BUSINESS LINE, Delhi, 2.11.2024
Page No. 9, Size:(12.74)cms X (8.78)cms.

'Domestic natural gas demand to double by 2040'

Rishi Ranjan Kala
New Delhi

India's natural gas consumption is expected to double in the next 15 years to hit 113.7 billion cubic meters (bcm) on the back of a rising population and the government's push to accelerate economic development.

Fuelled by population growth, economic development and a shift towards cleaner energy, the gas consumption is expected to nearly double to 113.7 bcm by 2040 from 65 bcm in 2023, according to Rystad Energy's research.

Near-term demand is supported by a 51 per cent jump in domestic gas production since 2020 to 36.7 BCM by 2025, but this will not be enough to meet the country's growing demand for natural gas. The result is that India will continue to rely heavily on imports to satisfy its future energy needs, it added.

The world's fourth largest liquefied natural gas (LNG) importer meets roughly half of its natural gas demand via imports.

"India's LNG sector is experiencing significant growth. Looking ahead, a strategic next step could involve continued dealings with the Middle-East. The geographical proximity of the two regions, combined with the substantial volume of uncontracted LNG production in the Middle-East, presents an excellent opportunity for India to secure favourable terms — it's an ideal buyer-seller relationship that could help fuel India's needs," said Kaushal Ramesh, Vice President of Gas & LNG Research at Rystad Energy.

The nation is well-positioned to attract aggressive

Near-term demand is supported by a 51% jump in domestic gas production since 2020 to 36.7 BCM by 2025

targeting from West Asian producers and off-takers, with nearly 100 million tonnes per annum (mtpa) of West Asian LNG remaining uncontracted by 2035, he added.

GROWING DEMAND

India's gas demand will come from several sectors, including the country's expanding city gas distribution (CGD) network as well as the fertilizer, refining and petrochemicals industries, Rystad Energy said.

Urea production in India heavily depends on natural gas as a key input, with limited alternatives available in the short term. As the government aims for complete food security, it continues to provide substantial subsidies for urea production, resulting in steady demand for gas in this sector, regardless of price fluctuations.

Following the successful restart of four gas-based fertilizer plants in 2021 and 2022, Indian urea production reached 30 mt in 2023. This was still short of that year's urea demand of 35 mt, suggesting further growth potential in the near-term. Meanwhile, rising demand for oil products and petrochemicals could increase India's refining capacity to around 335 mtpa by 2030, with many expansions expected to occur near LNG terminals.

BUSINESS LINE, Delhi, 2.11.2024
Page No. 9, Size:(2.99)cms X (14.09)cms.

AP CM rolls out free cooking gas cylinder supply scheme

Our Bureau
Hyderabad

Andhra Pradesh Chief Minister N Chandrababu Naidu on Friday formally launched the supply of three cooking gas cylinders as part of the Super Six promises of the ruling NDA government.

Three LPG cylinders will be supplied per year free of cost under the scheme which was formally launched under 'Deepam 2' programme in Eedupuram in Srikakulam district in Andhra Pradesh.

Speaking on the occasion, the CM said the NDA government had kept the promise made to women in the election manifesto on the supply of free cylinders. The Self-Help Groups would also be strengthened further, Naidu said.

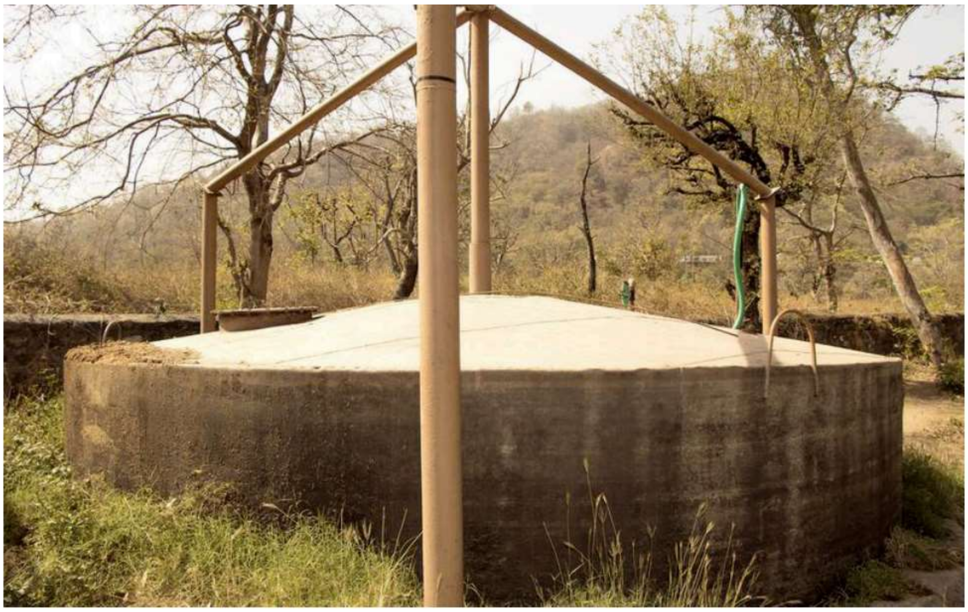
The State had already kept the promise of increase in welfare pensions and about 64 lakh people are receiving their monthly pension on the first of every month. The pensioners could also avail the options of drawing pension once in three months without any fears, he added.

The State has already handed over the subsidy amount to the representatives of Bharat Petroleum, Hindustan Petroleum and Indian Oil Corporation at the first block in the State Secretariat for the implementation of the scheme.

BUSINESS LINE, Delhi, 2.11.2024
Page No. 6, Size:(17.32)cms X (20.45)cms.

CAPITAL
IDEAS.

RICHA MISHRA



Biomass needs greater push in energy mix

Biomass power is neglected *vis-a-vis* green energy sources such as solar, green hydrogen

Biomass power has been spoken about for decades now, with the government looking to promote it since the 1990s.

The Ministry for New and Renewable Energy launched the Biomass-based Co-generation Programme in May 2018 with the main objective of optimising the use of the country's biomass resources through co-generation technology in sugar mills and other industries such as rice, paper mills, etc.

Subsequently, the programme, which focused on co-generation initially, now supports the manufacturing of pellets and briquettes also. Thermal power plants have been mandated to use biomass pellets for co-firing in these thermal power plants.

Thus, the National Bioenergy Programme (NBP) supports the implementation of the National Mission on use of Biomass in Thermal Power Plants. This will enable a reduction in the practice of stubble burning, particularly in the northern States.

NEW GUIDELINES

Under the new guidelines of the programme for the period 2021-22 to 2025-26, Central financial assistance will be made available for setting up of pellets and briquettes and non-bagasse based power generation projects. Apart from these, the NBP also supports compressed biogas and biogas plants.

Despite all this, biomass power and bagasse co-generation are the least spoken about *vis-a-vis* other green energy sources like solar, wind, hydro and now green hydrogen. Why is it so?

Agreed, it is not an apples-to-apples comparison — solar versus biomass or wind versus biomass. But biomass indeed is a category which works best in a decentralised market on a smaller and medium scale.

According to those in the Ministry, the biomass category has started picking up again in the last two or three years after a lull.

In fact, States are coming forward to use the Budgetary allocation made to promote the segment under NBP. Punjab, Uttar Pradesh, Maharashtra, and Haryana are the frontrunners in these projects.

Now States like West Bengal, Bihar and Jharkand are also coming forward.

According to Gaurav Kedia, Chairman, Indian Biogas Association, "Green hydrogen will take many years before we can really talk about something like $1 or $2 per kg of hydrogen. It is a thing of the future. But when I think about solar versus biomass, biomass is also like solar because it is like a battery. And if we consider ourselves as a part of nature, not apart from it, then only biomass can become a big success. The government can come out with a lot of policies, which they are doing anyway. But what biomass really needs is a movement. An awareness drive where we all need to play our role — household or commercial."

A challenge is the supply chain part for this category. In the case of solar and wind, the feedstock is free. But that is not the case with biomass.

"We really need to look at biomass in a manner that it is a battery for energy resource," says Kedia.

According to industry players, technically, a lot of advancements have already been made but they are not happening at a centralised level in a decentralised manner.

Another aspect is that biomass is a project, and it cannot be treated as a product. "In solar, we can talk about product, it's almost a standard product, and you can just take it and put it somewhere. Of course, you need to do some ground survey, but it's more or less a product. But for biomass it varies from place to place and the requirements also are different," Kedia added.

When talking of energy transition, it is often about green hydrogen, which is yet to be proven at a larger scale, and not about biomass or biogas, which is already there and has been proven

When talking of energy transition, it is often about green hydrogen, which is yet to be proven at a larger scale, and not about biomass or biogas, which is already there and has been proven. If you have biomass you can convert it into biogas.

"What is lacking for sure is a proper awareness campaign about all the nuances pertaining to the sector," Kedia added.

LITTLE AWARENESS

Like the mass awareness campaign happening for green hydrogen and other categories of renewable energy, biomass also needs a push.

For example, in India's energy basket, the government wants 15 per cent contribution to come from natural gas, and 5 per cent as a compulsory blending (biogas) obligation by 2028-29. It also wants 15 million tonnes being produced from biomass equivalent to CNG.

"India is importing around 23-24 million tonnes of LNG. If you talk about 15 million tonnes of potential that can be harnessed based on biomass, then the future looks very bright. Besides, in biogas plants, fertilizer also comes into the picture. And there is big demand coming for organic food. And to get the organic food, you need to have organic fertilizer," Kedia said.

So there is a potential for at least 7-8 per cent contribution in the whole energy mix from biomass, Kedia said.

Says Atul Mittal, South Asia Director for Business Development, Sistema.bio: "A combination for different customers with different energy resource requirement will make us energy independent in the the future. Let us not try to centralise energy sourcing from heavy projects. A proper mix where you classify the customer of energy and also the energy source, then there will be multiple participants involved."

Awareness, trust, a mindset change to new technologies — all these are important for promoting this category. For biomass energy, a decentralised market is what works best and given the huge rural and semi-urban market, India can definitely work on it with the required focus by the government as well as stakeholders.

Commercial LPG price hiked by ₹62/cylinder

ENS ECONOMIC BUREAU @ New Delhi

OIL marketing companies (OMCs) on Friday increased the price of 19 kg commercial LPG gas cylinders to ₹62. As per the price notification, the retail price of a 19 kg commercial LPG cylinder is now ₹1,802 in Delhi. However, there has been no revision in the price of domestic 14.2 kg LPG cylinders.

The last time oil companies raised the price of commercial gas cylinders was in October, by ₹48.50, bringing the retail price in Delhi to ₹1,740. In September 2024, the companies increased the price by ₹39, making the 19 kg commercial LPG cylinder cost ₹1,691.50 in Delhi. Commercial cylinders are used in restaurants, hotels, and other commercial establishments. The increase in operational costs may ultimately lead to higher prices for consumers in various sectors, adding financial pressure to both businesses and patrons. However, there has been no change in the prices of petrol and diesel in the country. The last reduction for both petrol and diesel occurred in March 2024, when prices were lowered by ₹2 each.

The aviation turbine fuel (ATF) price was increased by ₹2,941.5 per kilolitre, or 3.3%, to ₹90,538.72 per kl in the national capital, according to state-owned fuel retailers. The hike comes after two rounds of reduction that had taken the rates to their lowest this year. ATF price on October 1 was cut by 6.3% (₹5,883 per kl) and by ₹4,495.5 per kl, or 4.58% on September 1. The ATF rate in Mumbai was increased to ₹84,642.91 per kl on Friday from ₹81,866.13 previously.

ASIAN AGE, Delhi, 2.11.2024
Page No. 7, Size:(3.10)cms X (4.21)cms.

Commercial LPG, aviation turbine fuel prices rise

Jet fuel, or ATF, price on Friday was hiked by 3.3 per cent and rate of commercial LPG used in hotels and restaurants increased by ₹62 per 19-kg cylinder in the monthly revision done in line with international oil price trends. The aviation turbine fuel (ATF) price was increased by ₹2,941.5 per kilo-litre, or 3.3 per cent, to ₹90,538.72 per kl in the national capital, according to state-owned fuel retailers.

BUSINESS LINE, Delhi, 2.11.2024
Page No. 8, Size:(2.99)cms X (5.86)cms.

Crude oil rallies on geopolitical concerns

Crude oil jumped after a report that Iran may be preparing to attack Israel from Iraqi territory in the coming days, jolting the market's attention back to a potential flare-up of Middle East hostilities. Brent surged as much as 2.9 per cent to $75 a barrel on Friday, while US WTI rallied above $71. BLOOMBERG

MORNING STANDARD, Delhi, 2.11.2024
Page No. 5, Size:(24.90)cms X (12.38)cms.

Free LPG cylinders to poor in Andhra

3 cylinders to be given for free a year under Deepam 2 scheme launched by CM on Friday

SREENU BABU PATIVADA @ Srikakulam

ASSERTING that there is no room for political vendetta in the TDP-led NDA government, Chief Minister N Chandrababu Naidu maintained that those who foisted cases against TDP activists and leaders under the previous YSRC regime will not be spared.

Following the launch of Deepam 2.0 scheme, Naidu addressed a public meeting — Praja Vedika — at Idupuram village under Ichchapuram mandal in Srikakulam district on Friday. As part of the scheme, the government will provide three free cylinders to poor families every year.

It may be pointed out that the free gas cylinder scheme was one of the promises under the 'Super Six' guarantees. Union Civil Aviation Minister Kinjarapu Ram Mohan Naidu, State Ministers Nadendla Manohar (Civil Supplies), Kinjarapu Atchannaidu (Agriculture), Kondapalli Srinivas (MSME), Ichchapuram MLA Bendalam Ashok, District Collector Swapnil Dinkar, SP Maheswara Reddy and others were present.

CM Nara Chandrababu Naidu during the launch of free gas cylinder scheme at Edurupuram of Itchapuram mandal of Srikakulam district on Friday | EXPRESS

Launching the scheme, the CM said as many as 1,671 households from Idupuram village were eligible for the scheme. The State government will incur additional expense of ₹2,684 crore per year to implement the scheme. He explained that the government will reimburse the money paid for the cylinder by beneficiaries into their bank accounts within 48 hours of receiving the cylinder.

Stressing that the welfare of women is his priority, Naidu remarked, "Women should have freedom. They are 50% of the population. They should not be limited to cooking and raising children. Your intelligence should also be useful to your family. You should also live with self-respect. To live with self-respect, you should have the ability to earn money."

Earlier, Naidu, along with Civil Supplies Minister Nandendla Manohar, visited the house of Santhamma and handed over an LPG cylinder to her. Naidu also made tea in Santhamma's kitchen.

He also visited Balijepalli Janaki and gave her ₹4,000 pension under the single woman category. He enquired about her health and her family.

Following the public meeting, Naidu headed to Srikakulam in a special helicopter and inspected the works taken up for the integrated collector office. He held a review meeting with district officials on various projects in the district.

During a meeting with the TDP cadre, he stated that there was no freedom for people and political parties under the YSRC regime. Accusing the previous government of intentionally harassing TDP leaders, he noted, "Irrespective of their political affiliations, people gave a landslide victory to the NDA as they were frustrated with the YSRC."

TRIBUNE, Delhi, 2.11.2024
Page No. 16, Size:(8.63)cms X (32.27)cms.

India, Saudi Arabia exploring clean hydrogen, fintech collaboration

NEW DELHI, NOVEMBER 1

India and Saudi Arabia are exploring collaboration in emerging fields like fintech, new technologies, energy efficiency, clean hydrogen, textiles and mining to boost trade and investment ties, a statement said on Friday.

These areas were discussed during the recent visit of Commerce and Industry Minister Piyush Goyal to Riyadh. He co-chaired the second meeting of the economy and investment committee under the India-Saudi Strategic Partnership Council (SPC) along with Minister of Energy, Saudi Arabia, Abdulaziz bin Salman Al-Saud, on October 30 in Riyadh.

"Both countries are exploring collaboration in emerging fields like fintech, new technologies, energy efficiency, clean hydrogen, textiles, mining," the commerce and industry ministry said. During the Future Investment Initiative (FII) event, the minister urged global investors to seize emerging opportunities in India. — PTI

ECONOMIC TIMES, Delhi, 2.11.2024
Page No. 4, Size:(14.55)cms X (11.56)cms.

ONGC Ups Capex at ₹15,550cr in Q2

Sanjeev Choudhary

New Delhi: Oil and Natural Gas Corporation (ONGC) has accelerated its capital expenditure, spending about ₹15,550 crore in the second quarter of this financial year, nearly double its first-quarter spending and making up nearly 40% of all state-run oil companies' combined capex.

India's top oil and gas producer has a capex target of ₹30,800 crore for this fiscal. The company spent ₹23,550 crore in the six months to September, or a little more than three-fourths of its annual target, according to the petroleum and natural gas ministry data.

ONGC's capital spending mainly involves exploration and development of discoveries and redevelopment of certain fields to boost oil and gas output. The company has been struggling with its output for years and has faced delays in some projects. It missed its annual capex target several times in the past decade owing to various reasons, but this year it appears on course to reach its spending goal well before time.

The Oiled Capex Run

ONGC's stepped-up Q2 capex:
₹15,550 crore

This makes up nearly **40%** of all state-run oil companies' combined capex

ONGC

Capex target for FY25: **₹30,800 crore**

Expenditure till Sept: **₹25,550 crore**

Amount Spent on:

- **Exploration and** development of discoveries
- **Redevelopment of** certain fields to boost oil and gas output

INDIAN OIL

Capex target for FY25: **₹30,900 crore**

Expenditure till Sept: **₹18,500 crore**

STATE-RUN OILCOS' CAPEX

H1: **₹67,000 crore**

Q2 - **₹40,000 crore**

Annual target - **₹118,500 crore**

STATE-RUN OIL AND GAS COMPANIES USUALLY SPEND MORE THAN ₹1 LAKH CRORE IN CAPEX ANNUALLY

At ₹30,900 crore, Indian Oil has a similar annual capex target as ONGC. India's top refiner's spending this year, however, has been slower than ONGC's.

It has used up ₹18,500 crore in the six months to September, including ₹10,000 crore in the second quarter, on its refining, marketing and bioenergy expansion.

State-run oil companies together spent about ₹67,000 crore in the first half of this fiscal, including ₹40,000 crore in the second quarter, against an annual target of ₹118,500 crore.

Hindustan Petroleum Corporation Ltd (HPCL) spent ₹5,900 crore in April-September, including ₹3,200 in the second quarter. It has an annual allocation of ₹12,500 crore while Bharat Petroleum Corporation Ltd (BPCL) has a target of ₹13,000 crore. BPCL spent ₹5,500 crore in six months, including ₹3,850 crore in the second quarter.

₹1 LAKH CR YEARLY

State-run oil and gas companies usually spend more than ₹1 lakh crore in capex annually

GAIL, the nation's top natural gas marketer and transporter, spent ₹1,900 crore in the second quarter and ₹3,450 crore in the first six months of the year.

State-run oil and gas companies usually spend more than ₹1 lakh crore in capex annually, with about 40-45% spent on upstream activities.

In the past decade, as domestic demand galloped, companies invested heavily in fuel upgradation projects, expansion of refining capacity, marketing depots, pipelines and natural gas distribution infrastructure.

MORNING STANDARD, Delhi, 2.11.2024
Page No. 10, Size:(23.64)cms X (11.23)cms.

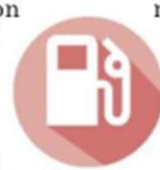
Petrol sales rebound on festival season

ENS ECONOMIC BUREAU @ New Delhi

PETROL consumption rose 7.3% in October on the back of increased demand from the start of festive season but diesel sales were down 3.3%, preliminary data of state-owned firms showed on Friday.

Petrol sales of three state-owned firms, which control 90% of the fuel market, rose to 3.1 million tonnes during October as against 2.87 million tonnes of consumption in the same month last year.

Diesel demand dropped 3.3 per cent to 6.7 million tonne. While petrol sales were up mostly due to an increase in use of personal vehicles as the festive season kicked in, diesel demand dropped due to lower demand from the agriculture sector owing to the extended rainy season. Petrol and diesel sales have been tepid during the last few months as monsoon rains reduced vehicular movement and demand for the agriculture sector.



Month-on-month petrol sales were up 7.8 per cent when compared to 2.86 million tonnes of consumption in September. Diesel demand was however almost 20% more than 5.59 million tonnes of consumption in September.

MILLENNIUM POST, Delhi, 2.11.2024
Page No. 9, Size:(24.90)cms X (13.86)cms.

Petrol sales rebound on festival season, diesel continues to decline

Petrol sales of three oil PSUs rose to 3.1 million tonnes in October against 2.87 million tonnes consumption in same month last year

OUR CORRESPONDENT

NEW DELHI: India's petrol consumption soared 7.3 per cent in October on the back of increased demand from the start of festive season but diesel sales were down 3.3 per cent, preliminary data of state-owned firms showed on Friday.

Petrol sales of three state-owned firms, which control 90 per cent of the fuel market, rose to 3.1 million tonnes during October when compared to 2.87 million tonnes of consumption in the same month last year.

Diesel demand dropped 3.3 per cent to 6.7 million tonnes.

While petrol sales were up mostly due to an increase in use of personal vehicles as the festive season kicked in, diesel demand dropped due to lower demand from the agriculture sector owing to the extended rainy season.

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

While petrol sales were up mostly due to an increase in use of personal vehicles as the festive season kicked in, diesel demand dropped due to lower demand from the agriculture sector owing to the extended rainy season

Month-on-month petrol sales were up 7.8 per cent when compared to 2.86 million tonnes of consumption in September. Diesel demand was however almost 20 per cent more than 5.59 million tonnes of consumption in September.

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.

Consumption of petrol during October was 10.5 per cent more than in October 2022, and 32.8 per cent more than in Covid-marred October 2020.

Diesel demand was up 1.7 per cent over October 2022, and 12.6 per cent compared to October 2020.

Jet fuel (ATF) sales rose 2.5 per cent year-on-year to 6,47,700 tonnes during October 2024. But this was 2.6 per cent lower month-on-month when compared with 6,31,100 tonnes of fuel sold in September.

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

ATF consumption was 11.5 per cent more than in October 2022, and 1.9 per cent more than in October 2020.

Cooking gas LPG sales were up 7.5 per cent year-on-year at 2.82 million tonnes in October 2024. LPG consumption was 13.1 per cent higher than in October 2022, and 19.1 per cent more than in October 2020.

Month-on-month, LPG demand was up 3.5 per cent against 2.72 million tonnes of LPG consumption in September, the data showed.

Highlights

- » Petrol consumption during October was 10.5 per cent more than in October 2022 & 32.8 per cent more than in Covid-marred October 2020
- » Diesel demand was up 1.7 per cent over October 2022, and 12.6 per cent compared to October 2020
- » ATF sales rose 2.5% y-o-y to 6,47,700 tonnes during October 2024. But this was 2.6% lower month-on-month when compared with 6,31,100 tonnes of fuel sold in September

ASSAM TRIBUNE, Guwahati, 2.11.2024
Page No. 10, Size:(24.90)cms X (17.12)cms.

Petrol sales rebound on festival season, diesel demand continues to drop

NEW DELHI, Nov 1: India's petrol consumption soared 7.3 per cent in October on the back of increased demand from the start of festive season but diesel sales were down 3.3 per cent, preliminary data of state-owned firms showed on Friday.

Petrol sales of three state-owned firms, which control 90 per cent of the fuel market, rose to 3.1 million tonnes during October when compared to 2.87 million tonnes of consumption in the same month last year.

Diesel demand dropped 3.3 per cent to 6.7 million tonnes.

While petrol sales were up mostly due to an increase in use of personal vehicles as the festive season kicked in, diesel demand dropped due to lower demand from the agriculture sector owing to the extended rainy season.

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

Month-on-month petrol sales were up 7.8 per cent when compared to 2.86 million tonnes of consumption in September. Diesel demand was however almost 20 per cent more than 5.59 million tonnes of consumption in September.

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.

Consumption of petrol during October was 10.5 per cent more than in October 2022, and 32.8 per cent more than in Covid-marred October 2020.

Diesel demand was up 1.7 per cent over October 2022, and 12.6 per cent compared to October 2020.

Jet fuel (ATF) sales rose 2.5 per cent year-on-year to 6,47,700 tonnes during October 2024. But this was 2.6 per cent lower month-on-month when compared with 6,31,100 tonnes of fuel sold in September. Like petrol and diesel, ATF demand too is now firmly above pre-Covid levels. ATF consumption was 11.5 per cent more than in October 2022, and 1.9 per cent more than in October 2020.

Cooking gas LPG sales were up 7.5 per cent year-on-year at 2.82 million tonnes in October 2024. LPG consumption was 13.1 per cent higher than in October 2022, and 19.1 per cent more than in October 2020.

Month-on-month, LPG demand was up 3.5 per cent against 2.72 million tonnes of LPG consumption in September, the data showed. – PTI

TIMES OF INDIA, Delhi, 2.11.2024
Page No. 16, Size:(3.78)cms X (6.09)cms.

Petrol sales rebound, diesel demand drops

New Delhi: India's petrol consumption soared 7.3% in Oct on the back of increased demand from the start of festive season but diesel sales were down 3.3%, preliminary data of state-owned firms showed on Friday. While petrol sales were up mostly due to an increase in use of personal vehicles as the festive season kicked in, diesel demand dropped due to lower demand from the agriculture sector owing to the extended rainy season. AGENCIES

ECONOMIC TIMES, Delhi, 2.11.2024
Page No. 4, Size:(4.35)cms X (11.75)cms.

Sales of Petrol, ATF Jump 8.5% in Oct; Diesel Sales Stagnate

Our Bureau

New Delhi: Sales of petrol and jet fuel jumped around 8.5% year-on-year in October on increased travel during the festive season, while demand for diesel — mainly used in commercial long-haul transport — stagnated.

Sales of liquefied petroleum gas (LPG), primarily used for cooking in India, rose by 7.5%.

Diesel consumption has slowed this year due to a combination of factors, including high rainfall, a decline in vehicle sales, and a shift toward electricity use by farmers and railways. Diesel represents 40% of all refined product volumes consumed in the country, and its declining usage is impacting national oil demand.

During the festive season, there is typically a surge in leisure travel, leading to increased demand for petrol and aviation fuel.

MILLENNIUM POST, Delhi, 2.11.2024
Page No. 9, Size:(14.12)cms X (29.21)cms.

'Saudi Arabia may cut Dec oil prices for Asia'

OPEC+ could delay December's planned increase to oil production by a month or more, four sources said

SINGAPORE: Top oil exporter Saudi Arabia may cut prices for most of the crude grades it sells to Asia in December, tracking weakness in Middle East benchmark Dubai, trade sources said.

Price cuts for Saudi oil would signal weak demand and provide more evidence for the Organization of the Petroleum Exporting Countries, led by Saudi Arabia, and its allies including Russia, a group known as OPEC+, to potentially delay plans to increase production from December.

The official selling price (OSP) for flagship Arab Light crude may fall by 30 to 50 cents a barrel in December from the previous month, a *Reuters* survey of six refining sources showed, in line with a similar drop in Dubai price spreads last month.

Spot premiums for Middle East crude fell last month as the Asia market was well supplied while demand from key buyers such as China remained lacklustre despite a rebound in refining margins.

Still, some of the respondents expect smaller price cuts for heavier grades of Saudi crude such as Arab Medium and Arab Heavy in December on support from strong margins for high-sulphur fuel oil.

Complex refining margins in Singapore, the bellwether for the region, rebounded to above $4 a barrel in the second half of October, up from September's average of $2.12, the lowest this year.

OPEC+ could delay December's planned increase to oil production by a month or more, four sources close to the matter told Reuters on Wednesday, citing concern about soft oil demand and rising supply.

A decision to delay the increase could come as early as next week, two of the sources said. Saudi crude OSPs are usually released around the fifth of each month, and set the trend for Iranian, Kuwaiti and Iraqi prices, affecting about 9 million barrels per day (bpd) of crude bound for Asia.

State oil giant Saudi Aramco sets its crude prices based on recommendations from customers and after calculating the change in the value of its oil over the past month, based on yields and product prices. AGENCIES

BUSINESS STANDARD, Delhi, 2.11.2024
Page No. 14, Size:(34.36)cms X (33.19)cms.

Saudi revives India investment plans amid shrinking mkt share

Move aimed at ensuring a major captive market for its crude oil, even as Indian refiners mull reducing the share of expensive Saudi grades sourced under term contracts

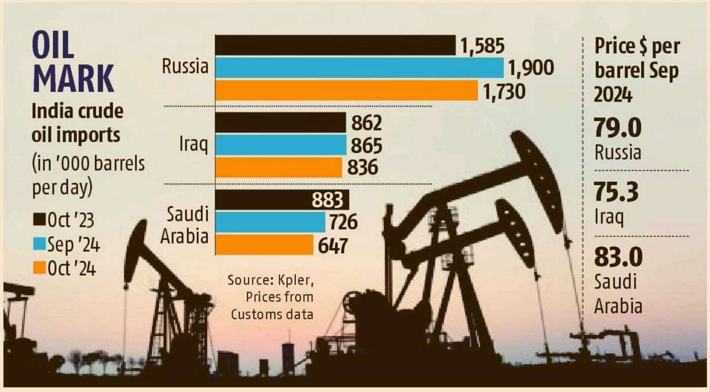
S DINAKAR
Amritsar, 1 November

Saudi Arabia is reviving plans of investing in grassroot Indian refineries after Indian state-run refiners began evaluating proposals to reduce the share of expensive Saudi grades sourced under term contracts and substitute them with cheaper Russian oil, refining sources and government officials said, and ship tracking data showed.

The move by Saudis to consider investments in new Indian refineries, proposed by both Bharat Petroleum and Hindustan Petroleum, is to ensure a captive market for their crude oil, and regain dwindling market share in India — after their proposed investments in Ratnagiri refinery and Reliance Industries soured. Saudi Aramco declined comments on the story in an email.

Indian state-run refiners may cut volumes under existing term contracts by at least 10 per cent, with the level of reductions differing across companies based on their refinery configurations, two senior refining sources said. New term contracts with Saudi Arabia will start next April for FY26 —shipments in FY25 between April and October averaged 592,000 bpd. That places the cuts to average at least 60,000 bpd. Simultaneously, Indian state-run refiners led by Indian Oil are also in talks with Russian state oil companies led by Rosneft for term contracts. Indian Oil's term contract with Rosneft for around 490,000 bpd expired in March and is up for renewal, industry officials said.

While the Saudi contracts comprise a fixed, committed volume and optional quantities on a financial year basis, Iraqi contracts are on a calendar year term. The cuts in Indian term contracts with Gulf suppliers will largely affect Saudi Arabia, which charges higher prices for its oil while Iraq's Basrah oil volumes will be maintained, refining officials said. Iraqi state oil company Somo offers competitive rates for its oil, including occasional discounts, refining sources said. Basrah medium and heavy grades offer a better yield to Indian state-run refineries than other oils.



Over the past few months, Saudi official selling prices have been coming on the higher side of market expectations, said Singapore-based energy expert Vandana Hari, founder of Vanda Insights. That must have prompted Indian refiners to seek more competitively priced supplies, such as Russian oil, she said.

Contract renewals are typically finalised in January-February, following a certain procedure, sources said. Each PSU is assigned one national oil company (NOC) for coordination. Invitation is sent by the respective PSU to the assigned NOC for joint negotiation meetings, usually held in Delhi. The PSU delegation is headed by the joint secretary concerned of the oil ministry, and consists of senior officers from the trade desks of state refiners.

Saudi Arabia had avoided investing in India and chosen to commit to Chinese refining and petrochemical plants, after a $44 billion project for a 1.2 million bpd refinery-cum-chemical plant in Maharashtra was shelved for delays in allocating land, and a 20 per cent stake buy in Reliance Industries' O2C (oil-to-chemicals) business for an estimated $15 billion collapsed.

But Indian officials led by oil secretary Pankaj Jain met Saudi officials recently and pitched investments in grassroot refineries, a senior official said. New Delhi is in talks with Riyadh for investing in two grassroot refineries helmed by Bharat Petroleum in Andhra Pradesh and state-run explorer ONGC in Uttar Pradesh, industry sources said. ONGC chairman Arun Kumar Singh declined to confirm or deny the developments, while top Bharat Petroleum officials said that an investment in Andhra Pradesh was under consideration.

Saudi supplies

Saudi Arabia's crude oil supplies at 647,000 bpd in October declined by 11 per cent from 726,000 bpd in September, and was lower from 883,000 bpd a year earlier. That compares with Russia's 1.73 million bpd of crude oil in October, down by 9 per cent from 1.9 million bpd in September but higher from 1.58 million bpd a year earlier, according to exclusive data from market intelligence agency Kpler. Iraq was the second-biggest supplier in October at 836,000 bpd.

Saudi Arabia had an 18.5 per cent share of the Indian crude oil market in 2019, second to Iraq, with Russia's share at less than 3 per cent, according to calculations based on ship tracking data. Russia's share has since surged to around 39 per cent this year while Saudi Arabia has lost nearly 5 percentage points at 13.7 per cent. Iraq holds a fifth of India's crude supply market.

Iraq, Saudi Arabia and the UAE, India's top three crude suppliers, had a combined 50 per cent share of India's market in pre-pandemic, pre-Ukraine 2019, which has shrunk to 41 per cent in calendar 2024. That's not far from Russia's 38.6 per cent share this year, which was achieved in just a little over two years.

Russia's hegemony over India's crude market continues despite discounts on a delivered basis shrinking to around $3-$4/bbl from over $20/bbl in early 2023, according to top refining officials. Saudi oil is still priced higher. In 2023, the gap between Saudi oil and Russian oil on a delivered basis was over $15/bbl, according to calculations based on customs data. That gap has shrunk by more than half this year to around $6.5/bbl as Russian discounts shrunk, but still substantial for Indian refiners, which have struggled to stay profitable in the July-September quarter. But for Russian crude, Indian state-run refiners would be bleeding, industry sources said.

HARI BHOOMI, Delhi, 2.11.2024
Page No. 10, Size:(12.24)cms X (4.79)cms.

महंगाई | तेल कंपनियों का ऐलान, वाणिज्यिक एलपीजी की कीमतों में लगातार चौथी मासिक वृद्धि

एटीएफ की कीमत में 3% की वृद्धि, कमर्शियल सिलेंडर के दाम 62 रुपये प्रति सिलेंडर बढ़े

भाषा ▸▸ नई दिल्ली

अंतरराष्ट्रीय तेल कीमतों के रुझान के अनुरूप विमान ईंधन (एटीएफ) की कीमत में शुक्रवार को 3.3 प्रतिशत की वृद्धि की गई। वहीं होटल तथा रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी (19 किलोग्राम) सिलेंडर की कीमत 62 रुपये प्रति सिलेंडर बढ़ा दी गई। सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, राष्ट्रीय राजधानी में विमानन टरबाइन ईंधन (एटीएफ) की कीमत 2,941.5 रुपये प्रति किलोलीटर या 3.3 प्रतिशत बढ़कर 90,538.72 रुपये प्रति किलोलीटर हो गई। यह वृद्धि दो दौर की कटौती के बाद की गई है, जिससे दरें इस साल के सबसे निचले स्तर पर पहुंच गई थीं। एटीएफ की कीमत में एक अक्टूबर को 6.3 प्रतिशत (5,883 रुपये प्रति किलोलीटर) की और एक सितंबर को 4,495.5 रुपये प्रति किलोलीटर या 4.58 प्रतिशत की कटौती की गई थी। मुंबई में एटीएफ की कीमत शुक्रवार को 81,866.13 रुपये प्रति किलोलीटर से बढ़कर 84,642.91 रुपये प्रति किलोलीटर हो गई। तेल कंपनियों ने वाणिज्यिक एलपीजी की कीमत भी 62 रुपये बढ़ाकर 1,802 रुपये प्रति 19 किलोग्राम सिलेंडर कर दी। यह वाणिज्यिक एलपीजी की कीमतों में लगातार चौथी मासिक वृद्धि है। एक अक्टूबर को 48.5 रुपये की बढ़ोतरी से इसकी कीमत 1,740 रुपये हो गई थी। इससे पहले कीमत में एक अगस्त को 6.5 रुपये प्रति सिलेंडर और एक सितंबर को 39 रुपये प्रति सिलेंडर की बढ़ोतरी की गई थी। चार बार की बढ़ोतरी के बाद चार महीने में कीमतों में कटौती की गई है। मुंबई में अब वाणिज्यिक एलपीजी की कीमत 19 किलोग्राम वाले सिलेंडर के लिए 1,754.50 रुपये, कोलकाता में 1,911.50 रुपये और चेन्नई में 1,964.50 रुपये है। हालांकि, घरेलू उपयोग में आने वाली रसोई गैस की कीमत 14.2 किलोग्राम वाले सिलेंडर के लिए 803 रुपये पर अपरिवर्तित बनी हुई है। सार्वजनिक क्षेत्र की इंडियन ऑयल कॉरपोरेशन (आईओसी), भारत पेट्रोलियम कॉरपोरेशन लिमिटेड (बीपीसीएल) और हिंदुस्तान पेट्रोलियम कॉरपोरेशन लिमिटेड (एचपीसीएल) हर महीने की पहली तारीख को बेंचमार्क अंतरराष्ट्रीय ईंधन की औसत कीमत और विदेशी विनिमय दर के आधार पर विमान ईंधन और रसोई गैस की कीमतों में संशोधन करती हैं। पेट्रोल और डीजल की कीमतें स्थिर बनी हुई हैं। मार्च के मध्य में कीमतों में दो रुपये प्रति लीटर की कटौती की गई थी। दिल्ली में पेट्रोल की कीमत 94.72 रुपये प्रति लीटर है जबकि डीजल की कीमत 87.62 रुपये प्रति लीटर है।

NAVODYA TIMES, Delhi, 2.11.2024
Page No. 10, Size:(4.79)cms X (8.16)cms.

एयर ट्रैवल करने पर कटेगी जेब, हवाई ईंधन हुआ महंगा

कमर्शियल रसोई गैस सिलैंडर के भी बढ़े दाम

नई दिल्ली, 1 नवम्बर (एजैंसी): दीवाली और छठ के पावन त्यौहारों के चलते वैसे ही हवाई किराया आसमान छू रहा है। अब एयर ट्रैवल करने पर और जेब कटेगी। सरकारी ऑयल मार्कीटिंग कंपनियों ने कमर्शियल रसोई गैस सिलैंडर के साथ हवाई ईंधन के दामों में भी इजाफा कर दिया है।

1 नवंबर 2024 से एविएशन टर्बाइन फ्यूल यानी ए.टी.एफ. के दामों में 3.35 प्रतिशत या 2941.5 किलोलीटर की बढ़ौतरी कर दी गई है। ऐसे में छठ पूजा और शादियों के सीजन में हवाई सफर करने वालों की जेब और कटने वाली है।

तेल कंपनियों ने वाणिज्यिक (कमर्शियल) एल.पी.जी. की कीमत भी 62 रुपए बढ़ाकर 1,802 रुपए प्रति 19 किलोग्राम सिलैंडर कर दी। यह वाणिज्यिक एल.पी.जी. की कीमतों में लगातार चौथी मासिक वृद्धि है।

मुंबई में अब वाणिज्यिक एल.पी.जी. की कीमत 19 किलोग्राम वाले सिलैंडर के लिए 1,754.50 रुपए, कोलकाता में 1,911.50 रुपए और चेन्नई में 1,964.50 रुपए है। हालांकि, घरेलू उपयोग में आने वाली रसोई गैस की कीमत 14.2 किलोग्राम वाले सिलैंडर के लिए 803 रुपए पर अपरिवर्तित बनी हुई है।

वहीं राजधानी दिल्ली में ए.टी.एफ. के दाम 2941 रुपए प्रति किलोलीटर की बढ़ौतरी के साथ 90538.72 रुपए प्रति किलोलीटर हो गई है जो पिछले महीने 87587.22 रुपए प्रति किलोलीटर थी। यानी ए.टी.एफ. अब 3.35 प्रतिशत महंगा हो गया है। कोलकाता में इसकी कीमत 93392 रुपए, मुंबई में 84642 रुपए और चेन्नई में 93957 रुपए प्रति किलोलीटर हो गई है।

VIRAT VAIBHAV, Delhi, 2.11.2024
Page No. 15, Size:(16.60)cms X (33.72)cms.

त्योहारी सत्र में पेट्रोल की बिक्री बढ़ी, डीजल की मांग में गिरावट जारी

एजेंसी ■ नई दिल्ली

त्योहारी सत्र में मांग बढ़ने से अक्टूबर में पेट्रोल की खपत 7.3 प्रतिशत बढ़ गई जबकि डीजल की बिक्री में 3.3 प्रतिशत की गिरावट दर्ज की गई। सार्वजनिक क्षेत्र की तीन पेट्रोलियम विपणन कंपनियों के शुक्रवार को जारी प्रारंभिक आंकड़ों से यह जानकारी मिली। इन कंपनियों की घरेलू ईंधन बाजार में 90 प्रतिशत हिस्सेदारी है। आंकड़ों के मुताबिक, इन कंपनियों की पेट्रोल बिक्री अक्टूबर में बढ़कर 31 लाख टन हो गई, जबकि पिछले साल इसी महीने में यह आंकड़ा 28.7 लाख टन था। हालांकि इस दौरान डीजल मांग 3.3 प्रतिशत घटकर 67 लाख टन रह गई। त्योहारी सत्र की शुरुआत के साथ निजी वाहनों के इस्तेमाल में वृद्धि होने से पेट्रोल की बिक्री बढ़ी है। दूसरी ओर बारिश का मौसम लंबा खिंचने से कृषि क्षेत्र की कम मांग होने से डीजल की मांग में गिरावट दर्ज आई। पिछले कुछ महीनों में पेट्रोल और डीजल की बिक्री सुस्त रही है क्योंकि मानसून की बारिश ने वाहनों की आवाजाही और कृषि क्षेत्र की मांग को कम कर दिया है। अक्टूबर में पेट्रोल की बिक्री मासिक आधार पर 7.8 प्रतिशत बढ़ी। दूसरी ओर डीजल की खपत करीब 20 प्रतिशत बढ़ी। अक्टूबर 2024 में विमान ईंधन (एटीएफ) की बिक्री सालाना आधार पर 2.5 प्रतिशत बढ़कर 6,47,700 टन हो गई। हालांकि, मासिक आधार पर इसमें 2.6 प्रतिशत की गिरावट हुई। अक्टूबर 2024 में घरेलू रसोई गैस एलपीजी की बिक्री सालाना आधार पर 7.5 प्रतिशत बढ़कर 28.2 लाख टन हो गई।

PUNJAB KESARI, Delhi, 2.11.2024
Page No. 6, Size:(7.55)cms X (17.14)cms.

त्यौहारी सत्र में पेट्रोल की बिक्री बढ़ी, डीजल की मांग में गिरावट

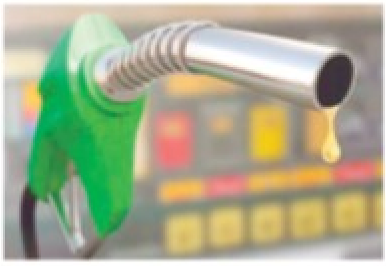
नई दिल्ली, (पंजाब केसरी): त्योहारी सत्र में मांग बढ़ने से अक्टूबर में पेट्रोल की खपत 7.3 प्रतिशत बढ़ गई जबकि डीजल की बिक्री में 3.3 प्रतिशत की गिरावट दर्ज की गई। सार्वजनिक क्षेत्र की तीन पेट्रोलियम विपणन कंपनियों के शुक्रवार को जारी प्रारंभिक आंकड़ों से यह जानकारी मिली। इन कंपनियों की घरेलू ईंधन बाजार में 90 प्रतिशत हिस्सेदारी है। आंकड़ों के मुताबिक, इन कंपनियों की पेट्रोल बिक्री अक्टूबर में बढ़कर 31 लाख टन हो गई, जबकि पिछले साल इसी महीने में यह आंकड़ा 28.7 लाख टन था। इस दौरान डीजल मांग घटकर 67 लाख टन रह गई।

NAVODYA TIMES, Delhi, 2.11.2024
Page No. 10, Size:(9.93)cms X (4.19)cms.

त्यौहारी सत्र में पेट्रोल की बिक्री बढ़ी, डीजल की मांग में गिरावट जारी

नई दिल्ली, 1 नवम्बर (एजैंसी): त्यौहारी सत्र में मांग बढ़ने से अक्तूबर में पैट्रोल की खपत 7.3 प्रतिशत बढ़ गई, जबकि डीजल की बिक्री में 3.3 प्रतिशत की गिरावट दर्ज की गई। सार्वजनिक क्षेत्र की 3 पैट्रोलियम विपणन कंपनियों के शुक्रवार को जारी प्रारंभिक आंकड़ों से यह जानकारी मिली।

इन कंपनियों की घरेलू ईंधन बाजार में 90 प्रतिशत हिस्सेदारी है। आंकड़ों के मुताबिक इन कंपनियों की पैट्रोल बिक्री बढ़कर 31 लाख टन हो गई, जबकि पिछले साल इसी महीने में यह आंकड़ा 28.7 लाख टन था। हालांकि इस दौरान डीजल मांग 3.3 प्रतिशत घटकर 67 लाख टन रह गई। त्यौहारी सत्र की शुरूआत के साथ निजी वाहनों के इस्तेमाल में वृद्धि होने से पैट्रोल की बिक्री बढ़ी है।



दूसरी ओर बारिश का मौसम लंबा खिंचने से कृषि क्षेत्र की कम मांग होने से डीजल की मांग में गिरावट दर्ज आई। पिछले कुछ महीनों में पैट्रोल और डीजल की बिक्री सुस्त रही है क्योंकि मानसून की बारिश ने वाहनों की आवाजाही और कृषि क्षेत्र की मांग को कम कर दिया है। अक्तूबर में पैट्रोल की बिक्री मासिक आधार पर 7.8 प्रतिशत बढ़ी।

दूसरी ओर डीजल की खपत करीब 20 प्रतिशत बढ़ी। अक्तूबर 2024 में विमान ईंधन (ए.टी.एफ.) की बिक्री सालाना आधार पर 2.5 प्रतिशत बढ़कर 6,47,700 टन हो गई। हालांकि, मासिक आधार पर इसमें 2.6 प्रतिशत की गिरावट हुई। अक्तूबर 2024 में घरेलू रसोई गैस एल.पी.जी. की बिक्री सालाना आधार पर 7.5 प्रतिशत बढ़कर 28.2 लाख टन हो गई।

HINDUSTAN, Delhi, 2.11.2024
Page No. 9, Size:(24.05)cms X (15.45)cms.

बाजार में छाने वाले हैं फ्लेक्स-फ्यूल वाले वाहन

कई भारतीय ऑटोमोबाइल कंपनियां अपने फ्लेक्स-फ्यूल वाहन इस साल की शुरुआत में हुए मोबिलिटी शो में लोगों के सामने रख चुकी हैं। अब तैयारियां इस स्तर पर हैं कि जल्द ही ये वाहन बाजार में बिकने को तैयार मिलेंगे। इन वाहनों का आगमन इस साल के अंत तक होने की पूरी संभावना है। आइए जानते हैं क्या हैं फ्लेक्स-फ्यूल की दुनिया और क्या हो सकती हैं चुनौतियां

वाहन निर्माता फ्लेक्स-फ्यूल वाहनों को इस साल के अंत में पेश करने की पूरी तैयारी में दिख रहे हैं। इलेक्ट्रिक वाहनों और हाइब्रिड वाहनों जैसे विकल्पों के बाद फ्लेक्स फ्यूल वाहनों का विकल्प पेश करने के पीछे बड़ी वजह यह भी है कि कार्बन उत्सर्जन में कमी लाना और विदेश से महंगा तेल आयात करने पर देश की निर्भरता को कम करना एक जरूरी कदम है। इसके समाधान के तौर पर जैव ईंधन को ऑटोमोबाइल जगत में बढ़ावा देने के लिए जोर दिया जा रहा है और कोशिशें जारी हैं।

सिर्फ सरकारी स्तर पर ही नहीं, वाहन निर्माता कंपनियां भी इसमें रुचि दिखा रही हैं और इन लक्ष्यों को हासिल करने की दिशा में काम करने के लिए प्रतिबद्धता जताई है। इसके तहत हर दोपहिया और चार पहिया वाहन निर्माता 2024 के अंत से कम से कम एक फ्लेक्स-फ्यूल वाले वाहन के बड़े पैमाने पर उत्पादन की योजना बना रहा है। जैसा कि पहले से चर्चा है कि टाटा मोटर्स कंपनी पुणे में फ्लेक्स-फ्यूल वाहनों का परीक्षण कर रही है और हुंडई मोटर इंडिया ने भी 2025 के अंत तक या 2026 की शुरुआत में भारतीय बाजार के लिए ई100 फ्लेक्स-फ्यूल वाहन मॉडल तैयार करने की प्रतिबद्धता जताई है।

यह बात भी है कि वाहन मॉडलों का उत्पादन इथेनॉल की व्यावसायिक उपयोग के लिए उपलब्धता तथा तकनीक को अपनाने के लिए उपयुक्त संसाधनों पर भी निर्भर करेगा।

बायो-एथेनॉल भी विकल्प

बायो एथेनॉल पौधों से प्राप्त ईंधन होता है। इसका उपयोग काफी पहले से कई देशों में हो रहा है। ब्राजील इस संदर्भ में अग्रणी देश है। बायो एथेनॉल को गन्ने, मक्के या गेहूं के पौधों से प्रोसेसिंग के बाद प्राप्त किया जाता है।

पेश हुए हैं फ्लेक्स फ्यूल वाहन

यामाहा, हीरो मोटोकॉर्प, सुजुकी, बजाज ऑटो और रॉयल एनफील्ड जैसे दोपहिया वाहन निर्माताओं ने इस साल की शुरुआत में ऐसे फ्लेक्स-फ्यूल वाहनों को प्रदर्शित किया था, जो 85% तक इथेनॉल-मिश्रित ईंधन (ई85) पर चल सकते हैं। ये सभी वाहन निर्माता साल के अंत तक दोपहिया वाहन का एक फ्लेक्स-फ्यूल मॉडल जारी करने की तैयारी कर रहे हैं। वहीं, महिंद्रा एंड महिंद्रा, मारुति सुजुकी और टोयोटा जैसे प्रमुख कार निर्माताओं ने भारत मोबिलिटी ग्लोबल एक्सपो 2024 में कुछ मॉडलों के फ्लेक्स-फ्यूल संस्करण प्रदर्शित किए थे। बीते साल टोयोटा इनोवा हाईक्रॉस के पूरी तरह फ्लेक्स फ्यूल आधारित वेरिएंट को पेश किया गया था। इसे दुनिया का पहला इलेक्ट्रिफाइड फ्लेक्स फ्यूल व्हीकल भी कहा गया।

कुछ चुनौतियां

वाहन उद्योग का मानना है कि इथेनॉल आधारित वाहनों को लोगों द्वारा व्यावसायिक रूप से स्वीकार किया जाए, इसके लिए लोगों को नीतिगत रूप से सहायता मिले, इसके प्रयास भी जरूरी होंगे। दो महत्वपूर्ण बिंदु हैं- ईंधन की उपलब्धता और मूल्य निर्धारण, इनका ध्यान रखना होगा। इस संदर्भ में मिंट से बात करने वाले लोगों के अनुसार सोसाइटी ऑफ इंडियन ऑटोमोबाइल मैन्युफैक्चरर्स ने सरकार से ई85 ईंधन की उपलब्धता के लिए एक स्पष्ट रोडमैप उपलब्ध कराने की गुजारिश की है और सरकार से यह सुनिश्चित करने का अनुरोध किया है कि इथेनॉल-मिश्रित ईंधन की कीमत प्रतिस्पर्धी हो। ई10 ईंधन के साथ प्रति-किलोमीटर की लागत में समानता बनाए रखने के लिए पारंपरिक पेट्रोल की तुलना में यह लगभग 35% सस्ता होना चाहिए।

इसके अलावा, वाहन निर्माता देश भर में आरओएन95 ईंधन को अपनाने पर जोर दे रहे हैं, ताकि इंजन की परफॉर्मेंस को और बेहतर किया जा सके और ई20 (20% इथेनॉल) मानकों का अनुपालन किया जा सके।

आरओएन95 गैसोलीन की गुणवत्ता और बेहतर परफॉर्मेंस का मानक है। इथेनॉल मिश्रित ईंधन, जो किसी वाहन के इंजन को प्रभावित कर सकता है, के संदर्भ में आरओएन95 का उपयोग सुनिश्चित करेगा कि यह उच्च स्तर के इथेनॉल मिश्रण जैसे ई20 (20 फीसदी इथेनॉल) के साथ तालमेल में रहे।

वैसे तो इथेनॉल ईंधन के उपयोग की योजना इसके लक्ष्यों को लेकर कई आशाएं जगाने वाली हैं, लेकिन उद्योग के अंदरूनी सूत्रों का कहना है कि ईंधन वितरण और मूल्य निर्धारण पर स्पष्टता के बिना, फ्लेक्स-फ्यूल वाहनों की स्वीकार्यता बढ़ने में देरी हो सकती है। इन बाधाओं को पार करने के लिए भी सरकारी स्तर पर कदम उठाए जा रहे हैं।

वाहन निर्माता इस बात पर भी स्पष्टता चाहते हैं कि फ्लेक्स-फ्यूल वाहन किस प्रकार कॉर्पोरेट औसत ईंधन दक्षता मानकों में योगदान देंगे। इन मानकों का उद्देश्य ईंधन की खपत को कम करना या वाहनों की ईंधन दक्षता को बढ़ाना है।

livemint

क्या होता है फ्लेक्स-फ्यूल

एचटी ऑटो के अनुसार फ्लेक्स-फ्यूल, एक वैकल्पिक ईंधन है जो पेट्रोल और मेथनॉल या इथेनॉल के संयोजन से बनता है। फ्लेक्स-फ्यूल वाहन वे हैं, जो इंटरनल कंबस्शन आधारित ही होते हैं, पर इन्हें एक से अधिक प्रकार के ईंधन पर चलने के लिए डिजाइन किया जाता है। ये इंजन पेट्रोल या इथेनॉल या मेथनॉल दोनों पर चल सकते हैं। भारत में, फ्लेक्स-फ्यूल इंजन को पेट्रोल और इथेनॉल पर चलने के लिए डिजाइन किया गया है। विदेश में यह पहले से चलन में हैं और इन्हें विकसित करने पर ध्यान दिया जा रहा है। इंजन और ईंधन प्रणाली में कुछ संशोधनों के

अलावा, फ्लेक्स-ईंधन वाहन बाकी हर बात में पेट्रोल मॉडल के समान होते हैं। चूंकि ईंधनों में मिश्रण का अनुपात बदल भी सकता है, इसलिए उन्हें फ्लेक्स-फ्यूल कहा जाता है। साथ ही इथेनॉल प्राप्त करने का स्रोत भी बदला जा सकता है। आम तौर पर, पेट्रोल और इथेनॉल के मिश्रण में शुद्ध गैसोलीन (ई0) से लेकर ई85 (85% इथेनॉल और 15% गैसोलीन) या यहां तक कि शुद्ध इथेनॉल (ई100) जैसे इथेनॉल-मिश्रित ईंधन तक शामिल हो सकते हैं।

क्या हैं लाभ और नुकसान

- वातावरण के लिए हानिकारक गैसों का तुलनात्मक रूप से कम उत्सर्जन।
- जीवाश्म आधारित ईंधन यानी पेट्रोल डीजल पर कम निर्भरता।
- फ्लेक्स-फ्यूल से वाहनों के लिए ईंधन के ज्यादा विकल्प बनेंगे, क्योंकि ऐसे वाहन कई तरह के ईंधन मिश्रणों पर चल सकने में सक्षम होते हैं।
- हालांकि शुरुआत में इसमें खर्च ज्यादा आ सकता है। एनर्जी क्षमता भी कम मिल सकती है। साथ ही इसका वाहन के इंजन पर भी कुछ असर आ सकता है। इन सभी चुनौतियों के समाधान की तकनीक पर शोध जारी हैं।