PIONEER, Delhi, 3.4.2023
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Adani's Dhamra LNG terminal in Odisha receives 1st cargo, to start gas revolution in East

PTI ■ NEW DELHI

Adani Group and French company TotalEnergies' newly built Rs 6,000 crore LNG import facility at Dhamra on the Odisha coast has received its first ever shipment of liquefied natural gas - a fuel that will be used to make steel, produce fertilizers and turned into CNG and cooking gas, helping change the landscape of Eastern India.

Qatari ship 'Milaha Ras Laffan' docked at Dhamra Port on April 1 morning, bringing in 2.6 trillion British thermal units of natural gas in its frozen form (LNG) which will be used to commission the facility, officials said.

BUSINESS STANDARD, Delhi, 3.4.2023
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CNG fuel of choice in green mobility quest

Though EVs have fast gained traction, CNG vehicle sales are up 82% in 5 yrs

NITIN KUMAR
New Delhi, 2 April

Amid a shift in mobility trends and people increasingly opting for less polluting energy sources, sales of compressed natural gas (CNG) vehicles increased more than 82 per cent in the past five years.

A total of 729,902 CNG vehicles were sold in 2022-23 against 400,825 in 2017-18, according to VAHAN Dashboard.

Though the increase in sales of CNG-powered vehicles has been significant, their share in overall vehicle sales remains minuscule as is the case with EVs. Of total 22,224,702 vehicles sold in India in FY23, the share of CNG vehicles stood at just 3.28 per cent.

The share of CNG automobiles in the four-wheeler category has more than doubled since in the past five years — from 4.73 per cent in FY18 to 9.06 per cent in FY23.

STEPPING ON THE GAS

■ Fall ■ Rise

	Overall			Four-wheelers		
Segment	FY18	FY23	Rise/fall (In %)	FY18	FY23	Rise/fall (In %)
PETROL	20,221,295	17,546,378	13.22	16,91,012	22,64,902	33.94
DIESEL	2,949,233	2,405,414	18.44	26,31,751	22,63,314	13.99
CNG ONLY + PETROL/CNG	400,825	729,902	82.10	2,23,614	4,88,967	118.66
ELECTRIC (BOV)	96,511	1,180,597	1,123.28	2,278	49,822	2,087.10

Source: Vahan portal
BOV: Battery operated vehicle

The share of petrol vehicles in the overall four-wheeler sales also increased to 41 per cent in FY23, from 35 per cent in FY18. However, the pie of diesel shrunk to 41 per cent in FY23, from 55 per cent in FY18.

The share of EVs, too, increased to 5.3 per cent in FY23 in total vehicle sales from 0.40 per cent in FY18. However, electric four-wheeler sales were around 4 per cent of the overall EV sales. A total of 49,822 electric four-wheelers were sold in FY23, against 2,714 sold in FY18.

Though customers increasingly opted for greener and cleaner vehicles in the past five years, the share of petrol and diesel automobiles still remains significantly higher despite a decline of 13 per cent and 18 per cent, respectively.

In 2023, the share of petrol and diesel vehicles was 78 per cent and 10 per cent, respectively, according to the VAHAN data.

The shift

Lower cost of operation compared to cars run on diesel and petrol, new launches, and higher cash incentives are powering the rising demand for CNG vehicles, experts said.

"The running cost of CNG is around ₹2.5 per km as against ₹5.30 for petrol and diesel vehicles; major brands have stopped producing diesel variants," experts said.

India's biggest carmaker Maruti Suzuki has completely discontinued diesel models. Tata Motors, too, has discontinued smaller-capacity diesel engines and Honda India recently said it would most likely discontinue its diesel-engine cars. Hyundai also discontinued the diesel variant in the recently launched Verna 2023.

Moreover, there is rising interest in electric vehicles (EV); the segment is fast gaining traction with the government's focus on environment-friendly, self-manufactured and sustainable solutions. The NITI Aayog has set a target of EV sales penetration at 70 per cent for all commercial cars, 30 per cent for private cars, 40 per cent for buses, and 80 per cent for two- and three-wheelers by 2030.

Apart from the stricter emission norms, the surge in electric vehicle sales has spelled doom for diesel engine cars.

The narrowing down of petrol and diesel prices over the last few years has further reduced diesel cars' appeal.

"With CNG one gets more mileage against gasoline. CNG is gaining traction in not just commercial but also in personal mobility. Brands are coming up with their CNG models across segments," said Puneet Gupta, director, S&P Global.

As people are becoming environmentally conscious, they are preferring CNG as opposed to petrol and diesel. Some auto companies are also pushing CNG penetration as they believe that CNG is a perfect transition between the gasoline and the electric vehicles eras, Gupta said.

The challenge

The rising cost of CNG and lack of fuel stations are hampering growth of the CNG segment. CNG cars largely dominate the taxi segment in cities and commercial vehicles. There were 4,679 CNG pumps across Indian cities as of October 2022, up from 900 in 2014.

The price of CNG has more than doubled in Delhi to ₹79.56 per kg in 2023, from ₹37.65 per kg in 2017. It is even higher in other states.

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Dhamra LNG receives 1st cargo

Adani Group and French company TotalEnergies' newly built ₹6,000 crore LNG import facility at Dhamra on the Odisha coast has received its first ever shipment of liquefied natural gas, which will be used to make steel, produce fertilizers and turned into CNG and cooking gas. Qatari ship 'Milaha Ras Laffan' docked at Dhamra Port on 1 April, bringing in 2.6 trillion British thermal units of natural gas in its frozen form (LNG) which will be used to commission the facility, officials said. Commissioning and testing operations will take up to 45 days and commercial operations are expected to start thereafter.

The start of the 5 million tonne per annum LNG import terminal is crucial to Prime Minister Narendra Modi's plan to boost natural gas use in the country's energy mix to 15% by 2030 from the current 6.3%.

Dhamra is the only LNG import terminal in eastern India and only second on the entire east coast. PTI

INDIAN EXPRESS, Delhi, 3.4.2023
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Fossil fuel lessons

As transition to clean energy becomes imperative, India's tryst with hydrocarbons can offer a roadmap

OVER THE BARREL

VIKRAM S MEHTA

FOUR DECADES BACK, Indira Gandhi walked the upstream (exploration and production) petroleum sector down from the "commanding heights" occupied by public sector enterprises to the plains of the market and competition. Her decision was driven by the strategic imperative to reduce India's exposure to external supply shocks. In 2020, PM Narendra Modi introduced the production-linked incentive (PLI) scheme to incentivise investment, inter alia, in the minerals, components and equipment required for the generation and consumption of clean energy. His decision was driven by a similar impulse.

The purpose of this article is to draw on the learnings of 40 years of effort to develop a self-sufficient fossil fuel energy system as guideposts for the current effort to transition to a self-reliant (atmanirbhar) clean energy system.

There are four relevant learnings.

First, the liberalisation of upstream petroleum did not bridge the gap between the domestic demand for petroleum and indigenous supply. On the contrary, the gap has widened. There are many reasons for this but the one that has relevance for clean energy is it is not enough to have raw materials. The surrounding economic, technical and operating ecosystem must enable their conversion into commercially-useful products. India has the raw material of oil and gas. That is a geological fact. But what it does not have are the enabling conditions to monetise them. The bulk of its hydrocarbon resources are located in harsh terrain and complex geology. They are, therefore, difficult to locate and even when located they are difficult to produce on a commercial basis. This is because of the high cost of drilling and development. In consequence, a large percentage of discovered hydrocarbons have not been produced.

Transposed onto the clean energy sector, the learning is: Do not presume that the availability of technical talent and capital will be enough to create a world-class hub for the manufacture of batteries, solar cells, wafers and modules. The system will also have to minimise the avoidable costs associated with procedural red tape — land acquisition, erratic supplies of water and

> The lesson for the clean energy sector is two-fold. One, like oil, clean energy minerals and components are internationally traded. There can be purchased on the international market. The country should desist therefore from building a high-cost, domestic, clean energy hub that is forever dependent on subsidies. And two, given that China is the lowest-cost supplier of clean energy components, India should continue with its two-track policy. One track will pit us eye-ball-to-eye-ball on the border, the other should strengthen our trading relationship.

power and legal redress.

Second, the recovery rate of oil and gas from India's producing fields has averaged between 25-30 per cent. This means that for every 100 molecules discovered, only 25-30 have been brought to the surface. The recovery rate of fields of comparable geology across the world is between 40-60 per cent. The reason for this difference is not access to Enhanced oil recovery (EOR) technologies. These are available mostly off the shelf. The reason is the utilisation of these technologies. These have not been efficiently implemented.

The learning here is that the clean energy sector must not presume that technology is in of itself the sine qua non for manufacturing competitiveness. It has to be efficiently utilised. China's dominance of the clean energy value chain — 90 per cent of the global market share in silicon wafers; 85 per cent in PV solar cells, and 80 per cent in PV solar modules — is because its process engineers have perfected the implementation of the several technological steps required to convert raw material into end product. Our engineers will have to achieve similar levels of implementation efficiency.

Third, the liberalisation of EP triggered the expectation there would be a flood of investor interest. This did not happen because international companies regarded our geology as high risk and because they did not think our fiscal and commercial terms were internationally competitive. Their response to the invitation to bid for exploration licences was muted.

A similar disappointment might befall those who believe the PLI scheme has created the condition for international investor interest. This is because the incentives offered are small compared to the benefits provided by the US through the "inflation reduction act" and Europe through its "net zero industry act". The US offers, for instance, subsidies up to $10 billion — the total amount allocated to PLI — for single factories.

The learning here is India cannot compete on the size of the incentive package. And nor should it. The endeavour should instead be to lower entry barriers, ease business conditions and remove the perception that India offers a high-cost operati vironment

Finally, as indicated, India remai pendent on the external market for su of petroleum. There is no geological wand by which to reverse this imb and address its vulnerability to unex supply disruptions. The question is h rious is this vulnerability. Does this de ence warrant pricing at a strategic pre to secure self-sufficiency? My answe a concern but given that oil is tradea there are multiple sources of suppl less of a concern today than whe Middle East had a stranglehold ove plies. Further, the government has in years adeptly secured supplies witho ting embroiled in domestic or region itics and conflicts. All this gives me dence that a strategic premium warranted. And that self-reliance do have to be built on the bedrock of se ficiency.

The lesson for the clean energy se two-fold. One, like oil, clean energy r als and components are internati traded. There can be purchased on t ternational market. The country shou sist therefore from building a high-c mestic, clean energy hub that is f dependent on subsidies. And two, that China is the lowest-cost supp clean energy components, India s continue with its two-track polic track will pit us eye-ball-to-eye-ball border, the other should strengthe trading relationship.

Professor Graham Allison has re to this contradictory relationship in t text of US-China as "rivalry partne He credits Sun Tzu who wrote in The War 1,000 years ago that "the people and Yue were mutual enemies but they sailed on the same boats and e tered a storm, they helped each oth left and right hands". India and Chi the storm of global warming. Perha can help each other meet their net-ze bon obligations.

The writer is chairm distinguished fellow, Centre for Soc Economic P

TIMES OF INDIA, Delhi, 3.4.2023
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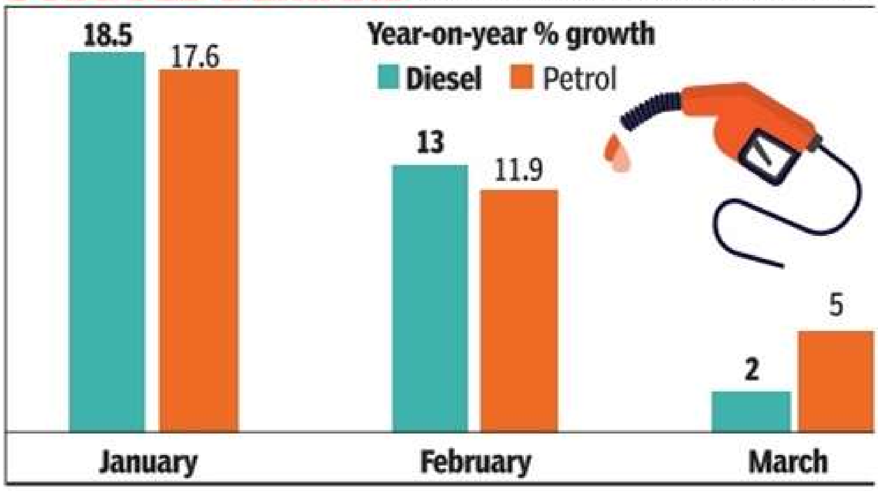
Fuel sales growth dips in March on untimely rains

Sanjay.Dutta@timesgroup.com

SUBDUED DEMAND FROM FARM SECTOR



New Delhi: The pace of growth in India's diesel and petrol consumption slowed to single digits in March as untimely rains caused by western disturbances disrupted harvesting in large parts of the country, affecting demand from the farm sector and related transportation needs.

Preliminary data shows diesel sales, considered a barometer of economic activities, growing a tad over 2% from a year ago in the month under review against 13% annual growth in February and 18.5% in January. Petrol sales grew at 5% from March 2022 against year-on-year growth of 11.9% in February and 17.6% in January.

The growth rate in jet fuel consumption stayed in double digits at 25.7% during the month under review but it was far lower than 40.9% year-on-year growth in February and 18.5% increase in January.

LPG, mostly consumed as household cooking gas, showed a negative growth of 2.9% in March against 2.4% annual increase in February and a mere 0.18% in January.

Sequentially, however, the growth pattern was in the positive, except LPG. March diesel consumption was 4.5% more than February, while petrol sales were 3.4% higher. Jet fuel sales too notched up a 4.5% monthly increase. LPG, however, recorded a degrowth of 6.5% in March versus February.

Getting out of fossils

Why differentiate between coal and natural gas when both are fossil fuels? I had asked this in my last column because it is a question of climate justice and, most importantly, the feasibility of moving at speed and scale to reduce fossil-fuel emissions responsible for heating up the planet. The fact is, roughly 70 per cent of the world's population have not contributed to the stock of emissions in the atmosphere but are today highly dependent on coal for energy. Richer countries have made the transition from coal to natural gas, which is somewhat cleaner — it emits roughly half the carbon dioxide emitted by coal, in addition to methane. But given their enormous appetite for energy, these countries' past and current emissions are high — totally disproportionate to their share of the global carbon budget. Now, the burden of transition to clean energy has been shifted to countries that are least responsible for the stock of emissions and least capable of making the switch. This is not only unjust but also unrealistic. It makes the fight against climate change even more intractable and difficult.

DOWN TO EARTH

SUNITA NARAIN

The current global efforts are twofold: One, to stop financing coal-based thermal power projects in countries of the South, and, two, to provide funding to close down coal thermal plants and to make the switch to renewable power. The Just Energy Transition Partnership (JET-P) of the G7 countries now includes South Africa, Indonesia, and Vietnam. The jury is still out on whether JET-P will provide the enabling funds for the scale of the transition. The cost of building new renewable power projects is still two to three times that of a new coal-based project in spite of the reducing costs of solar and wind energy. So, unless finances are proportionate to the need, the transition to clean energy is a tough proposition, especially in countries where energy affordability is critical.

What, then, are the options ahead? Let me discuss this in the context of India, where we need to address the issue of toxic air pollution because of coal burning. We cannot become defenders of coal, however bad global politics may be. Reducing local air pollution and combating climate change are in our interests. But we need to do this based on our imperatives. The strategy should be to vastly increase the rates of electrification in the country so that we can reduce coal combustion in millions of industrial boilers that are inefficient and highly polluting, and to move towards electrification of vehicles, which in turn will reduce air pollution in our cities.

The zillion-dollar question then is: How will this electricity be produced? This is where we should engage with JET-P. Our first task is to reduce dependence on coal even as we vastly increase our energy supply. This means doing more of what the Indian government is also committed to doing — limiting coal and investing in cleaner natural gas and renewable energy. Reducing India's coal-power dependence in the electricity mix to 50 per cent from over 70 per cent now would mean upping our target for renewable energy from 450 Gw to 650-700 Gw by 2030. This scale of transformation will need financing, especially if we want to keep the cost of new renewable-energy capacity low. This is where international partnerships must be sought, both to reduce the cost of finances and to provide additional money. This should be the focus of JET-P — to quickly ramp up cheaper finance so that new energy is clean.

The question that remains is what we do with the existing coal plants. We should "clean" them; there should be no further procrastination on enforcing the 2015 new emission standards notification of the Union Ministry of Environment, Forest and Climate Change. This will reduce local air pollution from existing power plants. We should also push towards natural gas-powered plants — India has stranded assets of 20 Gw that need to be fired up. For this, we need natural gas at affordable rates and this should be our ask. In addition, examine what can be better done to this existing coal fleet to make it climate-smart. The older generation plants that cannot be refurbished need to be phased out; but this needs a plan so that labour and land assets can be redeployed for clean energy generation. This should be a package deal with clear milestones for emission reduction and energy access.

The global community needs to rework its proposals. First, JET-P needs to be an enabler of the clean energy transition; instead of being the stick on coal, it must become the carrot for the new infrastructure to be clean and climate-smart. This means focusing on making the cost of finances to the emerging world, which is two-six times higher than that of the developed OECD (Organisation for Economic Co-operation and Development) countries, much lower and more accessible. Second, the global energy transition pathway has to be for all fossil fuels — coal and natural gas. This would not only show that richer countries have exhausted their quota for using natural gas, but also make gas available at affordable costs to emerging countries that face the twin problems of local and global emissions. Let's be clear, the science of climate change is also the politics of inclusion and responsibility. This is where we must get it right.

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HINDU, Delhi, 3.4.2023
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Govt. stays with export curbs on petroleum

The Hindu Bureau
NEW DELHI

The government has extended export curbs on petroleum products that compel oil refiners to sell a significant chunk of their export volumes in the domestic market, as per a notification issued on April 1 by the Directorate General of Foreign Trade (DGFT).

These restrictions had been first put in place in July 2022, along with the levy of windfall taxes on the profits of oil producers on crude oil, petrol, diesel and Aviation Turbine Fuel (ATF), amid a surge in international oil prices.

"The exporter is required to submit a self-declaration to the concerned Customs authority at the time of export confirming that 50% of quantity mentioned in the Shipping Bill has been/will be supplied in the domestic market during the relevant financial year," the DGFT notification dated April 1 stated. A slightly lower commitment of 30% of exports to be supplied in the Indian market has been set for diesel exporters.

While exports to Bhutan and Nepal are excluded from the calculations of outbound shipments under this norm, 100% Export Oriented Units as well as firms located in Special Economic Zones have also been left out from these quantitative restrictions.

"Such exporters are also required to file a quarterly return to the Ministry of Petroleum and Natural Gas," as per the DGFT notification, which does not specify a sunset date for these provisions.

INDIAN EXPRESS, Delhi, 3.4.2023
Page No. 15, Size:(5.36)cms X (6.11)cms.

India extends export curbs on petrol, diesel

REUTERS
BENGALURU, APRIL 2

INDIA HAS extended restrictions on the export of diesel and gasoline, the government said in a notification, as New Delhi tries to ensure the availability of refined fuels for the domestic market.

The government had imposed the curbs on gasoline and gasoil exports through the end of the financial year on Friday.

The latest notification, issued late on Saturday, did not specify how long the curbs would remain in the place. It asked refiners to commit to selling 50 per cent of their annual volume of gasoline exports and 30 per cent of their diesel exports in the domestic market.

The extension may discourage some Indian refiners, mainly non-state companies, from buying Russian fuel for re-export to other countries, including to European importers that have stopped purchases of refined products from Russia due to its invasion of Ukraine. India imposed the restrictions after non-state refiners Reliance Industries and Nayara Energy began reaping substantial profits by aggressively boosting fuel exports instead of increasing domestic sales.

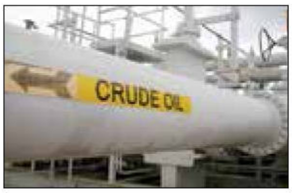
MILLENNIUM POST, Delhi, 3.4.2023
Page No. 9, Size:(13.15)cms X (10.24)cms.

Iraq to ask Turkey to restart northern oil exports after initial KRG deal

LONDON: Iraq's federal government and the Kurdistan Regional Government (KRG) have reached an initial agreement to restart northern oil exports this week, a KRG spokesman said on Sunday, and Baghdad will write to Turkey to request a resumption in pipeline flows.

Turkey stopped pumping about 450,000 b/d of Iraqi crude from a pipeline from the Fish-Khabur border area to its Ceyhan port on March 25 after Iraq won an arbitration case. Baghdad had argued that Turkey had violated a joint agreement by allowing the KRG to export oil to Ceyhan without its consent.

"Following several meetings between the KRG and



federal government, an initial agreement has been reached to resume oil exports through Ceyhan this week," Lawk Ghafuri, head of foreign media affairs for the KRG wrote in a Twitter post. "This agreement will remain in effect until the oil and gas law bill is approved by Iraqi Parliament," Ghafuri said.

The halted flows only account for about 0.5% of global oil supply, but the stoppage, which forced oil firms operating in the region to halt output or move production into rapidly-filling storage tanks, still helped boost oil prices last week back to near $80/bbl.

The agreement states that Iraq's northern oil exports will be jointly exported by Iraq's state-owned marketing company SOMO and the KRG's ministry of natural resources (MNR), sources told *Reuters* on Saturday.

The resumption of pipeline flows from Iraq's semi-autonomous Kurdistan region will still need approval from Turkey.

"A letter of request to resume oil flows will be sent by Baghdad to Ankara," a KRG official told *Reuters* on Sunday. AGENCIES

ECONOMIC TIMES, Delhi, 3.4.2023
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ONGC Videsh to Focus on Buying Operational Assets

Aim is to reduce energy transition risks that may lead to stranded investments: MD

Sanjeev.Choudhary
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In countries we are already operating and are familiar with the fiscal, legal, socio-political regime and underlying geology, we may acquire exploration assets to consolidate

RAJARSHI GUPTA
Managing Director, ONGC Videsh

New Delhi: ONGC Videsh Limited (OVL), the overseas arm of Oil and Natural Gas Corporation, will focus on acquiring assets that are producing or will do so in the near term, and on enhancing partnerships with foreign firms for global opportunities with an aim to reduce energy transition risks that could lead to stranded investments, said its managing director Rajarshi Gupta.

"The global energy crisis has ebbed with oil and gas prices stabilising, but the transition risks remain high, and producers must align their strategies with those. This is the time to collaborate and partner," Gupta, who assumed charge in the middle of a full-blown global energy crisis, told **ET** in an interview.

OVL will stay "lean" and "nimble-footed" as it faces transition uncertainties and operates in the international arena dominated by global majors, said Gupta, underlining that quicker decision-making is crucial to success. With just about 270 employees and supported by local staff in its 32 projects spread across 15 countries, OVL produces about a quarter of the parent ONGC's output, he said.

The Ukraine war and the Western sanctions disrupted production last year at Russia's Sakhalin 1 field, in which OVL has a 20% stake. Production at Sakhalin 1 has returned to near normal, said Gupta. Sakhalin trouble contributed to OVL's production decline in 2022-23 to 10 mmtoe from 12.2 mmtoe in the previous year.

"With Sakhalin back, and our projects in Colombia and South Sudan showing resilient production, the output will rise in 2023-24," he said, adding that the capex will also pick up in 2023-24.

OVL is yet to repatriate about $100 million of dividends from Russia. "This is not a matter of concern to us as part of this can be used in our projects in Russia," said Gupta.

He said OVL is evaluating investment opportunities in West Asia, Africa and Latin America, and is cautious about not getting its investments stranded when demand shifts away from fossil fuels in the future.

"In countries we are already operating and are familiar with the fiscal, legal, socio-political regime and the underlying geology, we may acquire exploration assets to consolidate," Gupta said, describing his investment strategy. "But in new areas with unfamiliar geology and fiscal regime, the focus will be on acquiring producing or near-term producing assets and partnering with like-minded national oil companies or international oil companies for sharing risks and opportunities."

Amid the uncertainties caused by the transition, companies need to be able to make economic returns on their investments, Gupta said. "The whole industry has to follow a shorter business cycle. We can't have a situation where monetisation is after 15 years," he said.

Partnering with foreign firms such as ExxonMobil, Chevron, Total, Shell and BP can help OVL identify global opportunities and jointly participate in them while spreading risks, said Gupta.

HINDUSTAN TIMES, Delhi, 3.4.2023
Page No. 2, Size:(5.36)cms X (9.80)cms.

{ BUSINESS } MARKET STABILITY

OPEC+ announces surprise output cuts

Saudi Arabia and other OPEC+ oil producers on Sunday announced voluntary cuts to their production amounting to around 1.15 million barrels per day in a surprise move they said was aimed at supporting market stability. The group had been largely expected to stick to its already agreed 2 million bpd cuts when its ministerial panel meets virtually on Monday. The US has argued that the world needs lower prices to support growth and prevent Russian President Vladimir Putin from earning more revenue to fund the Ukraine war. The cuts, which start from May, come in addition to the ones already agreed in October. **REUTERS**

OPEC+ Announces Surprise Production Cuts from May; Oil may Rise by $10/bbl

Reuters

Dubai: Saudi Arabia and other OPEC+ oil producers on Sunday announced further cuts in their production amounting to around 1.16 million barrels per day in a surprise move they said was aimed at supporting market stability.

The development comes a day before a virtual meeting of an OPEC+ ministerial panel, which includes Saudi Arabia and Russia, and which had been expected to stick to 2 million bpd of cuts already in place until the end of 2023.

Oil prices last month fell towards $70 a barrel, the lowest in 15 months, on concern that a global banking crisis would hit demand. Still, further action by OPEC+ to support the market was not expected after sources downplayed this prospect and crude recovered towards $80. The latest reductions could lift oil prices by $10 per barrel, the head of investment firm Pickering Energy Partners said on Sunday.

Sunday's pledges bring the total volume of cuts by the Organization of the Petroleum Exporting Countries, Russia and other allies to 3.66 million bpd according to Reuters calculations, equal to 3.7% of global demand.

"OPEC is taking pre-emptive steps in case of any possible demand reduction," Amrita Sen, founder and director of Energy Aspects, said on Sunday.

Last October, OPEC+ had agreed to an output cut of 2 million bpd from November until the end of the year, a move that angered Washington as tighter supply boosts oil prices. The US has argued that the world needs lower prices to support economic growth and prevent Russian President Vladimir Putin from earning more revenue to fund the Ukraine war.

Sunday's unexpected voluntary cuts start from May.

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Opec+ makes surprise 1 million-barrel oil production cut

Bloomberg
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Opec+ announced a surprise oil production cut that will exceed 1 million barrels a day, abandoning previous assurances that it would hold supply steady to maintain a stable market.

That's a significant reduction for a market where—despite the recent price fluctuations—supply was looking tight for the latter part of the year. Oil futures weren't trading when the cut was announced on Sunday, but the inevitable price reaction could add to inflationary pressures across the world, forcing central banks to keep interest rates higher for longer and amplifying the risk of recession.

Saudi Arabia led the cartel by pledging its own 500,000 barrel-a-day supply reduction. Fellow members including Kuwait, the United Arab Emirates and Algeria followed suit, while Russia said the production cut it was implementing from March to June would continue until the end of 2023.

The initial impact of the cuts, starting next month, will add up to about 1.1 million barrels a day. From July, due to the extension of Russia's existing supply reduction, there will be about 1.6 million barrels a day less crude on the market than previously expected.

Until recently, delegates from OPEC and its allies had been indicating that there would be no change in production. REUTERS

The move could once again flare tensions between US and Saudi Arabia, a regional partner whose relationship with President Joe Biden's administration has been tense.

In October last year, when Opec+ made a surprise production cut of about 2 million barrels a day just weeks before the US midterm elections, Biden vowed there would be "consequences" for Saudi Arabia.

But the administration did not follow through after and the White House has recently praised several Saudi initiatives, including its decision to supply Ukraine with $400 million in energy and financial assistance.

The White House did not immediately respond to a request for comment.

As recently as Friday, delegates from the Organization of the Petroleum Exporting Countries and its allies had been indicating privately that there was no intention to change their production limits.

Oil fell to a 15-month low last month due to the turmoil caused by the banking crisis, but prices had recovered as the situation showed signs of stabilizing. Brent crude, the international benchmark, closed just below $80 a barrel on Friday, up 14% from its March trough.

All 14 traders and analysts polled last week by Bloomberg predicted no change. They were taking their lead from Saudi Energy Minister Prince Abdulaziz bin Salman, who had said last month that the current Opec+ production targets are "here to stay for the rest of the year, period."

From time to time, the prince delights in wrong-footing speculators with unexpected supply changes. During one such intervention he warned that short-sellers would be "ouching like hell," and for crude bears this latest move may be similarly painful.

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OPEC+ makes surprise 1 mn bpd oil production cut

DUBAI: OPEC+ announced a surprise oil production cut that will exceed 1 million barrels per day (bpd), abandoning previous assurances that it would hold supply steady to maintain a stable market.

Saudi Arabia led the cartel by pledging its own 500,000 barrel-a-day supply reduction. Fellow members including Kuwait, the United Arabia Emirates and Algeria followed suit, while Russia said the production cut it was implementing from March to June would continue until the end of the 2023, *Bloomberg* reported.

That adds up to a production cut of about 1.1 million barrels a day starting next month, a significant reduction for a market where — despite the recent price fluctuations — supply was looking tight for the latter part of the year. Oil fell to a 15-month low last month due to the turmoil caused by the collapse of Silicon Valley bank and the rescue of Credit Suisse AG. Prices had recovered the worst of those losses as the banking crisis showed signs of stabilizing, with Brent crude closing just below $80 a barrel on Friday, up 14 per cent from its March trough.

As recently as Friday, delegates from the Organization of Petroleum Exporting Countries and its allies had been indicating privately that there was no intention to change their production limits.

All fourteen traders and analysts polled last week by Bloomberg predicted no change. They were taking their lead from Saudi Energy Minister Prince Abdulaziz bin Salman, who had said last month that the current OPEC+ production targets are "here to stay for the rest of the year, period."

AGENCIES

FINANCIAL EXPRESS, Delhi, 3.4.2023
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Opec+ makes surprise 1 mn barrel/day oil production cut

Saudi Arabia leads the cartel with a 500,000 bpd cut

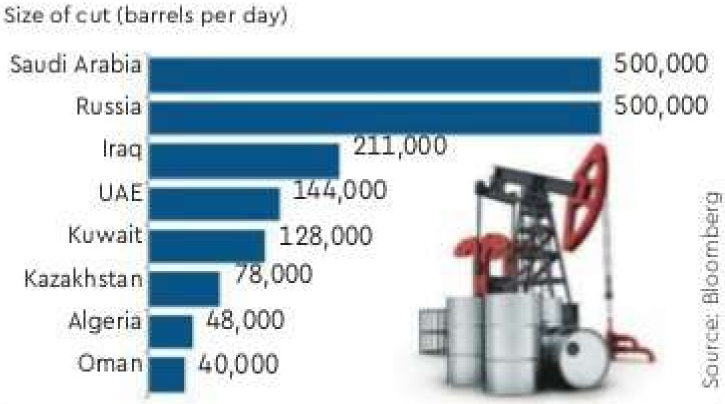
MATTHEW MARTIN & GRANT SMITH
April 2

OPEC+ ANNOUNCED A surprise oil production cut that will exceed 1 million barrels a day, abandoning previous assurances that it would hold supply steady to maintain a stable market.

That's a significant reduction for a market where — despite the recent price fluctuations — supply was looking tight for the latter part of the year. Oil futures weren't trading when the cut was announced on Sunday, but the inevitable price reaction could add to inflationary pressures across the world, forcing central banks to keep interest rates higher for longer and amplifying the risk of recession.

Saudi Arabia led the cartel by pledging its own 500,000 barrel-a-day supply reduction. Fellow members including Kuwait, the United Arabia Emirates and Algeria followed suit, while Russia said the production cut it was implementing from March to June would continue until the end of the 2023.

ABANDONING PREVIOUS ASSURANCES



The initial impact of the cuts, starting next month, will add up to about 1.1 million barrels a day. From July, due to the extension of Russia's existing supply reduction, there will be about 1.6 million barrels a day less crude on the market than previously expected.

The move could once again flare tensions between the US and Saudi Arabia, a regional partner whose relationship with President Joe Biden's administration has been tense.

In October last year, when Opec+ made a surprise production cut of about 2 million barrels day just weeks before the US midterm elections, Biden vowed there would be "consequences" for Saudi Arabia. But the administration did not follow through after and the White House has recently praised several Saudi initiatives, including its decision to supply Ukraine with $400 million in energy and financial assistance.

The White House did not immediately respond to a request for comment.

A recently as Friday, delegates from the Organization of Petroleum Exporting Countries and its allies had been indicating privately that there was no intention to change their production limits.

Oil fell to a 15-month low last month due to the turmoil caused by the banking crisis, but prices had recovered as the situation showed signs of stabilizing. Brent crude, the international benchmark, closed just below $80 a barrel on Friday, up 14% from its March trough. **—BLOOMBERG**

PIONEER, Delhi, 3.4.2023
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Petrol, diesel sales rise as agri season picks up

PTI ■ NEW DELHI

India's fuel demand rose in March as a pick-up in agriculture activity helped reverse a slowdown that was witnessed in the first half of the month, preliminary industry data showed on Sunday.

Fuel sales soared to the highest levels in February on the back of robust demand from the agriculture sector as well as transport picking up after the winter lull. But a seasonal slowdown kicked in during the first half of March.

However, there was a pick-up in the second half, which helped sales rise even month-on-month despite the high base of February. Petrol sales rose 5.1 per cent to 2.65 million tonne in March when compared with the same period of last year. Sales were up 3.4 per cent month-on-month, the data showed.

Diesel, the most consumed fuel in the country, saw demand rise by 2.1 per cent to 6.81 million tonne during March when compared with 6.67 million tonne sales in the same period a year back.

Month-on-month the demand was up 4.5 per cent. In the first half, petrol sales had fallen 1.4 per cent and diesel 10.2 per cent year-on-year. Consumption of petrol in March was 16.2 per cent more than COVID-marred March 2021 and almost 43 per cent more than in the same period of 2020.

Petrol, diesel sales rise as agri season picks up

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Diesel consumption was up 13.5 per cent over March 2021 and 41.8 per cent higher than in the same month of 2020. With the continued opening of the aviation sector, India's overall passenger traffic at airports inched closer to pre-COVID levels.

Reflecting the trend, jet fuel (ATF) demand jumped 25.7 per cent to 614,000 tonne during March when compared to the same period last year. It was 41.9 per cent higher than March 2021 and 34.8 per cent more than March 2020. Month-on-month sales were 4.54 per cent higher.

India's recovery has continued to gain momentum in recent months but has been accompanied by elevated inflation. The country's oil demand had been rising steadily since the easing of COVID-19 restrictions.

Cooking gas LPG sales fell 3 per cent year-on-year to 2.37 million tonne in March. LPG consumption was 9 per cent higher than in March 2021 and 5.8 per cent more than in March 2020. Month-on-month, the demand dropped 6.54 when compared to 2.54 million tonne of LPG consumption during February, the data showed. PTI

Russia pulls off revolution in Indian crude basket

Oil supplies from Russia surged after G7's stringent sanctions, relegating traditional suppliers — Iraq and Saudi Arabia — to second and third place

S DINAKAR

2 April

If the US-led G7 nations thought that tightening the screws on supplies of Russian crude oil would hurt shipments of discounted fuel to India and China, they were mistaken. Russian crude supplies are turning what were initially opportunistic purchases into a permanent fixture for India.

India imported 57 million barrels of Russian crude oil in March (1.8 million barrels a day), on a par with record February purchases, according to data from Paris-based market analytics firm Kpler. Russia led the pack of crude suppliers to India in March, supplying twice as much crude to India as Iraq, once India's biggest crude supplier. The gap between both nations was as low as 9 million barrels in December — when the G7 first announced a price cap on Russian oil exports. That gap has since widened to around 28 million barrels last month, demonstrating the increasing clout of Russian grades.

Russia has been the top draw for Indian refiners since June, relegating Iraq to second place, and Saudi Arabia to third spot.

The share of Russian oil in India's overall crude import basket jumped to 35 per cent in the January-March period from 16 per cent for calendar 2022, and from 2 per cent in pre-war 2021 — it was a record 38 per cent in March. During the same period, the combined share of the top three West Asian suppliers to India —Iraq, Saudi Arabia and UAE — declined to 43 per cent this year from 50 per cent last year. The share of US oil nearly halved to a little over 5 per cent this year from 2021, and the share of Nigeria, a supplier of sweet grades, dropped by two-thirds to 2 per cent.

What is more surprising is that a surge in Russian oil supplies has come *after* the G7 imposed stringent sanctions on Moscow. On December 5, a $60-a-barrel price cap on Russian crude oil exports came into force, with a grace period for older shipments until January 19. The US also introduced a provision that importing nations such as India cannot avail of Western tankers and insurance facilities if the price of Russian oil exceeded the cap.

That condition was much more troubling for India than China, which is self-sufficient in tankers to ferry crude to its refineries. On the other hand, India lacked shipping and storage infrastructure to bring in spot crude, a top official from a state refiner said. Typically, India buys spot crude on a delivered basis, and all Russian supplies are sold on spot terms.

"There is no reason to believe that Russian oil flows to India are only temporary," said Tilak Doshi, a London-based international oil expert with senior level stints in Saudi Arabian think tank KAPSARC and state-oil company Aramco. Doshi referred to the crude supply contract signed last week between Russian state Rosneft and state refiner IOC. "This is an indication that oil trading between Russia and India is robust and will remain so into the future," he added.

Last week, Rosneft said that shipments to IOC would grow significantly, accompanied by a diverse supply of crude grades. The agreement builds from an initial agreement in December 2021, when the two companies signed a deal to supply 40,000 barrels a day of Urals in 2022. IOC bought 425,000 barrels a day of Russian crude in March.

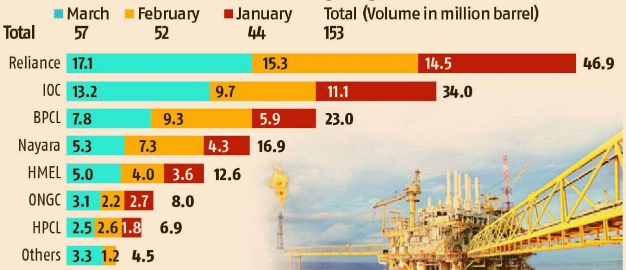
THE CHANGING BARREL

India global crude imports as per cent of total imports

(%)	2019	2020	2021	2022	2023*
Russia	3	3	2	16	35
Iraq	22	24	24	23	19
Saudi	19	18	16	17	17
UAE	9	12	10	10	7
Venezuela	7	4	0	0	0
US	5	6	10	7	6
Nigeria	9	7	7	4	2

*Jan-March 2023

India's Russian crude imports by buyers



Source: Kpler

Russian Deputy Prime Minister Alexander Novak has said that Russian crude exports to India increased 22-fold last year.

Prime Minister Narendra Modi's government's open backing for buying discounted oil from Russia, defying US pressure, is a key reason for India's growing appetite for Russian oil. But for New Delhi's support, state oil companies led by IOC could not have bought 89 million barrels of Russian oil, or 58 per cent of total Russian purchases, in the January-March period. At 13 million barrels in March, IOC's purchases were second only to Reliance's 17 million barrels, and more than twice that of Rosneft-operated Nayara Energy.

The government has also gained from this exercise. It has kept pump prices of diesel and petrol steady for over 10 months to control inflation. It felt no need to subsidise diesel and petrol sales of state oil companies, asking the refiners to adjust their losses by increasing purchases of discounted Russian oil.

But political backing was only part of the reason for surging Russian crude flows. Indian refiners had to jump several banking hoops to keep the oil flowing.

India diversified its basket of Russian crudes from Urals, a medium, sour grade, to lighter oils including Novy Port, Sokol, ESPO, CPC and Siberian Light, enabling more Indian refineries to process the crude. That helped increase the share of discounted Russian supplies in the crude basket, and also hedge sanction risks. For instance, BPCL and HPCL's Mumbai refineries are designed for sweeter crude grades; other plants can absorb high-sulphur Urals if blended with sweeter grades.

Urals, which accounts for a bulk of India's Russian purchases, trades below the Western price cap, exempting it from sanctions. But the State Bank of India is asking for a break-up of the delivered price of Urals in the invoice to make sure that the FOB, or loading value, of Urals is below the $60-a-barrel mark, industry officials said. Such break-ups are being provided, and in cases where other sweet grades are involved that trade above the cap, Indian state refiners are using smaller banks such as UCO Bank or Indian Bank, which have little exposure to the US, to make payments, a top government official said.

Some trades are also being settled in dirhams because Russian oil companies prefer the UAE currency, said a Novatek official, the largest independent natural gas producer in Russia. Reliance has extensive trading operations in Dubai and Singapore, and is able to settle oil trades in dirhams. Indian state refiners are able to pay for Sokol crude, which comes from ONGC's share of a 20 per cent stake in the Sakhalin-1 area, in rupees, an industry official said.

However Russian companies are not keen on accepting rupees for oil payments, concerned that they will be left with a pile of Indian currency to manage. Sberbank, VTB Bank and Gazprombank have opened vostro accounts to facilitate rupee trade but there is less appetite for Indian goods in Russia.

Where western ships and insurance cannot be used, companies such as Mumbai-based Gatik Ship Management are helping ship Russian oil. The company has spent $1.3 billion to secure over 45 tankers to ship oil, according to reports by shipping trade publications *Tradewinds* and *Splash 247*.

Saudi, UAE, others cut oil production in surprise move

Dubai: Saudi Arabia and other OPEC+ oil producers on Sunday announced voluntary cuts to their production amounting to around 1.2 million barrels per day (bpd) in a surprise move they said was aimed at supporting market stability.

The group had been largely expected to stick to its already agreed 2 million bpd cuts when its ministerial panel, which includes Saudi Arabia and Russia, meets virtually on Monday. Last October, OPEC+, which comprises the Organization of Petroleum Exporting Countries (OPEC) and allies led by Russia, agreed output cuts of 2 million bpd from November until the end of the year, angering Washington as tighter supply boosts oil prices.

The US has argued that the world needs lower prices to support economic growth and prevent Russian President Vladimir Putin from earning more revenue to fund the Ukraine war.

Sunday's voluntary cuts, which start from May, come in addition to the ones already agreed in October. Riyadh said it would cut output by 500,000 bpd while Iraq will reduce its production by 211,000 bpd. The UAE said it would cut production by 144,000 bpd, while Oman announced a cut of 40,000 bpd. REUTERS

BUSINESS LINE, Delhi, 3.4.2023
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What it will take to shift from fossil fuel to EVs

NEED OF THE HOUR. For the country to transition, there is a need for long-term government backing and more financing for organisations

V Rishi Kumar

To cut emissions in the country, the transport sector is in a phase of transition. The endeavour is to shift as fast as possible from fossil-powered vehicles to electric vehicles (EVs). For this, government support is critical in several areas, including the setting up of a pan-India charging infrastructure.

While these may seem early days, EV adoption is slowly gaining traction with sales expected to top two million during 2023-24. The government's support for start-ups and original equipment manufacturers (OEMs) in an import-dependant segment could play a significant role in the effort to electrify 70 per cent of all commercial cars, 30 per cent of private cars, 40 per cent of buses and 80 per cent of two-and three-wheelers by 2030.

GOVERNMENT SUPPORT

Economics of scale and localisation are expected to reduce manufacturing costs and make EVs more affordable, while the rise in fossil fuel costs could disincentivise the purchase of internal combustion engine (ICE) vehicles. Though higher upfront cost differential between EVs and ICE vehicles is a key barrier, early parity could be a trigger for growth.

"The electric vehicle adoption and setting up of charging infrastructure currently face a chicken and egg situation where vehicle owners fear range anxiety and charging point operators fear poor utilisation due to low adoption," notes Rohan Rao, Partner, KPMG in India. He adds: "In this transition, two-wheelers and three-wheelers are at the forefront of EV adoption. The EV adoption in two-wheelers for the next two-three years shall be contingent on government support till parity is achieved."

Commercial users are currently at the forefront of EV adoption. However, significant penetration can only be achieved with large scale EV adoption for personal use which is expected to pick up once battery and component prices go down. Given the reducing cost curves across battery, motor and other major vehicle components, and more OEMs entering this space, EV adoption in India is likely to see significant tailwinds in the coming years.

SLOW, BUT STEADY. EV adoption is slowly gaining traction with sales expected to top two million during 2023-24 ISTOCKPHOTO

The good news is also that the Central and State governments are now prioritising replacing their ageing public transport fleets with electric buses to decarbonise intra-city transport. Under the National Electric Bus Programme, about 50,000 electric buses are expected to be deployed in the next 7-8 years. Trials on high density inter-city routes are also expected with the introduction of buses with a 400-450 km range per charge.

At present, there are barely 5,000-6,000 charging units. But things are changing. Innovative models for private and public charging, on-the-go charging stations at fuel stations are happening. A whitepaper by Alvarez and Marsal in 2022 pointed out that India has to set up 46,000 EV charging stations by 2030. With a large automotive industry, India is ripe for innovation and rapid adoption of EVs. Some industry sub-segments can grow at 50-100 per cent annually over the next five years if supply chain, product safety, product and battery innovation, charging infrastructure and financing obstacles are removed.

INTER-CITY TRAVEL

"All the oil and gas majors in India are aggressively setting up EV charging stations. IOCL, HPCL and BPCL have set up a number of charging stations and these companies have tie-ups with multiple OEMs, charger manufacturers and fleet operators for support and technology transfer. These OMCs have plans of installing 20,000-plus charging stations by 2027, pursuing EV as a serious opportunity," says Rao.

For electric two-wheelers and cars plying within cities, range anxiety is not a major challenge with intra-city travel limited to 30-50 km a day. However, it is a concern for inter-city travel. Therefore, both the government and companies are planning EV fast-charging corridors along national highways. The effort is to upgrade existing highways to integrate one EV charging station per 50-100 km.

The EV segment needs longer-term government support to encourage organisations and end-customers. Manish Saigal, Managing Director at Alvarez & Marsal India, says: "While the government is determined to make India the global hub for EVs, consumers are seeking cleaner options for mobility; e-commerce and other progressive freight businesses have already announced aggressive sustainability targets for electrification of their fleets." The stage is set and all stakeholders are awaiting the big push. If all goes well, the targets set for EV penetration are likely to be achieved by 2030.

VEER ARJUN, Delhi, 3.4.2023
Page No. 11, Size:(21.87)cms X (30.94)cms.

कृषि गतिविधियों में तेजी से मार्च में पेट्रोल, डीजल की बिक्री में उछाल

नई दिल्ली, (भाषा)। देश में मार्च में ईंधन की मांग बढ़ी है। रविवार को जारी उद्योग के शुरुआती आंकड़ों से यह जानकारी मिली है।

आंकड़ों के अनुसार, कृषि गतिविधियों में तेजी से मार्च के पहले पखवाड़े में ईंधन की मांग में आई सुस्ती दूर हो गई। कृषि क्षेत्र की मजबूत मांग के साथ-साथ ठंड के मौसम की सुस्ती के बाद परिवहन में तेजी से फरवरी में ईंधन की बिक्री उच्चतम स्तर पर पहुंच गई थी। लेकिन मार्च के पहले पखवाड़े (15 मार्च तक) में इसमें सुस्ती देखी गई। हालांकि, महीने के दूसरे पखवाड़े में ईंधन की मांग में तेजी आई और फरवरी के उच्च आधार के बावजूद मासिक आधार पर बिक्री में बढ़ोतरी दर्ज की गई। आंकड़ों के अनुसार, पेट्रोल की बिक्री पिछले महीने 5.1 प्रतिशत बढ़कर 26.5 लाख टन हो गई। मासिक आधार पर बिक्री 3.4 प्रतिशत बढ़ी है।देश में सबसे अधिक खपत वाले ईंधन डीजल की मांग मार्च के दौरान 2.1 प्रतिशत बढ़कर 68.1 लाख टन हो गई। एक साल पहले की समान अवधि में 66.7 लाख टन डीजल की बिक्री हुई थी। मासिक आधार पर मांग में 4.5 प्रतिशत की बढ़ोतरी हुई।पहले पखवाड़े में सालाना आधार पर पेट्रोल की बिक्री में 1.4 प्रतिशत और डीजल की बिक्री में 10.2 प्रतिशत की गिरावट आई थी। मार्च में पेट्रोल की खपत मार्च, 2021 की तुलना में 16.2 प्रतिशत और मार्च, 2020 से लगभग 43 प्रतिशत अधिक रही।इस दौरान डीजल की खपत मार्च, 2021 से 13.5 प्रतिशत और मार्च, 2020 से 41.8 प्रतिशत अधिक थी। विमानन क्षेत्र के लगातार खुलने के साथ हवाई यात्रियों की संख्या कोविड-पूर्व के स्तर के पास पहुंच गई है। इसके चलते विमान ईंधन (एटीएफ) की मांग मार्च के दौरान 25.7 प्रतिशत बढ़कर 6,14,000 टन हो गई। यह मार्च, 2021 की तुलना में 41.9 प्रतिशत और मार्च, 2020 से 34.8 प्रतिशत अधिक रही। मासिक आधार पर बिक्री 4.54 प्रतिशत ज्यादा रही।

वहीं कोविड महामारी संबंधित प्रतिबंधों में ढील के बाद से देश की तेल मांग में लगातार वृद्धि हो रही थी।आंकड़ों के अनुसार, रसोई गैस एलपीजी की बिक्री मार्च में सालाना आधार पर तीन प्रतिशत गिरकर 23.7 लाख टन रही। मार्च, 2021 की तुलना में एलपीजी की खपत नौ प्रतिशत अधिक और मार्च, 2020 की तुलना में 5.8 प्रतिशत अधिक थी। माह-दर-माह आधार पर मांग में 6.54 प्रतिशत की गिरावट आई। फरवरी के दौरान एलपीजी खपत मासिक आधार पर 25.4 लाख टन थी।

VIRAT VAIBHAV, Delhi, 3.4.2023
Page No. 15, Size:(21.43)cms X (10.07)cms.

उछाल *डीजल की मांग 2.1 प्रतिशत बढ़कर 68.1 लाख टन हो गई*

कृषि गतिविधियों में मार्च में पेट्रोल, डीजल की बिक्री में उछाल

एजेंसी ■ नई दिल्ली

देश में मार्च में ईंधन की मांग बढ़ी है। रविवार को जारी उद्योग के शुरुआती आंकड़ों से यह जानकारी मिली है। आंकड़ों के अनुसार, कृषि गतिविधियों में तेजी से मार्च के पहले पखवाड़े में ईंधन की मांग में आई सुस्ती दूर हो गई। कृषि क्षेत्र की मजबूत मांग के साथ-साथ ठंड के मौसम की सुस्ती के बाद परिवहन में तेजी से फरवरी में ईंधन की बिक्री उच्चतम स्तर पर पहुंच गई थी। लेकिन मार्च के पहले पखवाड़े (15 मार्च तक) में इसमें सुस्ती देखी गई। हालांकि, महीने के दूसरे पखवाड़े में ईंधन की मांग में तेजी आई और फरवरी के उच्च आधार के बावजूद मासिक आधार पर बिक्री में बढ़ोतरी दर्ज की गई। आंकड़ों के अनुसार, पेट्रोल की बिक्री पिछले महीने 5.1 प्रतिशत बढ़कर 26.5 लाख टन हो गई। मासिक आधार पर बिक्री 3.4 प्रतिशत बढ़ी है। देश में सबसे अधिक खपत वाले ईंधन डीजल की मांग मार्च के दौरान 2.1 प्रतिशत बढ़कर 68.1 लाख टन हो गई। एक साल पहले की समान अवधि में 66.7 लाख टन डीजल की बिक्री हुई थी। मासिक आधार पर मांग में 4.5 प्रतिशत की बढ़ोतरी हुई। पहले पखवाड़े में सालाना आधार पर पेट्रोल की बिक्री में 1.4 प्रतिशत और डीजल की बिक्री में 10.2 प्रतिशत की गिरावट आई थी। मार्च में पेट्रोल की खपत मार्च, 2021 की तुलना में 16.2 प्रतिशत और मार्च, 2020 से लगभग 43 प्रतिशत अधिक रही। इस दौरान डीजल की खपत मार्च, 2021 से 13.5 प्रतिशत और मार्च, 2020 से 41.8 प्रतिशत अधिक थी। विमानन क्षेत्र के लगातार खुलने के साथ हवाई यात्रियों की संख्या कोविड-पूर्व के स्तर के पास पहुंच गई है। इसके चलते विमान ईंधन (एटीएफ) की मांग मार्च के दौरान 25.7 प्रतिशत बढ़कर 6,14,000 टन हो गई। यह मार्च, 2021 की तुलना में 41.9 प्रतिशत और मार्च, 2020 से 34.8 प्रतिशत अधिक रही। मासिक आधार पर बिक्री 4.54 प्रतिशत ज्यादा रही। वहीं कोविड महामारी संबंधित प्रतिबंधों में ढील के बाद से देश की तेल मांग में लगातार वृद्धि हो रही थी। आंकड़ों के अनुसार, रसोई गैस एलपीजी की बिक्री मार्च में सालाना आधार पर तीन प्रतिशत गिरकर 23.7 लाख टन रही। मार्च, 2021 की तुलना में एलपीजी की खपत नौ प्रतिशत अधिक और मार्च, 2020 की तुलना में 5.8 प्रतिशत अधिक थी। माह-दर-माह आधार पर मांग में 6.54 प्रतिशत की गिरावट आई।

पंजाब केसरी
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सरकार ने बढ़ाया पेट्रोल-डीजल के निर्यात पर बैन

नई दिल्ली, 2 अप्रैल (एजेंसी): देश में सरकार ने डीजल और गैसोलीन यानी पेट्रोल के निर्यात पर बैन को आगे बढ़ा दिया है। रॉयटर्स की रिपोर्ट के मुताबिक सरकार ने इस सिलसिले में एक नोटिफिकेशन जारी किया है। सरकार घरेलू बाजार के लिए रिफाइंड तेल की उपलब्धता को सुनिश्चित करना चाहती है। सरकार ने इससे पहले शुक्रवार को खत्म हुए वित्त वर्ष तक गैसोलीन और गैस ऑयल के निर्यात पर प्रतिबंध लगाया था। इस विस्तार से कुछ भारतीय रिफाइनरी कंपनियों, मुख्य तौर पर निजी कंपनियों को दूसरे देशों को निर्यात करने के लिए रूसी तेल को खरीदने से रोका जा सकेगा।

ये कंपनियां यूरोप को तेल का निर्यात करने से गैर-प्रोत्साहन भी कर सकती हैं। यूरोपीय देशों ने यूक्रेन के अतिक्रमण की वजह से रूस से रिफाइन्ड प्रोडक्ट्स खरीदने को रोक दिया है।

पिछले साल, भारत ने अप्रत्याशित तौर पर प्रतिबंध लगा दिए थे। जब गैर-सरकारी रिफाइनरी जैसी रिलायंस इंडस्ट्रीज और नायरा एनर्जी, जो डिस्काउंट वाले रूसी सप्लाई के मुख्य भारतीय खरीदार हैं, उन्होंने घरेलू बिक्री को बढ़ाने की जगह तेल निर्यात पर फोकस किया। इसने सरकारी रिफाइनरी कंपनियों को कमी और मांग को पूरा करने पर मजबूर कर दिया। उन्हें तेल को कम और सरकार द्वारा तय की गई कीमतों पर बेचना पड़ा।

सरकार का पेट्रोल-डीजल पर खास फोकस

इससे पहले केंद्र सरकार ने पिछले महीने कच्चे पेट्रोलियम तेल के घरेलू उत्पादन पर होने वाले विंडफॉल टैक्स को 4400 रुपए प्रति टन से 900

रुपए घटाकर 3,500 रुपए प्रति टन कर दिया था।

इससे पेट्रोल और एविएशन टर्बाइन फ्यूल (ए.टी.एफ.) दोनों को निर्यात लेवी से मुक्त रखते हुए डीजल पर एक्सपोर्ट ड्यूटी को 0.50 रुपए से बढ़ाकर 1 रुपए प्रति लीटर हो गया है।

कृषि गतिविधियों में तेजी से मार्च में पेट्रोल, डीजल की बिक्री में उछाल

देश में मार्च में ईंधन की मांग बढ़ी है। रविवार को जारी उद्योग के शुरूआती आंकड़ों से यह जानकारी मिली है। आंकड़ों के अनुसार कृषि गतिविधियों में तेजी से मार्च के पहले पखवाड़े में ईंधन की मांग में आई सुस्ती दूर हो गई। कृषि क्षेत्र की मजबूत मांग के साथ-साथ ठंड के मौसम की सुस्ती के बाद परिवहन में तेजी से फरवरी में ईंधन की बिक्री उच्चतम स्तर पर पहुंच गई थी, लेकिन मार्च के पहले पखवाड़े (15 मार्च तक) में इसमें सुस्ती देखी गई। हालांकि, महीने के दूसरे पखवाड़े में ईंधन की मांग में तेजी आई और फरवरी के उच्च आधार के बावजूद मासिक आधार पर बिक्री में बढ़ोतरी दर्ज की गई।

आंकड़ों के अनुसार पेट्रोल की बिक्री पिछले महीने 5.1 प्रतिशत बढ़कर 26.5 लाख टन हो गई। मासिक आधार पर बिक्री 3.4 प्रतिशत बढ़ी है। देश में सबसे अधिक खपत वाले ईंधन डीजल की मांग मार्च के दौरान 2.1 प्रतिशत बढ़कर 68.1 लाख टन हो गई। एक साल पहले की समान अवधि में 66.7 लाख टन डीजल की बिक्री हुई थी। मासिक आधार पर मांग में 4.5 प्रतिशत की बढ़ोतरी हुई। पहले पखवाड़े में सालाना आधार पर पैट्रोल की बिक्री में 1.4 प्रतिशत और डीजल की बिक्री में 10.2 प्रतिशत की गिरावट आई थी।

ए.टी.एफ. की मांग 25.7 प्रतिशत बढ़ी

विमानन क्षेत्र के लगातार खुलने के साथ हवाई यात्रियों की संख्या कोविड-पूर्व के स्तर के पास पहुंच गई है। इसके चलते विमान ईंधन (ए.टी.एफ.) की मांग मार्च के दौरान 25.7 प्रतिशत बढ़कर 6,14,000 टन हो गई। यह मार्च, 2021 की तुलना में 41.9 प्रतिशत और मार्च, 2020 से 34.8 प्रतिशत अधिक रही।

मासिक आधार पर बिक्री 4.54 प्रतिशत ज्यादा रही। वहीं कोविड महामारी संबंधित प्रतिबंधों में ढील के बाद से देश की तेल मांग में लगातार वृद्धि हो रही थी। आंकड़ों के अनुसार रसोई गैस एल.पी.जी. की बिक्री मार्च में सालाना आधार पर 3 प्रतिशत गिरकर 23.7 लाख टन रही। मार्च, 2021 की तुलना में एलपीजी की खपत 9 प्रतिशत अधिक और मार्च, 2020 की तुलना में 5.8 प्रतिशत अधिक थी। माह-दर-माह आधार पर मांग में 6.54 प्रतिशत की गिरावट आई। फरवरी के दौरान एल.पी.जी. खपत मासिक आधार पर 25.4 लाख टन थी।

सरकार ने बढ़ाया पेट्रोल-डीजल के निर्यात पर बैन

नई दिल्ली, 2 अप्रैल (एजेंसी): देश में सरकार ने डीजल और गैसोलीन यानी पेट्रोल के निर्यात पर बैन को आगे बढ़ा दिया है। रॉयटर्स की रिपोर्ट के मुताबिक सरकार ने इस सिलसिले में एक नोटिफिकेशन जारी किया है। सरकार घरेलू बाजार के लिए रिफाइंड तेल की उपलब्धता को सुनिश्चित करना चाहती है। सरकार ने इससे पहले शुक्रवार को खत्म हुए वित्त वर्ष तक गैसोलीन और गैस ऑयल के निर्यात पर प्रतिबंध लगाया था। इस विस्तार से कुछ भारतीय रिफाइनरी कंपनियों, मुख्य तौर पर निजी कंपनियों को दूसरे देशों को निर्यात करने के लिए रूसी तेल को खरीदने से रोका जा सकेगा।

ये कंपनियां यूरोप को तेल का निर्यात करने से गैर-प्रोत्साहन भी कर सकती हैं। यूरोपीय देशों ने यूक्रेन के अतिक्रमण की वजह से रूस से रिफाइन्ड प्रोडक्ट्स खरीदने को रोक दिया है।

पिछले साल, भारत ने अप्रत्याशित तौर पर प्रतिबंध लगा दिए थे। जब गैर-सरकारी रिफाइनरी जैसी रिलायंस इंडस्ट्रीज और नायरा एनर्जी, जो डिस्काउंट वाले रूसी सप्लाई के मुख्य भारतीय खरीदार हैं, उन्होंने घरेलू बिक्री को बढ़ाने की जगह तेल निर्यात पर फोकस किया। इसने सरकारी रिफाइनरी कंपनियों को कमी और मांग को पूरा करने पर मजबूर कर दिया। उन्हें तेल को कम और सरकार द्वारा तय की गई कीमतों पर बेचना पड़ा।

सरकार का पेट्रोल-डीजल पर खास फोकस

इससे पहले केंद्र सरकार ने पिछले महीने कच्चे पेट्रोलियम तेल के घरेलू उत्पादन पर होने वाले विंडफॉल टैक्स को 4400 रुपए प्रति टन से 900 रुपए घटाकर 3,500 रुपए प्रति टन कर दिया था।

इससे पेट्रोल और एविएशन टर्बाइन फ्यूल (ए.टी.एफ.) दोनों को निर्यात लेवी से मुक्त रखते हुए डीजल पर एक्सपोर्ट ड्यूटी को 0.50 रुपए से बढ़ाकर 1 रुपए प्रति लीटर हो गया है।

कृषि गतिविधियों में तेजी से मार्च में पेट्रोल, डीजल की बिक्री में उछाल

देश में मार्च में ईंधन की मांग बढ़ी है। रविवार को जारी उद्योग के शुरूआती आंकड़ों से यह जानकारी मिली है। आंकड़ों के अनुसार कृषि गतिविधियों में तेजी से मार्च के पहले पखवाड़े में ईंधन की मांग में आई सुस्ती दूर हो गई। कृषि क्षेत्र की मजबूत मांग के साथ-साथ ठंड के मौसम की सुस्ती के बाद परिवहन में तेजी से फरवरी में ईंधन की बिक्री उच्चतम स्तर पर पहुंच गई थी, लेकिन मार्च के पहले पखवाड़े (15 मार्च तक) में इसमें सुस्ती देखी गई। हालांकि, महीने के दूसरे पखवाड़े में ईंधन की मांग में तेजी आई और फरवरी के उच्च आधार के बावजूद मासिक आधार पर बिक्री में बढ़ौतरी दर्ज की गई।

आंकड़ों के अनुसार पेट्रोल की बिक्री पिछले महीने 5.1 प्रतिशत बढ़कर 26.5 लाख टन हो गई। मासिक आधार पर बिक्री 3.4 प्रतिशत बढ़ी है। देश में सबसे अधिक खपत वाले ईंधन डीजल की मांग मार्च के दौरान 2.1 प्रतिशत बढ़कर 68.1 लाख टन हो गई। एक साल पहले की समान अवधि में 66.7 लाख टन डीजल की बिक्री हुई थी। मासिक आधार पर मांग में 4.5 प्रतिशत की बढ़ोतरी हुई। पहले पखवाड़े में सालाना आधार पर पैट्रोल की बिक्री में 1.4 प्रतिशत और डीजल की बिक्री में 10.2 प्रतिशत की गिरावट आई थी।

ए.टी.एफ. की मांग 25.7 प्रतिशत बढ़ी

विमानन क्षेत्र के लगातार खुलने के साथ हवाई यात्रियों की संख्या कोविड-पूर्व के स्तर के पास पहुंच गई है। इसके चलते विमान ईंधन (ए.टी.एफ.) की मांग मार्च के दौरान 25.7 प्रतिशत बढ़कर 6,14,000 टन हो गई। यह मार्च, 2021 की तुलना में 41.9 प्रतिशत और मार्च, 2020 से 34.8 प्रतिशत अधिक रही।

मासिक आधार पर बिक्री 4.54 प्रतिशत ज्यादा रही। वहीं कोविड महामारी संबंधित प्रतिबंधों में ढील के बाद से देश की तेल मांग में लगातार वृद्धि हो रही थी। आंकड़ों के अनुसार रसोई गैस एल.पी.जी. की बिक्री मार्च में सालाना आधार पर 3 प्रतिशत गिरकर 23.7 लाख टन रही। मार्च, 2021 की तुलना में एलपीजी की खपत 9 प्रतिशत अधिक और मार्च, 2020 की तुलना में 5.8 प्रतिशत अधिक थी। माह-दर-माह आधार पर मांग में 6.54 प्रतिशत की गिरावट आई। फरवरी के दौरान एल.पी.जी. खपत मासिक आधार पर 25.4 लाख टन थी।

BUSINESS STANDARD HINDI, Delhi, 3.4.2023
Page No. 2, Size:(19.68)cms X (16.96)cms.

सीएनजी पसंदीदा हरित ईंधन

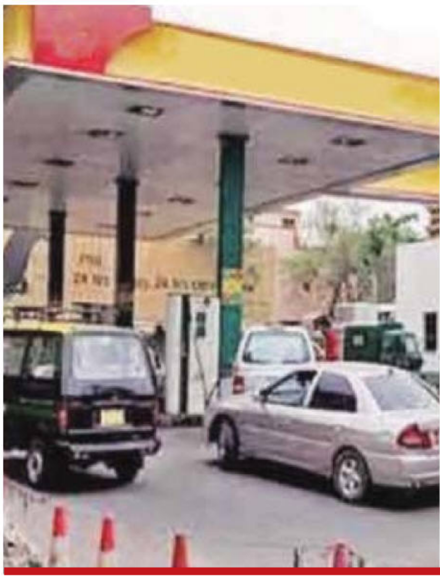
ई-वाहनों की ओर तेजी से आकर्षण बढ़ रहा है, सीएनजी वाहन 5 साल में 80 फीसदी बढ़े

नितिन कुमार
नई दिल्ली, 2 अप्रैल

आवागमन की प्रवृत्तियों में बदलाव और लोगों द्वारा कम प्रदूषण करने वाले ऊर्जा स्रोतों को तेजी से चुनने के बीच पिछले पांच साल में संपीड़ित प्राकृतिक गैस (सीएनजी) से चलने वाले वाहनों की बिक्री में 80 प्रतिशत से ज्यादा का इजाफा हुआ है।

'वाहन डैशबोर्ड' के अनुसार वर्ष 2017-18 के 4,00,825 के मुकाबले वर्ष 2022-23 में कुल 7,29,902 सीएनजी वाहन बेचे गए। हालांकि सीएनजी से चलने वाले वाहनों की बिक्री में खासा इजाफा हुआ है, लेकिन कुल वाहनों की बिक्री में उनकी हिस्सेदारी काफी कम रही है, जैसा कि इलेक्ट्रिक वाहनों (ईवी) के मामले में रहा है। वित्त वर्ष 23 में भारत में बेचे गए कुल 22,224,702 वाहनों में से सीएनजी वाहनों की हिस्सेदारी केवल 3.28 फीसदी रही।

ईवी की हिस्सेदारी भी वित्त वर्ष 23 में कुल वाहन बिक्री में बढ़कर 5.3 प्रतिशत हो गई, जबकि वित्त वर्ष 18 में यह 0.40 प्रतिशत। हालांकि इलेक्ट्रिक चौपहिया वाहनों की बिक्री की हिस्सेदारी कुल ईवी बिक्री में लगभग चार प्रतिशत रही। वित्त वर्ष 23 में कुल 49,822 इलेक्ट्रिक चौपहिया वाहन बेचे गए, जबकि वित्त वर्ष 18 में 2,714 चौपहिया वाहन बेचे गए थे। हालांकि ग्राहकों ने पिछले पांच साल में तेजी हरित और स्वच्छ वाहनों को चुना है, लेकिन पेट्रोल और डीजल वाले वाहनों की हिस्सेदारी क्रमशः 18 प्रतिशत और 13 प्रतिशत की गिरावट के बावजूद काफी अधिक बनी हुई है। 'वाहन' के आंकड़ों के अनुसार वित्त वर्ष 2023 में पेट्रोल और डीजल वाहनों की हिस्सेदारी क्रमशः 78 प्रतिशत और 10 प्रतिशत थी।



बढ़ी मांग

- वर्ष 2022-23 में कुल 7,29,902 सीएनजी वाहन बेचे गए
- डीजल-पेट्रोल से कार चलाने के मुकाबले कम लागत, नई पेशकश और ज्यादातर नकद प्रोत्साहन सीएनजी वाहनों की मांग में कर रहा है इजाफा
- अक्टूबर 2022 तक भात के शहरों में कुल 4,679 सीएनजी पंप थे

बदलाव

विशेषज्ञों ने कहा, डीजल-पेट्रोल से कार चलाने के मुकाबले कम लागत, नई पेशकश और ज्यादातर नकद प्रोत्साहन सीएनजी वाहनों की मांग में इजाफा कर रहा है। उन्होंने कहा, सीएनजी से कार चलाने की लागत करीब 2.5 रुपये प्रति किलोमीटर है जबकि पेट्रोल-डीजल से 5.30 रुपये प्रति किलोमीटर। अहम ब्रांडों ने डीजल वाहनों का उत्पादन बंद कर दिया है।देश की सबसे बड़ी कंपनी मारुति सुजूकी ने डीजल मॉडल पूरी तरह से बंद कर दिया है। टाटा मोटर्स ने भी छोटी क्षमता वाले डीजल इंजन बंद कर दिए हैं जबकि होंडा इंडिया ने हाल में कहा है कि वह डीजल इंजन वाले कार बनाना बंद कर सकती है। हुंडई ने भी हाल में पेश वेरना 2023 में डीजल वेरिएंट बंद कर दिया है।इसके अतिरिक्त इलेक्ट्रिक वाहनों को लेकर दिलचस्पी बढ़ी है। नीति आयोग ने 2030 तक सभी वाणिज्यिक कारों के लिए ईवी बिक्री के प्रसार का लक्ष्य 70 फीसदी तय किया है, प्राइवेट कारों के लिए 30 फीसदी, बसों के लिए 40 फीसदी और दोपहिया व तिपहिया के लिए 80 फीसदी लक्ष्य तय किया है।

इसके अतिरिक्त उत्सर्जन के सख्त नियम के अलावा इलेक्ट्रिक वाहनों की बिक्री में बढ़ोतरी भी डीजल इंजन कारों के लिए नुकसानदायक साबित हुई है।

क्या हैं चुनौतियां

सीएनजी की बढ़ती लागत और फ्यूल स्टेशन की कमी सीएनजी सेगमेंट की बढ़त को बाधित कर रहा है। सीएजी कारों का मोटे तौर पर शहरों में टैक्सी व वाणिज्यिक वाहनों पर वर्चस्व है। अक्टूबर 2022 तक भात के शहरों में कुल 4,679 सीएनजी पंप थे, जो 2014 में 900 रहे थे। दिल्ली में सीएनजी की कीमत 2017 के मुकाबले दोगुनी होकर 2023 में 79.56 प्रति किलोग्राम हो गई। अन्य राज्यों में यह और भी ज्यादा है।