

Govt hikes ethanol price to aid blending

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NEW DELHI: The Cabinet's committee on economic affairs chaired by Prime Minister Narendra Modi on Wednesday cleared an increase in the price of ethanol, a by-product of sugar, which state-run petrol retailers buy from millers, a move that will aid the country's fuel-blending programme and ensure higher prices for farmers to cover increased cultivation costs.

The Modi government's fuel-blending programme aims to reduce dependence of the world's third-largest oil importer on overseas petroleum purchases.

The administered, or federally set, price of ethanol derived from C heavy molasses, a by-product of cane crushing, for the ethanol supply year 2024-25 (November 1, 2024 to October 31st 2025) has been fixed at Rs.57.97 per litre, up from Rs.56.58 per litre earlier, which is an increase of 2.5%.

On June 5, 2021, Prime Minister Modi announced that India was advancing of the target year for 20% ethanol-blending in petrol to 2025-26 from 2029-30 set previously. The mixing of petrol with ethanol is a high-priority national programme to help reduce oil imports.

According to a Cabinet statement, the estimated savings in foreign exchange during last 10 years (2014-15 to 2023-24) due to ethanol blending was US\$ 14.4 billion.

In January 2021, the Union government notified a modified scheme to incentivise ethanol production in the country, which allows sugar mills cheaper loans to set up ethanol-blending factories.

Such ethanol projects would be viable because oil-marketing companies would be assured buyers for the next 10 years



Ashwini Vaishnaw, Union information minister. PTI

under the scheme, according to an official.

Ethanol can also be made from grains, such as rice and maize. Till a year ago, an estimated 3% of the ethanol blending programme was grain-based, mainly using federal grain stocks. According to the food ministry, nearly 6 million tonnes of sugar by-products (or 18% of the total) would be utilised to make ethanol by 2025.

Other decisions to ramp up blending include enhancement of ethanol distillation capacity to 1713 crore, or 17.13 billion litres per year and long-term agreements to set up dedicated ethanol plants in ethanol-deficit states, Union information minister Ashwini Vaishnaw said, briefing reporters after the cabinet meeting.

India has drawn up plans to also use more maize to make ethanol for the country's fuel-blending programme and ramp up output nearly 10 times in five years, HT reported on March 4 last year.

Over the longer term, the country aims to lessen the use of sugarcane-based ethanol and utilize more maize grown in a sustainable way for which the Union government has approved new research projects worth ₹24.51 crore, according to documents seen by HT.

On the margins, a different election: 'Direct cash transfers to children, free gas cylinders'

Far from the limelight over four high-profile constituencies, The Indian Express met four candidates in the shadows — and found hope, some anger and a lot of grand promises

ALOK SINGH & JATIN ANAND
NEW DELHI, JANUARY 29

ONE CANDIDATE is learning how to campaign from Google and YouTube as he prepares to take on Arvind Kejriwal. Another is contesting against Delhi Chief Minister Atishi with a unique demand: stop direct cash transfers to mothers' accounts, let the children have it. Elsewhere, a priest has promised free gas cylinders for all. And then there's a tuition teacher who has vowed to "give an account of each rupee spent from public funds".

All of them have one important caveat to add, though: "If elected."

Meet the outliers in the Delhi election fray this time, all of them promising to bring about change in their own unique way while acknowledging quietly that their chances of succeeding are almost next to none. The Indian Express spent a day with four such candidates on the margins — three first-timers at this level and a veteran — all trying their luck from four of the capital's most high-profile constituencies. There was confidence, hope, some anger and a lot of grand promises.

'MY PEOPLE TRUST ME'

HAIDER ALI (50), Independent

Work: Driver

Constituency: New Delhi, AAP chief Arvind Kejriwal's seat.

Other key candidates: Parvesh Verma, former MP and son of ex-CM Sahib Singh Verma (BJP); Sandeep Dikshit, son of ex-CM Sheila Dikshit (Cong).

Seated on a plastic chair outside his home in "Qawwal Mohalla" off Panchkuian Road, Ali is "unhappy" with Arvind Kejriwal. "We have seen the AAP's work for over 10 years. Nothing has changed... It feels like we are living on the border of the city," Ali said. Records show the area falls under New Delhi Municipal Council (NDMC),



which is controlled by the Centre.

Ali, who has studied up to Class 9, admits he is not into politics. In fact, he says, his friends and family chipped in to buy two pairs of kurta-pyjamas so that he could "look like a politician". "They also collected money to file the nomination papers. One friend gave me Rs 4,000 to get pamphlets published, another gave me a car for canvassing," he said.

Each pamphlet has his

photo, and two promises: Rs 5,000 per month for each woman and a gas cylinder for Rs 500. "The schemes of the Centre are not reaching our locality. This bias was what made me contest," he said.

Asked about the street's name and his poll symbol, a harmonium, Ali says he hails from a "community of qawwals". "Our roots are in Muzaffarnagar (UP). It was after settling here that the community took up other jobs like driving and tailoring," he said.

Ali himself works as a driver, staying in a 35 sq-yard space in a four-storey building with his wife and two sons aged three and five. So, how does he manage his campaign? "The techniques of campaigning and giving speeches, talking to voters, I am learning from Google and YouTube videos."



'AAP DIDN'T LISTEN TO ME'

HAJI IQBAL SIDDIQUI (49), Independent

Work: Driver

Constituency: Kalkaji, Delhi CM and AAP leader Atishi's seat.

Other key candidates: Ramesh Bidhuri, ex-MP (BJP), Alka Lamba (Cong)

SIDDIQUI, A resident of Govindpuri's Bhoomiheen Camp, owns a Grameen Sewa vehicle that ferries commuters between Tara Apartments and the Badarpur border. With a cooler as the election symbol, this is his first foray into the Assembly-level after having failed in two successive civic elections. He says he was an "AAP karyakarta" but has moved on and wants to be a part of the next government.

"Look at the condition of the roads, nalas... and the stalled pension for senior citizens. I will work alongside any party that has a plan to deliver basic services. When I was an AAP karyakarta, I had asked them to develop our area but they did not listen," he said.

Siddiqui said promises of monthly cash doles are "wrong". He has a solution, too: A monthly deposit of Rs 2,500 into the account of every one-year-old child until they turn five. "If the money is put in a fixed deposit, they will have the means to study, start a business or build a home."

Siddiqui stays in a rented accommodation for Rs 6,000 a month. He has taken a gold loan and hired two e-rickshaws for campaigning.

On the heavyweights in the fray, he said, "You cannot think like this when entering the battlefield, this way even Kejriwal would not have contested against Sheila Dikshit... It does not take time for people's minds to change." But what are his chances? "There are 30-35,000 votes in my JJ cluster. I am not sure about everyone's support, but I will at least have my own vote."

'FAMILY, FRIENDS ARE HELPING'

PRAKASH CHANDRA JOSHI (50), BRJ

Work: Pujari (priest)

Constituency: Patparganj, ex-Deputy CM Manish Sisodia's former seat.

Key candidates: Awadh Ojha (AAP), Ravindra Singh Negi (BJP), Chaudhary Anil Kumar (Congress)

HAILING FROM Uttarakhand's Almora, Joshi says he was denied a ticket by the BJP although he is a "committed RSS member". "That is when I came in contact with BRJ," he says about the Kanpur-based Bharatiya Rashtriya Jansatta, which is



making its first poll foray in the Capital.

Joshi has set up a poll office inside a shop located on the same lane where the AAP, Congress and BJP candidates have their local HQs in West Vinod Nagar. And his feeling of disappointment at being rebuffed by the BJP is evident. Seated on a mat inside his office, he breaks down as he recalls his early life. "My father

was also a pujari (priest). He died in 1990... After that, the responsibility of my mother and siblings came to me. My mother worked as a domestic help. I sold milk and distributed newspapers, so that I could study," he said. "Even now, I don't have the money needed to contest. My wife, son, daughter and daughter-in-law are all helping me, and friends and neighbours. This party (BRJ) has given me this space, and some friends have helped me with two e-rickshaws with loudspeakers," he said.

Joshi's poll promise? "Free gas cylinders, revamped roads and sewage lines, a community centre, proper parking spaces, and measures to prevent chain-snatching incidents."

'WE NEED CHANGE'

YOGESH SWAMY (40), RWPI

Work: Tuition teacher, freelance journalist

Constituency: Karawal Nagar, one of the sites of the 2020 riots.

Key candidates: Kapil Mishra (BJP), Manoj Tyagi (AAP) & Dr P K Mishra (Congress)

THIS IS Swamy's second elec-



tion as a candidate at the Assembly-level and sixth consecutive attempt to get elected into office — any political office — in the hope of putting in place "a law guaranteeing jobs for the youth and less taxes to ensure

that households have more disposable income".

"I have been contesting elections since the MCD polls in 2017 on this party's ticket; the last election I fought was for the Lok Sabha last year," he says.

A freelance journalist who doubles up as a tuition teacher, Swamy was born and brought up in Karawal Nagar, which witnessed violence during the 2020 riots. "I grew up in this area and we have seen all parties, Congress, BJP, AAP, but look

at the condition of our roads, the dirty water we get from our taps. All these parties are by and for corporates, not even one of them stands for the rights of the workers," Swamy says.

While the BJP, he alleged, was seeking votes in the name of religion, all three principal political parties were offering "alms" for votes. "We need change," he says. And his main poll promise? "We will give an account of each rupee from public funds being spent."



MHI seeks lower GST on CNG 2-wheelers

A reduction in tax rates on CNG two-wheelers is likely to boost demand

Manas Pimpalkhare & Rituraj Baruah
NEW DELHI

The ministry of heavy industries (MHI) has called on the finance ministry to lower goods and services tax (GST) rate on two-wheelers powered by compressed natural gas (CNG), two people aware of the development said.

"Currently, CNG two-wheelers attract a 28% levy under the goods and service tax regime, and the heavy industries ministry has suggested to the Union finance ministry for this levy to be reduced to an appropriate level," said one of the two persons cited earlier, both of whom spoke on the condition of anonymity.

The MHI's suggestion comes just ahead of the Union Budget 2025.

A reduction in tax rates on compressed natural gas two-wheelers is likely to boost demand for such vehicles, curbing carbon emissions that are held responsible for global warming with catastrophic consequences.

Queries emailed to the ministries of heavy industries and finance had not elicited a response till press time.

CNG two-wheelers are a sunrise sector, as a little over 38,000 such vehicles were sold in the country in 2024, per data from the government's vehicles registration portal Vahan, compared to about 17 million petrol two-wheelers sold in the same period.

The data also shows that no CNG two-wheelers were sold in 2021, 2022 and 2023.

But, sales of such vehicles have picked up this year. Till 29 January, more than five thousand CNG two-wheelers were sold, compared to about 1.2 million petrol bikes, the Vahan portal data showed.

The spike in compressed natural gas two-wheeler sales since 2024 is led largely by Bajaj Auto, the biggest two-wheeler exporter in the country, which launched a new compressed natural gas bike in July



The Bajaj Freedom 125 CNG motorcycles from Bajaj Auto, India's biggest two-wheeler exporter, on display at Bharat Mobility Global Expo 2025 in New Delhi on 17 January.

2024, entering a virgin territory as this was the first bike to use CNG, a relatively cleaner and cheaper fuel alternative to petrol and diesel.

Automaker TVS has also announced its foray into the compressed natural gas two-wheeler market with a new scooter to be launched soon.

The CNG scooter was showcased at the Bharat Mobility Global Expo earlier this month.

"Automobile is a very price-sensitive market. If there is any reduction in taxation, it is likely to boost demand. Although there is only one compressed natural gas-fuelled two-wheeler model in the market so far, a cut in goods and services tax, if approved, would help growth in the segment, more so in the bike space, as most brands have already come up with scooters in the electric vehicle space. Incentivizing CNG two-wheelers, would complement the growth in alternative fuel space, along with elec-

tric mobility, rather than competing with each other. Both these segments would chart their own growth trajectory," said Ashim Sharma, senior partner and business unit head, Nomura Research Institute (NRI) Consulting & Solutions, India.

CNG as a transport fuel has already taken off in the country, with commercial four-wheeler vehicles in cities like Delhi mandatorily transitioning to CNG and private four-wheelers also increasingly taking to it.

In the four-wheeler segment, the share of compressed natural gas-run cars is expected to increase from 14% in FY24 to 18% in FY28, even as strong hybrid cars and electric vehicles jostle to gain more customers, according to ratings agency Ica Ltd. Lower price compared to petrol and diesel and low-cost maintenance make CNG an attractive proposition for vehicle buyers. A similar growth trend is now expected in the CNG two-wheeler space.

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UNION BUDGET 2025: INITIATIVES THAT CAN MAKE INDIA SELF-RELIANT IN ENERGY



EXPERT
VIEW

KIRIT PARIKH

Respond to this column at
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The budget often deals with short-term problems and there are several of those relating to energy that we need to attend to urgently. The biggest is our concern for energy security to make India as much as possible *aatmanirbhar* to reduce our dependence on imported fossil fuels, much of which we import - 85% of oil, 50% of gas and almost 20% of coal. Over the long run, India has to depend on renewables such as solar and wind. Another important issue is severe air pollution in India's cities due to coal-based power plants and vehicular pollution.

However, the short-term policies have to keep in mind the long-term vision. India has promised decarbonization leading to net zero by 2070. This is important for the world but also for India, as the country is highly vulnerable to climate change. It is, therefore, in our interest to see that the world attains net zero as soon as possible.

Energy security requires that we promote renewables to replace coal in power generation and also promote electric vehicles as much as possible and cut down the use of fossil fuels.

In doing these, two issues need to be addressed. Many of the power distribution companies (discoms) make significant losses. The reason is large AT&C losses (short for aggregate transmission and distribution and commercial losses, an euphemism for power theft). For example, in 2022-23, they were 22.33% in Uttar Pradesh, 21.85% in Odisha, 20.55% in Madhya Pradesh, and 19.04% in Maharashtra. Many initiatives by the central government, including the latest revamped distribution sector scheme (RDSS) promising money for reducing AT&C losses, have not worked as expected. Also, most discoms are state-owned and have inadequate incentives for efficiency. The free power promised by various political parties compounds the problem. Privatization of discoms would be a solution but it is not acceptable to most state governments.

Reducing AT&C losses

We need a measure that incentivizes the employees of discoms to reduce AT&C losses.

The privatized Tata Power Delhi Distribution Ltd has brought down AT&C losses to less than 10% from almost 50% in a few years. I asked a senior manager to go and explain to other discoms how they had done it. His reply was they tried to do it and the reaction was, 'why have you come to kick us in our belly?'



I suggest that the budget provide additional resources to discoms to give bonus to their staff, the level of bonus depending on the percentage point reduction in AT&C losses attained in the year and inversely related to the AT&C losses.

Renewable power requires a much larger upfront investment. To replace one megawatt of coal plant which can generate power 80% of the time, we need to invest in 4 MW of solar plant which runs only 18-20% of the time. Fortunately, the private sector has moved in to set up renewable plants. Unfortunately, the power they generate is not fully absorbed. The government policy is to impose a renewable power obligation (RPO) by which a discom is required to have a specified share of power from renewable sources. Many discoms do not fulfil this obligation because of their power-purchase agreements with old suppliers under which they find it cheaper to buy power from

them. The solution to this is specifying the RPO level taking this in to account. The budget can provide resources to the ministry of power to compensate discoms who have PPAs preventing them to meet their RPOs.

Balancing power

For large-scale adoption of renewable power, we need balancing power. This can be supplied by flexible power generating units or energy storage. Large-scale energy storage in lithium-ion batteries would mean dependence on China, which today is the major supplier of such batteries. The budget could provide

special incentives for developing sodium battery in the country. They have a smaller power density capacity per kilo gram of battery weight than lithium-ion batteries but this doesn't matter for stationary storage such as next to a solar or wind plant. An option for balancing power is off-river pumped storage hydro plants. These can be built in much shorter time and almost half the cost of a large hydro plant. Also, the problem of displacement and resettlement would be much less.

To rationalize the use of petroleum products, they should be put under GST

The budget should encourage such plants. To reduce consumption of petroleum products, the government is rightly pushing electric mobility. Electric vehicles (EVs) require battery with high density of storage, which requires lithium. The need for oil products could also be reduced by promoting public transport. However, public transport has to be as convenient in time and cost of travel as private vehicles. This requires substantial investment, which the budget can encourage.

Finally, to rationalize the use of petroleum products and natural gas, they should be put under GST.

Some of these suggestions require complementary policies which are not discussed here.

Kirit Parikh is the chairman of Integrated Research and Action for Development, and a former member of Planning Commission.

US sanctions on Russian tankers to have little impact on India's Ural cargoes

Rishi Ranjan Kala
New Delhi

Even as sanctions on Russian tankers forced India to stop procuring spot crude oil from the former “for now”, refiners and analysts expect the disruptions to have little impact on supply of medium sour grade Urals.

Russia's flagship crude oil grade accounts for more than half of India's cumulative imports. Other grades include ESPO, Varandey and Sokol. A top oil sector executive said refiners are “cautious” and following the sanctions. Procurements are “not happening for now” and many are shying away from buying Russian spot crude post January 10, 2024, when sanctions were slapped.

Andon Pavlov, Senior Manager Downstream Analysis at Kpler, said for India, the recent US sanctions on tankers carrying Russian crude oil will probably not be phased out.

“However, it is worth noting that most of these tankers have been involved in carrying ESPO blend, mainly into China, rather than trade with India. So our current expectations are that not much is going to change for Indian energy flows in the next couple of months, aside from a readjustment to slightly higher flows from the Middle East,” he told *businessline*.

“It's temporary. They have around 600 tankers, of which 183 have been sanctioned. Majority were running supplies from North and East

Russia. Impact is lower on the Black sea side but issues like insurance need to be handled by them. Russia will find alternatives,” the official quoted above added.

The US Treasury's Office of Foreign Assets Control imposed sanctions on Russian crude oil producers Gazprom Neft and Surgutneftegas as well as 183 ships, including an icebreaker, involved in transport and logistics.

TEMPORARY SITUATION

Of the 183 sanctioned tankers — 54 for ferrying oil and produce — four are owned by Sovcomflot, Russia's state-owned shipping company. Another nine crude and product carriers are operated by Rosneftflot, the shipping arm of Rosneft.

IndianOil, BPCL and HPCL have also said the situation is temporary, and Russia will work out alternatives. Besides, there is no shortage of supplies in the international market.

A senior government official said refiners are now only looking for “clean or non-sanctioned” Russian crude oil. However, logistics and insurance have to be worked out, for which discussions are on. Not just Indian refiners, others are also following the “cautious” approach.

Trade sources said the US sanctions are expected to impact around 15 per cent of Russia's cumulative exports. As per IEA, Russian oil exports stood at 7.33 million barrels per day (mb/d) in December 2024.



Crude Oil Dips to \$74 a Barrel

Oil edged lower as traders weighed the possible fallout from President Donald Trump's planned tariffs on major US crude supplier Canada and other countries. The market was also watching reports OPEC will evaluate potential changes to America's energy policy.

West Texas Intermediate dipped below \$74 a barrel. OPEC+ is set to discuss Trump's plans to increase oil production in the US at its next meeting on Feb. 3, Tass reported, citing Kazakhstan's Energy Minister Almassadam Satkaliyev. White House press secretary reiterated on Tuesday that levies as high as 25% on imports from Canada will start as soon as Feb. 1. – **Reuters**



Oil prices fall as US crude inventories rise

WASHINGTON, JANUARY 29

Crude prices fell on Wednesday, following a rise in US crude stockpiles and easing worries over Libyan supply, while focus turned to potential US tariffs on Canadian and Mexican imports.

Brent crude futures were down 59 cents, or 0.76 per cent, to \$77.90 a barrel as of 0916 GMT, while US crude futures had lost 55 cents, or 0.75 per cent, at \$73.22.

The White House said on Tuesday that US President Donald Trump still plans to issue 25 per cent tariffs on Canada and Mexico on Saturday.

"Crude prices keep dancing to the rhythm of Trump's tariff orchestra, with Canada tariffs going into effect on Saturday potentially lifting US prices then," said Ole Hansen, head of commodity strategy at Saxo Bank. — Reuters

Cabinet raises procurement price of C-heavy molasses ethanol

PTI ■ NEW DELHI

Union Cabinet on Wednesday approved a three per cent increase in the procurement price for ethanol made from C-heavy molasses to ₹57.97 per litre for the 2024-25 supply year, while keeping rates unchanged for other feedstocks.

The price increase, aimed at boosting ethanol production from sugar industry by-products, comes as India pushes to meet its accelerated target of 20 per cent ethanol blending in petrol by 2025-26.

Prices for ethanol produced from B-heavy molasses and sugarcane juice/ sugar/ sugar syrup remain unchanged at ₹60.73 and ₹65.61 per litre, respectively.

The decision was taken at a meeting of the Cabinet Committee on Economic Affairs (CCEA) chaired by Prime Minister Narendra Modi.



Information and Broadcasting Minister Ashwini Vaishnaw told reporters that C-heavy molasses contains very little sugar content compared to other sugarcane feedstock.

"The more we encourage C-heavy molasses for ethanol production, it will be beneficial for both farmers and environment," he said.

Public sector Oil Marketing Companies (OMCs) will

procure ethanol at the revised rates during the ongoing 2024-25 supply year (November-October) under the government's Ethanol Blended Petrol (EBP) programme.

The government said in a statement that the three per cent price increase for C-heavy molasses ethanol aims to ensure sufficient availability to meet increased blending targets.

CCEA approves hike in ethanol procurement price

The Hindu Bureau
NEW DELHI

The Cabinet Committee on Economic Affairs (CCEA) on Wednesday revised the ethanol procurement price for public sector oil marketing companies (OMCs) from ₹56.58 per litre to ₹57.97 per litre.

The new price is for the ongoing Ethanol Supply Year 2024-25, starting November 1, 2024 to October 31, 2025, under the Centre's ethanol blended petrol programme.

Briefing reporters after the Union Cabinet meet-

3% CHM price rise will assure sufficient ethanol availability to meet higher blending target

ing, Information and Broadcasting Minister Ashwini Vaishnaw said that C Heavy Molasses (CHM), that have very little sugar content, will be used for ethanol production.

"The more we encourage CHM for ethanol production, it will be beneficial for both farmers and environment," he said.

"The approval will not only facilitate the continued policy in providing price stability and remunerative prices for ethanol suppliers but will also help in reducing dependency on crude oil imports, savings in foreign exchange and bring benefits to the environment," as per an official statement.

GST and transportation costs would be separately payable. "Increase in prices of CHM ethanol by 3% will assure sufficient availability of ethanol to meet the increased blending target," the statement noted.

Cabinet approves revision of ethanol procurement price

STATESMAN NEWS SERVICE

NEW DELHI, 29 JANUARY

The Union Cabinet has approved the revision of ethanol procurement price for Public Sector Oil Marketing Companies (OMCs) to facilitate the continued policy for the Government in providing price stability and remunerative prices for ethanol suppliers.

The move will also help in reducing dependency on crude oil imports, savings in foreign exchange and bring benefits to the environment.

The Cabinet Committee on Economic Affairs (CCEA) has approved the revision for the Ethanol Supply Year (ESY) 2024-25 starting from 1st November, 2024 to 31st October 2025 under the Ethanol Blended Petrol (EBP) Programme of the Government of India.

Accordingly, the administered ex-mill price of ethanol for the EBP Programme derived from C Heavy Molasses (CHM) for the Ethanol Supply Year 2024-25 (1st November 2024 to 31st October 2025) has been fixed at Rs 57.97 per litre from Rs 56.58 per litre.

It is in the interest of sugarcane farmers, as in the past, GST and transportation charges would be separately payable. Increase in prices of CHM Ethanol by 3 per cent will assure sufficient availability of ethanol to meet the increased blending target.

Notably, the government



has been implementing Ethanol Blended Petrol (EBP) Programme wherein OMCs sell petrol blended with ethanol up to 20 per cent.

This Programme is being implemented across the country to promote the use of alternative and environment friendly fuels. This intervention also seeks to reduce import dependence for energy requirements and give a boost to the agriculture sector.

In the last ten years, ethanol blending in petrol by Public Sector OMCs has resulted in approximate savings of more than Rs 1,13,007 crore of foreign exchange and crude oil substitution of about 193 lakh metric tonnes.

Government has advanced the target of 20 per cent ethanol blending in petrol from earlier 2030 to ESY 2025-26 and a "Roadmap for ethanol blending in India 2020-25" has been put in public domain under which the OMCs plan to achieve 18 per cent blending during the ongoing ESY 2024-25.

Ethanol blending by Public Sector Oil Marketing Companies (OMCs) has increased from 38 crore litre in Ethanol Supply Year 2013-14 to 707 crore litre achieving average blending of 14.60 per cent in ESY 2023-24.





सी श्रेणी के शीरा से उत्पादित एथनॉल का खरीद मूल्य बढ़ा

नयी दिल्ली (एसएनबी)। केंद्रीय मंत्रिमंडल ने बुधवार को आपूर्ति वर्ष 2024-25 के लिए सी श्रेणी के शीरा से प्राप्त एथनॉल की कीमत (एक्स-मिल) 1.69 रुपये बढ़ाकर 57.97 रुपये प्रति लीटर करने को मंजूरी दे दी। एथनॉल का आपूर्ति वर्ष एक नवम्बर से 31 अक्टूबर तक चलता है। चीनी उद्योग के उप-उत्पादों से एथनॉल उत्पादन को बढ़ावा देने के उद्देश्य से मूल्य वृद्धि ऐसे समय में की गई है, जब भारत 2025-26 तक पेट्रोल में 20 प्रतिशत एथनॉल मिश्रण के अपने लक्ष्य को पूरा करने के लिए प्रयास कर रहा है। पेट्रोल में 20 प्रतिशत एथनॉल मिश्रण का लक्ष्य पहले 2030 तक था। प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में मंत्रिमंडल की आर्थिक मामलों की समिति ने बुधवार को बैठक में यह निर्णय लेने के बाद कहा, बी श्रेणी के भारी शीरा और गन्ना रस/चीनी/शीरा से उत्पादित एथनॉल की कीमतें क्रमशः 60.73 रुपये प्रति लीटर और 65.61 रुपये प्रति लीटर पर यथावत रखी गईं। बैठक के बाद सूचना एवं प्रसारण मंत्री अश्विनी वैष्णव ने बताया कि अन्य गन्ना उत्पादों की तुलना में सी श्रेणी के शीरा में बहुत कम चीनी सामग्री होती है। उन्होंने कहा, जितना अधिक हम एथनॉल उत्पादन के लिए सी श्रेणी के शीरा को बढ़ावा देंगे, यह किसानों और पर्यावरण दोनों के लिए फायदेमंद होगा।



एथेनॉल की कीमत बढ़ाने को मंजूरी

नई दिल्ली, (पंजाब केसरी): बजट से पहले केंद्रीय कैबिनेट ने बुधवार को कई बड़े फैसले लिए हैं। सरकार ने गन्ने से बनने वाले इथेनॉल की कीमत को बढ़ाने और नेशनल क्रिटिकल मिनरल मिशन को मंजूरी दे दी है। केंद्रीय मंत्री ने अश्विनी वैष्णव ने कहा कि सरकार ने इथेनॉल की कीमत 3 प्रतिशत बढ़ाने का फैसला किया है। अब सरकारी कंपनियां 57.97 रुपये प्रति लीटर की दर पर इथेनॉल खरीदेंगी। फिलहाल ये दर 56.58 रुपये प्रति लीटर है। सरकार की ओर से इथेनॉल ब्लेंडेड पेट्रोल (ईबीपी) प्रोग्राम के तहत इथेनॉल सप्लाई ईयर (ईएसवाई) 2024-25 को 1 नवंबर, 2024 से बढ़ाकर 31 अक्टूबर, 2025 कर दिया गया है। ईबीपी प्रोग्राम के तहत सरकार ने ऑयल मार्केटिंग कंपनियों (ओएमसी) को पेट्रोल में 20 प्रतिशत इथेनॉल मिलाने की छूट दी है। इस प्रोग्राम का उद्देश्य देश में वैकल्पिक एवं पर्यावरण अनुकूल ईंधन का उपयोग को बढ़ावा देना है। साथ ही देश के कृषि क्षेत्र को बढ़ावा देना और कच्चे तेल के आयात को कम करना है।

क्रिटिकल
मिनरल
मिशन को भी
मंजूरी

निजी कंपनियां छूट-ऑफर के साथ बेच रहीं पेट्रोल और डीजल



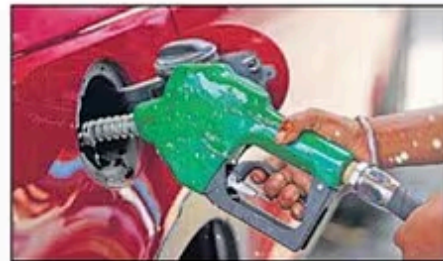
विशेष

■ ऋतुराज बरुआ

नई दिल्ली। निजी ईंधन खुदरा विक्रेता पेट्रोल-डीजल की कीमतों में कटौती कर सार्वजनिक क्षेत्र की कंपनियों के बाजार हिस्से में सेंध लगा रहे हैं। जियो-बीपी और नयारा जैसी निजी कंपनियां सस्ते रूसी कच्चे तेल का लाभ अपने ग्राहकों को दे रही हैं। जबकि सरकारी स्वामित्व वाली तेल कंपनियों ने मार्च 2024 से ईंधन की कीमतों में कोई बदलाव नहीं किया है।

गौरतलब है कि निजी ईंधन खुदरा बिक्री के 97% हिस्से को नियंत्रित करने वाली जियो-बीपी और नयारा ने कुछ क्षेत्रों में कीमतों में पांच रुपये तक की कटौती की है। खुदरा कीमतों में कटौती के अलावा, निजी ईंधन विक्रेता पेट्रोल और डीजल की थोक खरीद पर छूट भी दे रहे हैं।

जियो-बीपी ने हैप्पी आवर स्कीम के साथ शुरुआत की, जहां इसने एक निश्चित समय अवधि के दौरान पांच रुपये प्रति लीटर तक की छूट प्रदान की, इसके बाद नयारा ने भी



ईंधन बाजार पर फिलहाल सरकारी कंपनियां हावी

भारत में 90,000 से ज्यादा पेट्रोल पंप हैं और बाजार में सबसे ज्यादा हिस्सा सार्वजनिक क्षेत्र की कंपनियों का है। निजी कंपनियों में सबसे बड़ा रिटेल नेटवर्क नयारा के पास है, जिसके पास करीब 6,500 पंप हैं और इस साल 400 और पंप जोड़ने की योजना है। भारत में तीन प्रमुख निजी रिफाइनर हैं— नयारा, जियो-बीपी और शेल। 

इसी तरह की पेशकश की। सरकारी तेल विपणन कंपनियों के पंप चलाने वाले डीलरों ने कहा कि निजी रिफाइनर द्वारा दी जाने वाली छूट ने सरकारी कंपनियों की बाजार हिस्सेदारी को कम कर दिया है।

प्रधानमंत्री की अध्यक्षता में हुई बैठक में प्रस्ताव पर मुहर, इथेनॉल की कीमत 1.39 रुपए बढ़ाई

सरकार ने सी श्रेणी के शीरा से बने इथेनॉल की कीमत बढ़ाई

कैबिनेट के फैसले

नई दिल्ली, विशेष संवाददाता। केंद्र सरकार ने इथेनॉल मिश्रित पेट्रोल (ईबीपी) कार्यक्रम के तहत एक नवंबर 2024 से 31 अक्टूबर 2025 तक इथेनॉल आपूर्ति वर्ष (ईएसवाई) के लिए सार्वजनिक क्षेत्र की तेल कंपनियों के लिए इथेनॉल खरीद में संशोधन को मंजूरी दी है। प्रधानमंत्री नरेंद्र मोदी की अगुआई में मंगलवार को केंद्रीय कैबिनेट की बैठक में सी श्रेणी (हैवी मोलासेस से मिलने वाले) के शीरा से बने इथेनॉल की कीमत में 1.39 रुपए प्रति लीटर की बढ़ोतरी की गई।

कैबिनेट की बैठक के बाद सूचना और प्रसारण मंत्री अश्विनी वैष्णव ने कहा कि इथेनॉल की कीमत 56.58 रुपए से बढ़ाकर 57.97 रुपए प्रति लीटर की गई है। सरकार ने बी श्रेणी के भारी शीरा, गन्ना रस और चीनी से उत्पादित इथेनॉल की कीमतों में कोई

57.97 रुपए प्रति लीटर हो गई है इथेनॉल की कीमत



बदलाव नहीं किया है। वर्तमान में पेट्रोल में करीब 14.60 फीसदी इथेनॉल मिश्रित किया जा रहा है।

सरकार ने कहा कि सी श्रेणी के भारी शीरा इथेनॉल की कीमत में तीन प्रतिशत की वृद्धि का उद्देश्य बढ़े हुए मिश्रण लक्ष्यों को पूरा करने के लिए पर्याप्त उपलब्धता सुनिश्चित करना है। पिछले वर्षों की तरह, गन्ना किसानों

14.60 फीसदी इथेनॉल मिश्रित किया जा रहा है पेट्रोल में फिलहाल

अन्य गन्ना उत्पादों की तुलना में सी श्रेणी के शीरा में बहुत कम चीनी सामग्री होती है। जितना अधिक हम इथेनॉल उत्पादन के लिए सी श्रेणी के शीरा को बढ़ावा देंगे, यह किसानों और पर्यावरण दोनों के लिए फायदेमंद होगा।

- अश्विनी वैष्णव, सूचना एवं प्रसारण मंत्री

को सहायता देने के लिए माल एवं सेवा कर (जीएसटी) और परिवहन शुल्क का भुगतान अलग से किया जाएगा।

वर्ष 2025-26 तक पेट्रोल में 20 फीसदी मिश्रण का लक्ष्य: सरकार ने वर्ष 2024-25 में पेट्रोल में 18 फीसदी इथेनॉल मिश्रण का लक्ष्य रखा है ताकि वर्ष 2025-26 तक पेट्रोल में 20 फीसदी इथेनॉल मिश्रण के लक्ष्य

गन्ना किसानों को भुगतान मिलना आसान होगा

सी श्रेणी के शीरा से बने इथेनॉल खरीद में संशोधन को मंजूरी मिलने के बाद कई तरह के फायदे होंगे। सभी डिस्टिलरी इस योजना का लाभ उठा सकेंगी और उनमें से बड़ी संख्या में ईबीपी कार्यक्रम के लिए इथेनॉल की आपूर्ति किए जाने की उम्मीद है। इससे विदेशी मुद्रा बचत, कच्चे तेल के विकल्प के रूप में, पर्यावरणीय लाभ और गन्ना किसानों को जल्दी भुगतान में मदद मिलेगी।

को हासिल किया जा सके। सरकार के आंकड़ों के मुताबिक, सार्वजनिक क्षेत्र की तेल विपणन कंपनियों द्वारा इथेनॉल मिश्रण 2013-14 में 38 करोड़ लीटर से बढ़कर 2023-24 में 707 करोड़ लीटर हो गया है। इससे औसत मिश्रण 14.60 प्रतिशत प्राप्त हुआ है। सरकार को उम्मीद है कि वह तय वक्त पर लक्ष्य हासिल कर लेगी।

सरकार ने सी श्रेणी के शीरा से उत्पादित एथनॉल की कीमत बढ़ाई



वैभव न्यूज़ ■ नई दिल्ली

केंद्रीय मंत्रिमंडल ने बुधवार को इस साल 31 अक्टूबर को समाप्त होने वाली 2024-25 अवधि के लिए सी श्रेणी के शीरा से प्राप्त एथनॉल की कीमत (एक्स-मिल) 1.69 रुपए बढ़ाकर 57.97 रुपए प्रति लीटर करने को मंजूरी दे दी। मंत्रिमंडल की आर्थिक मामलों की समिति ने बुधवार

को बैठक में यह निर्णय लेने के बाद घोषणा करते हुए कहा कि बी श्रेणी के भारी शीरा और गन्ना रसाचीनीशीरा से उत्पादित एथनॉल की कीमतें क्रमशः 60.73 रुपए प्रति लीटर और 65.61 रुपए प्रति लीटर पर यथावत रखी गईं। बैठक के बाद सूचना एवं प्रसारण मंत्री अश्विनी वैष्णव ने बताया कि एथनॉल आपूर्ति वर्ष 2024-25 के लिए सार्वजनिक क्षेत्र की तेल विपणन

कंपनियों के लिए एथनॉल खरीद मूल्य में संशोधन को मंजूरी दे दी गई है। सरकार ने पेट्रोल में 20 प्रतिशत एथनॉल मिश्रण का लक्ष्य भी 2030 से कम करते हुए एथनॉल वर्ष 2025-26 कर दिया है। आधिकारिक बयान में कहा गया, इस दिशा में कदम उठाते हुए तेल विपणन कंपनियों ने चालू एथनॉल आपूर्ति वर्ष 2024-25 के दौरान 18 प्रतिशत मिश्रण

हासिल करने की योजना बनाई है। महत्वपूर्ण खनिजों के लिए 16,300 करोड़ रुपए के मिशन को मंत्रिमंडल ने मंजूरी दी। केंद्रीय मंत्रिमंडल ने बुधवार को देश के भीतर और अपतटीय स्थानों पर महत्वपूर्ण खनिजों की खोज को बढ़ावा देने के लिए 16,300 करोड़ रुपए के राष्ट्रीय महत्वपूर्ण खनिज मिशन (एनसीएमएम) को मंजूरी दी। प्रधानमंत्री नरेन्द्र मोदी की अध्यक्षता में हुई केंद्रीय मंत्रिमंडल की बैठक में यह फैसला किया गया। सूचना एवं प्रसारण मंत्री अश्विनी वैष्णव ने मंत्रिमंडल की बैठक के बाद संवाददाताओं को इस फैसले की जानकारी दी। वैष्णव ने कहा कि एनसीएमएम का उद्देश्य महत्वपूर्ण खनिजों के आयात पर देश की निर्भरता को कम करना और इस मामले में आत्मनिर्भरता सुनिश्चित

करना है। राष्ट्रीय महत्वपूर्ण खनिज मिशन के तहत महत्वपूर्ण खनिजों के अन्वेषण, खनन, प्रसंस्करण और उत्पादन बंद हो चुके उत्पादों से इन खनिजों की वसूली जैसे मूल्य शृंखला से जुड़े सभी चरण शामिल होंगे। सरकार को उम्मीद है कि यह मिशन देश के भीतर और इसके अपतटीय क्षेत्रों में महत्वपूर्ण खनिजों की खोज को तेज करेगा। इसका उद्देश्य महत्वपूर्ण खनिजों की खनन परियोजनाओं के लिए नियामकीय मंजूरी की प्रक्रिया को त्वरित बनाना है। इसके अलावा मिशन महत्वपूर्ण खनिजों के अन्वेषण के लिए वित्तीय प्रोत्साहन देगा और इन संसाधनों को ओवरबर्डन और टेलिंग्स से दोबारा निकालने की गतिविधि को बढ़ावा देगा। ओवरबर्डन मिट्टी और चट्टान की वह परत होती है जिसे खनिजों तक पहुंचने के लिए हटाया जाता है।