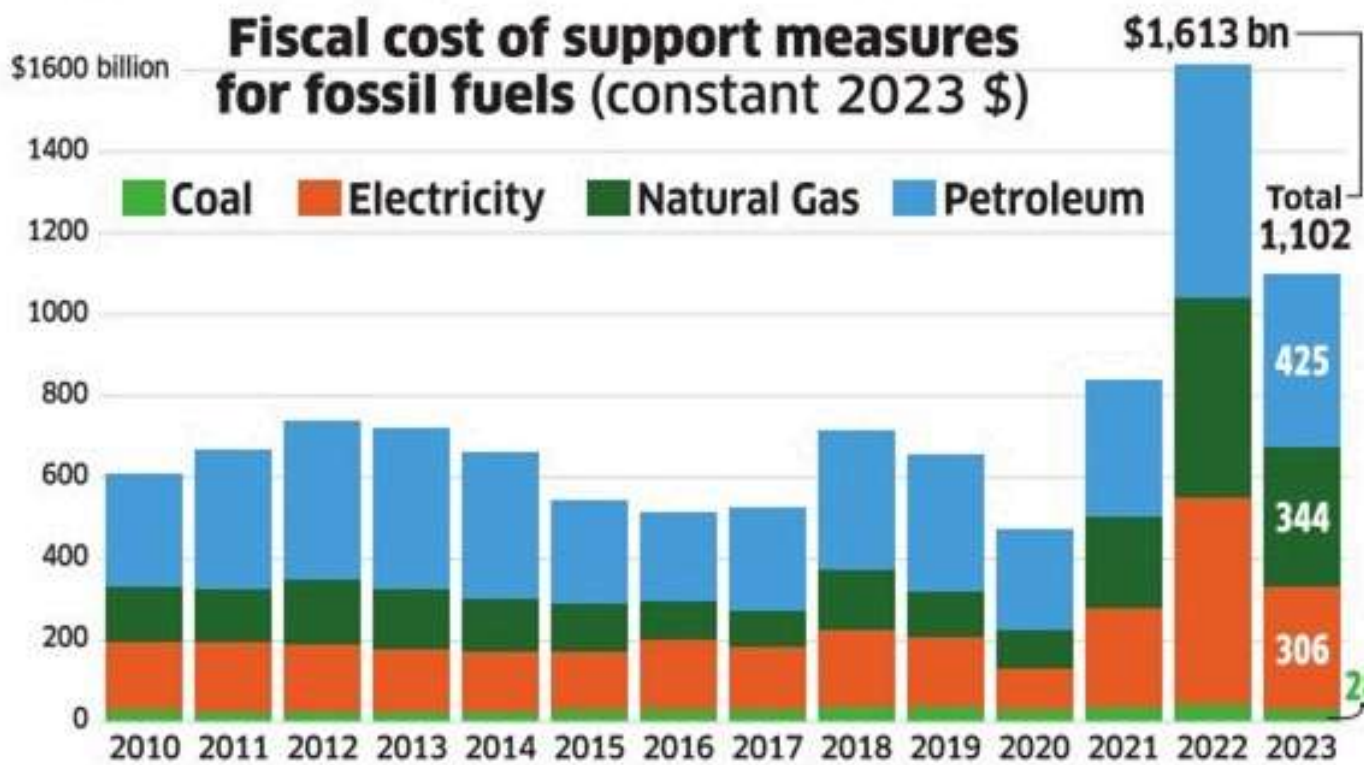
220 More companies to join once its expanded	28 No of industries where internship is being offered
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Govt Support for Fossil Fuels

The fiscal cost and implicit support of government support for fossil fuels across 82* economies dropped by almost one third, from \$1.6 trillion in 2022 to \$1.1tn in 2023, according to OECD-IEA data. Lower prices for fossil fuels, especially for natural gas, narrowed the gap between market-based and subsidised prices in some economies. But in many economies, support for fossil fuel production and consumption continued...



*Representing around 85% of world's total energy supply

Source: OECD

SANJEEV RAJ JAIN

India readying plans on green aviation

Manas Pimpalkhare & Dhirendra Kumar

NEW DELHI

India, the world's third-largest aviation market, is readying its playbook on the apex intergovernmental body on civil aviation with its stringent global clean fuel regime.

This follows India's reservations about the International Civil Aviation Organisation's (Icao's) green aviation scheme Corsia, an acronym for Carbon Offsetting and Reduction Scheme for International Aviation. India is now readying its playbook on Corsia, said two government officials.

This scheme aims to promote a globally harmonized system of sustainable aviation fuel usage for airlines, with some mandated thresholds. So far, 129 countries have joined Corsia. India has stayed away from the voluntary phase on account of reservations on these thresholds.

The reason New Delhi is now evaluating its engagement with Icao is a looming deadline with far stricter norms set by the European Union. The 27-nation grouping has threatened to fine countries if their airlines fail to comply with these



India is evaluating its engagement with Icao as the deadline for far stricter clean fuel norms set by the EU is nearing. REUTERS

norms. Aviation fuel is one of the major contributors to greenhouse gas emissions that cause climate change.

While India had earlier expressed its reservations against Corsia and decided not to participate in the voluntary phase (2021-26), Indian airlines will have to meet offsetting requirement under Corsia starting 2027.

The issue has assumed urgency against the backdrop of the EU's stringent regulations that mandates a minimum of 2% sustainable

aviation fuel (SAF) in fuel for flights originating from the EU starting in 2025, failing which airlines will be fined.

These EU mandates will progressively increase to 6% by 2030, 20% by 2035, and 70% by 2050.

SAF refers to non-conventional aviation fuel produced through alternative feedstocks, including grains, alcohol, and residual food waste. With Corsia applicable to all international flights starting 2027, as many as 129 countries have agreed to

Aviation fuel is one of the major contributors to greenhouse gas emissions that cause climate change

participate from 1 January 2025.

"To address this challenge, discussions are on with key ministries including those of civil aviation, environment, forest and climate change, and petroleum and natural gas," said one of the two officials cited above requesting anonymity.

India has adopted a cautious approach given the European Union's carbon border adjustment mechanism (CBAM), which will tax the 'embedded carbon' in imports of goods from emission-intensive sectors such as steel, aluminium, cement, hydrogen, electricity, and fertilizers, and may impact 0.05% of Indian GDP.

"A plan is under discussion to ensure that nothing gets agreed in Corsia that is not in India's interest. Once the EU's SAF norms kick in, our airlines will have to meet the standards or pay fines," said the second government official.

The development also assumes significance for India, which has the world's third-largest domestic aviation market, behind the US and China.

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

India's Petrol & diesel sales rebound on festival demand

Diesel has been a laggard since monsoon & November was first month that saw positive growth in consumption

OUR CORRESPONDENT

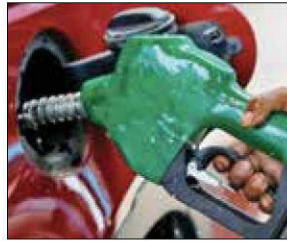
NEW DELHI: India's petrol and diesel consumption soared in November as the festive season reversed a fall in demand witnessed in previous months, preliminary data of state-owned firms showed on Friday.

While petrol sales had shown a year-on-year increase, diesel has been a laggard since monsoon and November was the first month that saw positive growth in consumption.

Petrol sales of three state-owned firms, which control 90 per cent of the fuel market, soared 8.3 per cent to 3.1 million tonnes in November compared to 2.86 million tonnes of consumption in the same month last year.

Diesel demand was up 5.9 per cent to 7.2 million tonnes.

Petrol and diesel sales have been tepid during the monsoon months as rains reduced vehicular movement and demand for the agriculture sector. Petrol demand however soared once



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rains eased but diesel consumption lagged year-on-year.

Month-on-month petrol sales were up 4.7 per cent when compared to 2.96 million tonnes of consumption in October. Diesel demand was almost 11 per cent more than 6.5 million tonnes of consumption in October.

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Key Points

- » Diesel demand was up 5.9 per cent to 7.2 million tonnes
- » Month-on-month petrol sales were up 4.7 per cent when compared to 2.96 million tonnes of consumption in October
- » Diesel demand was almost 11 per cent more than 6.5 million tonnes of consumption in October

almost 40 per cent of all petroleum product consumption. The transport sector accounts for 70 per cent of all diesel sales in the country. It is also the predominant fuel used in agriculture sectors, including in harvesters and tractors.

Consumption of petrol during November was 16.5 per cent more than in November 2022, and 33.5 per cent more than in

Covid-marred November 2020.

Diesel demand was 1.8 per cent lower than November 2022, but 8.5 per cent compared to November 2020.

Jet fuel (ATF) sales rose 3.6 per cent year-on-year to 650,900 tonnes during November 2024. This was 2.3 per cent higher month-on-month when compared with 636,100 tonnes of fuel sold in October.

Like petrol and diesel, ATF demand too is now firmly above pre-Covid levels.

ATF consumption was 11.3 per cent more than in November 2022, and 1.9 per cent more than in November 2020.

Cooking gas LPG sales were up 7.3 per cent year-on-year at 2.76 million tonnes in November 2024. LPG consumption was 6.3 per cent higher than in November 2022, and 19.9 per cent more than in November 2020. Month-on-month, LPG demand was flat when compared to 2.76 million tonnes of LPG consumption in October, the data showed.



Petrol, diesel consumption rebound on festival demand

Petrol sales of three state-owned firms soared 8.3% while diesel demand was up 5.9%

PTI
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NEW DELHI

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While petrol sales had shown a year-on-year increase, diesel has been a laggard since monsoon and November was the first month that saw positive growth in consumption. Petrol sales of three state-owned firms, which control 90% of the fuel market, soared 8.3% to 3.1 million tonnes in November compared to 2.86 million tonnes of consumption in the same month last year. Diesel demand was up 5.9% to 7.2 million tonnes.

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PETROL, DIESEL SALES REVIVE ON FESTIVE DEMAND

Press Trust of India

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Petrol, diesel, LPG usage gets festive boost in November

FC CORRESPONDENT
NEW DELHI, DEC 1

Oil marketing companies (OMCs) have revealed that India's petrol and diesel consumption soared in November as the festive season reversed a fall in demand witnessed in previous months.

While petrol sales had shown a year-on-year increase, diesel has been a laggard since monsoon and November was the

first month that saw positive growth in consumption, the state-owned OMCs said in its latest monthly report.



Petrol sales of three state-owned firms, which control 90 per cent of the fuel market, soared 8.3 per cent to 3.1 million tonnes in November compared to 2.86 million tonnes of consumption in the same month last year. However, diesel demand was up 5.9 per cent to 7.2 million

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As per the data, month-on-month petrol sales were up 4.7 per cent when compared to 2.96 million tonnes of consumption in October. "Diesel demand was almost 11 per cent more than 6.5 million

tonnes of consumption in October. Diesel is India's most consumed fuel, accounting for almost 40 per cent of all petroleum product consumption. The transport sector accounts for 70 per cent of all diesel sales in the country. It is also the predominant fuel used in agriculture sectors, including in harvesters and tractors."

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Covid-marred November 2020. Diesel demand was 1.8 per cent lower than November 2022, but 8.5 per cent compared to November 2020," the data showed.

As per the OMC's data, cooking gas LPG sales were up 7.3 per cent year-on-year at 2.76 million tonnes in November 2024. "LPG consumption was 6.3 per cent higher than in November 2022, and 19.9 per cent more than in November 2020," the data showed.

Price of commercial LPG hiked by ₹16.5

STATESMAN NEWS SERVICE
NEW DELHI, 1 DECEMBER

The price of Jet fuel, or ATF, was hiked by 1.45% and rates of commercial LPG used in hotels and restaurants increased by Rs 16.5 per 19-kg cylinder on Sunday in the monthly revision done in line with international oil price trends.

The aviation turbine fuel (ATF) price was increased by Rs 1,318.12 per kilolitre, or 1.45%, to Rs 91,856.84 per kl in Delhi, according to state-owned fuel retailers.

This is the second straight monthly increase in jet fuel prices as the rates were increased by Rs 2,941.5 per kl (3.3%) on November 1.

That hike came after two rounds of reduction which



had taken the rates to their lowest level this year. ATF price on October 1 was cut by 6.3% (Rs 5,883 per kl) and by Rs 4,495.5 per kl, or 4.58% on September 1.

In Mumbai, the ATF price was increased to Rs 85,861.02 per kl on Sunday from Rs

84,642.91 previously.

The oil firms have also increased the price of commercial LPG by Rs 16.5 to Rs 1818.50 per 19-kg cylinder recording the fifth straight monthly hike in commercial LPG price.

Rates were hiked by Rs 62

per 19-kg cylinder at the last revision on November 1. In five price increases, commercial LPG rates have hiked by Rs 172.5 per 19-kg cylinder. Commercial LPG now costs Rs 1771 per 19-kg cylinder in Mumbai, Rs 1,927 in Kolkata and Rs 1,980 in Chennai.

State-owned Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL), and Hindustan Petroleum Corporation Ltd (HPCL) revise prices of ATF and cooking gas on the first of every month based on the average price of benchmark international fuel and foreign exchange rate.

The rate of cooking gas used in domestic households, however, remained unchanged at Rs 803 per 14.2-kg cylinder.

Russian oil imports fall marginally in Nov

ARUNIMA BHARADWAJ
New Delhi, December 1

RUSSIA REMAINED THE largest crude supplier to India in November, accounting for 38% of India's total crude oil imports. However, imports from the country registered a marginal decline of 4% to 1.60 million barrels per day, against 1.67 million barrels per day in October, data from Vortexa showed.

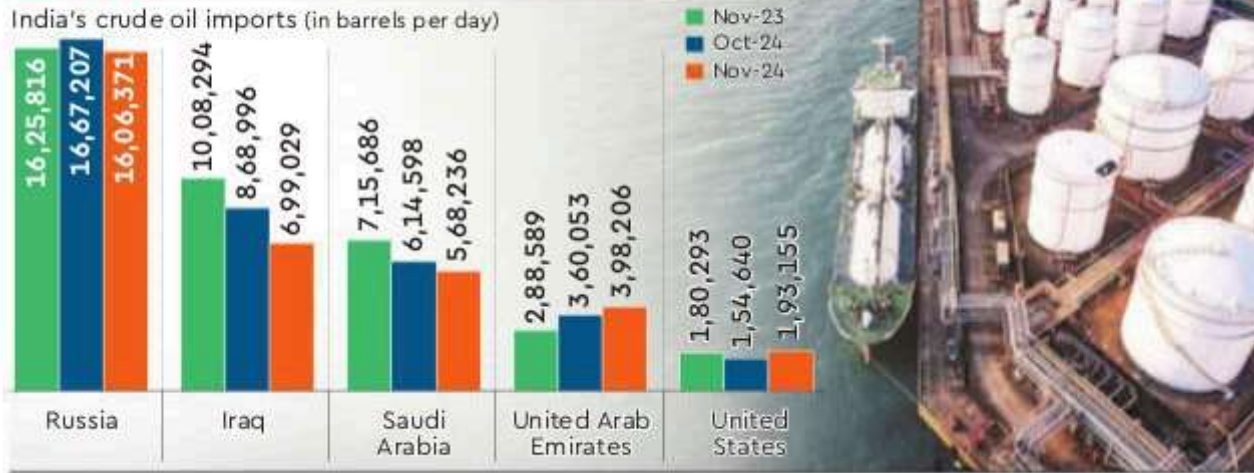
The country imported 4.2 million barrels of crude oil per day in November, largely unchanged from last month, with Russia, Iraq, Saudi Arabia, United Arab Emirates, and United States, being the top five suppliers.

While the share of crude oil sourced from Iraq and Saudi Arabia fell in November, the share of crude imports from the US increased. Imports from Iraq declined by 20% on month at 699,029 barrels per day in November, as per the data. Imports from Saudi Arabia also fell by 8% to 568,236 barrels per day last month, from 614,598 barrels per day in October.

"Iraq's share of Indian imports fell to 17% this month, down from 20% last month. India's import share from the rest of the top 5 sup-

UPTICK IN CRUDE CONSUMPTION

India's crude oil imports (in barrels per day)



pliers remained relatively stable, with around 1% change month-on-month," said Xavier Tang, market analyst at Vortexa.

"India has been maximising its imports of Russian crude, as delivered Russian crude prices are still cheaper than most Middle Eastern grades," Tang noted. "If Middle Eastern producers reduce their prices to stay competitive, Indian refiners could adjust their imports in favour of Middle Eastern crude."

India's crude imports are also

dependent on the country's domestic oil demand and export margins.

While the domestic demand is seasonally the strongest in the fourth quarter, and slows thereafter, clean product export margins outlook for Indian refiners is leaning towards more bearishness, amidst well-supplied Asian and European markets, according to Tang. "This may pose downside risks to India's crude imports in the months ahead," he said.

Meanwhile, the country's crude

imports from the US is likely to remain unaffected under the new administration, analysts say. US domestic production is projected to increase next year, as part of the new drilled and completed wells coming online. "The US incoming president, Donald Trump, has announced that he intends to impose 25% tariffs on imports from Canada and Mexico. This would greatly increase the cost of Canadian heavy crudes, which are transported via pipeline into the US, of which, some are exported to India.

With the new import tariffs, Canadian heavy crude will almost be economically unattractive to Indian refiners, as such, we could expect to see lower exports of these crudes from the US Gulf to India," said Tang. "The mainstream US crude will likely remain unaffected, and their exports to India will still be driven by economics."

While Trump has announced that he plans to expedite drilling permits on federal land, analysts at Vortexa believe that this would have limited impact on US crude production in the near-term.

According to the data, India's private refiners bought 1.57 million barrels of crude oil per day in November, while public downstream companies imported 2.65 million barrels of crude oil accounting for 63% of the total imports.

The government is now expecting a term deal between Indian refiners and Russia for supplies of crude oil to conclude by next year. "They (Indian refiners) were talking jointly. I do not have an update as now everything has been overtaken by this change in crude oil prices. The discussion (with Russia) is ongoing," a government official had earlier told reporters.



एटीएफ 1.45 प्र. महंगा, वाणिज्यिक एलपीजी की कीमत 16.5 रु. प्रति सिलेंडर बढ़ी

एजेंसी ■ नई दिल्ली

विमान ईंधन या एटीएफ 1.45 प्रतिशत महंगा हो गया है, जबकि होटल और रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी की कीमत में 16.5 रुपए प्रति 19 किलोग्राम सिलेंडर की वृद्धि हुई। सार्वजनिक क्षेत्र की ईंधन विपणन कंपनियों ने रविवार को कच्चे तेल की अंतरराष्ट्रीय कीमतों के अनुसार अपने मासिक संशोधन के तहत उक्त मूल्य वृद्धि की। राष्ट्रीय राजधानी में एटीएफ की कीमत 1,318.12 रुपए प्रति किलोलीटर या 1.45 प्रतिशत बढ़कर 91,856.84 रुपए प्रति किलोलीटर हो गई। विमान ईंधन की कीमतों में



यह लगातार दूसरी मासिक वृद्धि है। इससे पहले एक नवंबर को दरों में 2,941.5 रुपए प्रति किलोलीटर (3.3 प्रतिशत) की वृद्धि की गई थी। मुंबई में एटीएफ की कीमत 84,642.91 रुपए से बढ़कर 85,861.02 रुपए प्रति किलोलीटर हो गई। तेल कंपनियों ने वाणिज्यिक एलपीजी की कीमत भी 16.5 रुपए

बढ़ाकर 1818.50 रुपए प्रति 19 किलोग्राम सिलेंडर कर दी। वाणिज्यिक एलपीजी की कीमत में यह लगातार पांचवीं मासिक बढ़ोतरी है। वाणिज्यिक एलपीजी की कीमत अब मुंबई में 1771 रुपए प्रति सिलेंडर, कोलकाता में 1,927 रुपए प्रति सिलेंडर और चेन्नई में 1,980 रुपए प्रति सिलेंडर है। हालांकि, घरेलू इस्तेमाल वाली रसोई गैस की कीमत 803 रुपए प्रति 14.2 किलोग्राम सिलेंडर पर अपरिवर्तित रही। पेट्रोल और डीजल की कीमतें स्थिर बनी हुई हैं। दिल्ली में पेट्रोल की कीमत 94.72 रुपए प्रति लीटर है जबकि डीजल की कीमत 87.62 रुपए प्रति लीटर है।

फिर बढ़ी कॉमर्शियल गैस सिलेंडर की कीमत

नई दिल्ली, (पंजाब केसरी):
एलपीजी गैस सिलेंडर की कीमत में
एक बार फिर बढ़ोतरी हो गई है।
सिलेंडर की बढ़ी हुई कीमत आज
से ही लागू भी हो गई है। ये बढ़ोतरी
19 किलोग्राम के कॉमर्शियल
सिलेंडर की कीमत में हुई है।

कॉमर्शियल गैस
सिलेंडर की
कीमत में
लगातार पांचवें
महीने बढ़ोतरी
की गई है। बढ़ी
हुई कीमत के
अनुसार अब
कॉमर्शियल
एलपीजी



सिलेंडर की कीमत दिल्ली में 1,802
रुपये से बढ़ कर 1,818.50 रुपये
हो गई है। दिल्ली की तरह देश के
अन्य हिस्सों में भी कॉमर्शियल
सिलेंडर आज से बढ़ी हुई कीमत पर
मिल रहा है। दिल्ली के अलावा अन्य
मेट्रो शहरों में से कोलकाता में 19
किलोग्राम वाला एलपीजी गैस
सिलेंडर 1,911.50 रुपये से बढ़ कर
1,927 रुपये का हो गया है। इसी
तरह मुंबई में कॉमर्शियल गैस
सिलेंडर की कीमत 1,754.50 रुपये
से बढ़ कर 1,771 रुपये हो गई है।
चेन्नई में कॉमर्शियल गैस सिलेंडर
की कीमत 1,964.50 रुपये से बढ़
कर 1,980.50 रुपये प्रति सिलेंडर
हो गई है। कॉमर्शियल गैस सिलेंडर
की कीमत में जहां पांचवीं बार
बढ़ोतरी हुई है।