MINT, Delhi, 18.9.2023
Page No. 6, Size:(14.99)cms X (21.27)cms.

Buy ships to transport energy: Govt to oil cos

Freight charges are key to calculations of retail prices of petrol and diesel

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NEW DELHI

The move to purchase ships by state-run oil companies comes at a time when India is diversifying its oil import sources.

India's public sector oil and gas companies are looking at purchasing ships to transport oil and gas following a Union government directive aimed to ensure energy security, two people aware of the development said.

The move comes at a time of rising crude prices, a price cap on Russian oil, and a bar on the use of Russian ships for transporting oil and gas.

"The government has been asking oil companies to buy ships....But where are the ships available," said one of the two people, adding that despite poor availability, large oil companies are likely to locate and procure them.

Freight charges are key in terms of retail price calculation of petrol and diesel, which have remained elevated and unchanged for over a year now.

The second person said the suggestion is largely based on the pretext of the volatility in the energy market witnessed in the past year after Russia's invasion of Ukraine. Sanctions on transport through Russian ships by the West resulted in a lack of ships and the emergence of several new transporters to move oil from Russia, which has become the top supplier of oil to India over the past year.

The volatility in the oil market and elevated prices do not augur well for the Indian economy, which imports 85% of its energy requirement. Retail fuel prices have been high, and petrol has been sold at over ₹100 per litre in some cities since May last year.

$94.17
price of India's crude basket as of 14 September

Although international oil prices have eased from the multi-year highs reached last year, prices have started to pick up again over the past two months. The price of India's crude basket, which averaged $74.93 per barrel in June, stood at $94.17 per barrel as of 14 September.

Queries mailed to the petroleum ministry, Indian Oil Corp. Ltd, Bharat Petroleum Corp. Ltd, and Hindustan Petroleum Corp. Ltd remained unanswered till press time. The spokesperson of ONGC Videsh Ltd said the company is not aware of any such development.

The second person said the cost of retail fuel depends on several factors, including the price of crude, the expenses incurred on freight and insurance and who the operator is, for which the Union government has asked energy companies, including the oil marketing companies (OMC) to purchase their own ships.

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"Although the prices have declined, they are still elevated than the pre-pandemic level," said a shipping industry participant. The Drewry's composite World Container Index showed that the index currently remains 10% higher than average 2019 (pre-pandemic) rates of $1,420.

The move to purchase ships by state-run oil companies comes at a time when India is diversifying its oil import sources.

Russian oil, which constituted only 2% of India's imported oil, made up around one-fourth of the 235.52 million tonnes of crude oil imported by India. Further, oil imports from Russia rose nearly three-fold in the first quarter of this fiscal compared to the same period of FY23 at $12.36 billion. The rise in imports from Russia coincides with a decline in the share of oil imports from West Asia, the traditional major oil supplier to India.

BUSINESS LINE, Delhi, 18.9.2023
Page No. 7, Size:(19.20)cms X (16.73)cms.

THE TIME IS NOW

Biofuel alliance must turn to tech to tame costs

KEY FACTOR. For rapid adoption of biofuels, costs must come down drastically. This can only happen through breakthrough technology

M Ramesh

The world wants to switch over from fossil fuels to biofuels, but there is a problem: biofuels derived from non-edible feedstock are expensive. Unless costs come down, initiatives such as the Global Biofuel Alliance may not take off.

A litre costs around ₹110, compared with ₹65 of the first-generation biofuels (derived from edible items like corn and soya).

Since we cannot afford to divert agricultural lands meant to grow food for the production of biomass for biofuels, the need of the hour is the 2G biofuels. However, for rapid adoption of these biofuels, costs must come down drastically. The only way that can happen is through breakthrough technology. Broadly, there are two ways technology can help. One, by developing better catalysts that can increase yield and two, by finding ways of making other chemicals from biomass.

Biomass is essentially 'lignocellulosic'. It contains three elements—lignin, hemicellulose (branched polymer molecules) and cellulose (long chain polymer molecules).

Cellulose is the one that gets converted into biofuels. This is where catalysts will help. Scientists are working on developing better catalysts.

Hemicellulose can be made into valuable chemicals, called 'platform chemicals'—mainly into furan dicarboxylic acid (FDCA), which can replace the petroleum-derived terephthalic acid used in the manufacture of PET bottles.

Lignin, a glue-like substance that binds cellulose and hemicellulose together in plants, is generally considered to be a waste and the joke among chemical engineers is that you can make anything from lignin, except money. Lignin is used as fuel for industrial boilers, but researchers say that the high-carbon content biochemical can be mixed with bitumen for surfacing roads, locking-in carbon. Research is also happening in valorising hemicellulose and lignin. Valuable by-products from these can bring down the cost of the main produce—biofuels.

CHALLENGES GALORE. The biofuel industry needs governments' support to confidently bet on new technology

But, the critical research is in developing catalysts—chemicals that do not participate in the reaction but enable them.

Researchers have only recently begun exploring various catalyst candidates for biofuels. "Till now, only a few catalysts have been explored, which can break these strong polymers into useful chemicals and biodiesel," says a January 2023 paper by researchers Tripti Chabbra and Venkata Krishnan of IIT Mandi, published in the journal, *Fuel*.

In another scientific publication titled 'Nanotechnology based technological development in biofuel production: Current status and future prospects', the authors, Zaheer Ud Din Sheikh, et al, of the Central University of Jammu, J&K, note that "in biofuel production, nanoparticles can be broadly categorised into carbon based, metallic, ceramic and semiconductors." The paper delves into the merits of each.

The conversion of cellulose into (sugar monomers such as glucose and xylose, and then into) biofuels is by a process called 'enzymatic hydrolysis'. Nanoparticles, especially magnetic nanoparticles, can assist in making the biomass conversion process more economical, the paper argues. It notes that nanoparticles of metal oxides are good, as they "enhance electron transfer and boost enzymatic activity and thereby increase biofuel production." Further, nanoparticles of silver and gold promote the growth of microbes, which again help increase biofuel yields.

Scientists are taking nanoparticles a step further, tweaking their composition, size, shape and properties—a branch of science called 'nanoarchitectonics'. Chabbra and Venkat Krishnan have worked the nanoparticles of a metal oxide, called niobium pentoxide (Nb_2O_5) into a flower-like structure (florets) to further enhance its properties.

Prof R Vinu of the Department of Chemical Engineering, IIT Madras, has developed a 'lignin-first approach', which stands the biorefinery on the other leg. In this, the lignin is first separated and converted into phenols for use in some industries such as perfumery. The rest of the biomass, rich in cellulose and hemicellulose, is a better feedstock for the biorefineries, says Vinu.

LAB TO INDUSTRY

So, the biomass is there in the agricultural fields—India produces 750 million tonnes every year. The technology is there in the labs. However, technology, especially the new generation catalysts, are miles away from commercialisation. Dr Milind Patka, President (Biofuels), GPS Renewables, a 11-year-old Bengaluru-based biofuels manufacturer, told *Quantum* that no technology provider has offered the company any yield-enhancing nano catalyst. Vinu points out, it is one thing to develop a catalyst in the lab but quite another to mass-produce it.

The Ministry of External Affairs' statement announcing the launch of the Global Biofuels Alliance, speaks of "facilitating technology advancements". Technology is there; but it needs the governments' support to journey from the labs to the industry. The jump from the labs to the industry is fraught with challenges. The industry needs to be given confidence to bet on a new technology. Patke feels that the government can help by mandating the oil marketing companies like IOC and BPCL to buy some amount of 2G biofuels from the market.

We value your feedback.
Do send your comments to
quantum@thehindu.co.in

MINT, Delhi, 18.9.2023
Page No. 12, Size:(13.96)cms X (29.49)cms.

MINT

Clean aviation will take more than just biofuels

As prime mover of the Global Biofuel Alliance, India hopes to become a major supplier of sustainable aviation fuel. Whether bio-blends can clean up the sector, though, is unclear

Union minister Hardeep Singh Puri recently said that the Global Biofuel Alliance (GBA) could turn India into a major producer and exporter of sustainable aviation fuel (SAF). He was referring to a class of biofuels that could potentially reduce the climate-harming gas emissions of aircraft by up to 80%, as widely touted. With jet engines burning fossil fuels, aviation accounted for 2% of all carbon exhaust in 2022, a slice that will widen rapidly unless this sector finds a way to decarbonize. Electric planes of jetliner size remain a challenge of technology. They would need very light-weight batteries. As take-offs demand enormous thrust, an airframe design that can get airborne on electric power remains a steep ask. Until key breakthroughs are made, there will be no estimated-time-of-arrival for clean air travel. Hence, the industry's best bet right now for carbon neutrality is the adoption of SAFs (combined with carbon capture). This is a transition that the GBA aims to accelerate.

The SAF-led path to carbon neutrality, however, is unlikely to be smooth, strewn as it will be with various possible air pockets. Consider SAF supply capacity. Biofuels typically require vast quantities of agricultural produce. Ethanol yielding crops like sugarcane and corn are used for it and their acreage has been increasing across the world. Yet, as it involves a diversion of farm resources away from primary purposes like nutrition, output constraints will kick in sooner than we'd like. Thankfully, other kinds of biomass can be used too. The government has indicated that India's SAF plans are based on making use of bio-waste—like used cooking oil, forest residue and agricultural and municipal refuse—apart from non-food crops. Even so, feedstock sufficiency will be hard fought. The idea is to start with a blend of very little biofuel—say 1%—mixed with regular jet fuel, and then gradually raise the bio-content as SAF-adapted aircraft come along. According to Puri, even if a 50% mix comes into use by 2030, our domestic needs would be less than half of what the country could make. If so, it would be impressive, but that's a big 'if,' given what all it will take. Right now, SAFs make up barely 0.1% of global aviation fuel consumption. Their long and complex production process makes them far costlier than jet fuel and their low energy density means larger volumes are needed to refuel planes. As with batteries, this is a burden.

Clearly, SAF conversion will require a heavy regulatory push. Globally, this has begun as carbon offsets slowly come into play under the Carbon Offsetting and Reduction Scheme for International Aviation laid down by the UN's apex body for this sector. Foreign flights run by Indian airlines will have to comply with those norms within half a decade. To this end, we have made a small start. On 19 May, we celebrated a Pune-Delhi AIX Connect flight that used a 1% SAF blend produced locally. This is the direction in which Indian air carriers will be prodded as soon as we have enough of the stuff. The real test of SAFs, however, will come once carbon trading—in a market where companies buy and sell the 'right to pollute'—assumes significance, wider track records emerge, and all claims are put to rigorous scrutiny. Sceptics abound of their emission-cutting claim of 80% even in a best-case scenario. Whether an SAF shift will actually help clean up aviation won't be known for many years. The innovations we'll eventually need might have to focus on aeroplanes more than what goes into fuel tanks.

FREE PRESS JOURNAL, Mumbai, 18.9.2023
Page No. 8, Size:(16.43)cms X (22.25)cms.

Diesel sales fall in Sep, petrol consumption up

PTI / New Delhi

Diesel sales in India fell for the second straight month in September as rains dampened demand and slowed industrial activity in some parts of the country, preliminary data of state-owned firms showed.

While diesel sales by three state-owned fuel retailers fell year-on-year in the first half of September, petrol sales were up marginally.

Consumption of diesel, the most consumed fuel in the country accounting for about two-fifths of the demand, fell 5.8 per cent to 2.72 million tonnes between September 1 and 15, compared to the year-ago period.

Consumption had fallen by a similar proportion in the first half of August.

Month-on-month sales were up 0.9 per cent, when compared with 2.7 million tonnes of diesel consumed in the first half of August.

Diesel sales typically fall in monsoon months as rains lower demand in the agriculture sector which uses the fuel for irrigation, harvesting and transportation. Also, rains slow vehicular movements. Consumption of diesel had soared 6.7 per cent and 9.3 per cent in April and May, respectively as agriculture demand picked up and cars yanked up air-conditioning to beat the summer heat. It started to taper in the second half of June after the monsoon set in. It fell in the first half of July but picked up in the second fortnight of that month.

Petrol sales were up 1.2 per cent to 1.3 million tonnes in the first fortnight of September, when compared with the same period last year.

Consumption had dropped 10.5 per cent in the first fortnight of July but picked up in the latter half. It had fallen by 8 per cent in the first half of August.

BUSINESS STANDARD, Delhi, 18.9.2023
Page No. 2, Size:(13.18)cms X (51.43)cms.

'Diesel vehicles will not yet be out totally'

With focus on 'green' fuels and components, automobile companies are making efforts to switch to cleaner fuels and use sustainable components. However, an ecosystem is needed for this transformation to happen, says **VINOD AGGARWAL**, president, Society of Indian Automobile Manufacturers (Siam). Aggarwal, who is also managing director (MD) & chief executive officer (CEO), VE Commercial Vehicles (VECV), spoke to **Sohini Das** in a telephonic conversation. Edited excerpts:

Can diesel as fuel be replaced easily?
We all know the industry is going through a transformation, which includes switching to alternative fuels. A lot of work is happening in ethanol-blended fuels, compressed natural gas (CNG), liquefied natural gas (LNG), flex fuels and biofuels, among others. There will be a slow migration and industry will keep working. If we say that diesel will be out totally; that may not happen. For example, for long-haul trucks, diesel is the only fuel. We will see migration happening to CNG, especially for light commercial vehicles and cars. LNG can become an option for long-haul trucks, but here we would need a lot of infrastructure. LNG fuel has special storage requirements because the gas needs to be stored in liquid form. For that, the gas needs to be compressed at sub-zero temperatures. Migration is happening, but it will take some time. Technology will be ready, but we need an ecosystem.

"A LOT OF WORK IS HAPPENING IN ETHANOL-BLENDED FUELS, COMPRESSED NATURAL GAS, LIQUEFIED NATURAL GAS, FLEX FUELS AND BIOFUELS, AMONG OTHERS"

Q&A
VINOD AGGARWAL
President, Siam

What kind of discussions are happening between industry and government?
Lots of discussions are happening between industry and the ministry of petroleum and natural gas. For example, now discussions are happening on ethanol blending and on LNG availability. There were discussions on having dedicated corridors for LNG trucks. This is an ongoing process.

If 'green' components come at a premium, will automobile players switch?
If it is coming through recircularisation like scrapping of old vehicles, then the cost of 'green' components would not be high. We have to encourage scrapping of old vehicles. Committees are working on it already in a focussed manner. We are also working closely with the government to make the scrappage scheme a success.

We have not made much headway in scrapping old vehicles. Your thoughts
The scrappage scheme has to move in the right direction. These things take time in the beginning; but once they start, they pick up. We are very positive about it. We have to understand why the truckers are not coming forward for scrapping their old trucks. Currently, the scheme is voluntary. We have to make it attractive for truckers so that they have the motivation to scrap their old vehicles. If we can provide better alternatives to the person driving a 15-year old vehicle, and make it commercially viable, then there should not be a problem. In the case of passenger cars, there is an emotional attachment, but in the case of trucks, it is a business decision.

What can boost exports from India?
A lot of exports of commercial vehicles from India happen to South Asian countries — Sri Lanka, Bangladesh and Nepal. These countries are currently under pressure because of foreign exchange situation in these markets. They have put curbs on imports. The government has been talking of rupee trade, and hopefully that will happen. Once this happens, we can have more exports to these countries. Indian trucks can now compete with Japanese trucks in terms of technology. So, there is more potential for exports to Indonesia, Thailand and other South East Asian, Latin American and African countries

HINDUSTAN TIMES, Delhi, 18.9.2023
Page No. 14, Size:(29.57)cms X (9.09)cms.

Govt asks companies to buy ships to transport oil, gas

Rituraj Baruah
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NEW DELHI: India's public sector oil and gas companies are looking at purchasing ships to transport oil and gas following a Union government directive aimed to ensure energy security, two people aware of the development said.

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The volatility in the oil market and elevated prices do not augur well for the Indian economy, which imports 85% of its energy requirement. Retail fuel prices have been high, and petrol has been sold at over ₹100 per litre in some cities since May last year.

Although international oil prices have eased from the multi-year highs reached last year, prices have started to pick up again over the past two months. The price of India's crude basket, which averaged $74.93 per barrel in June, stood at $94.17 per barrel as of 14 September.

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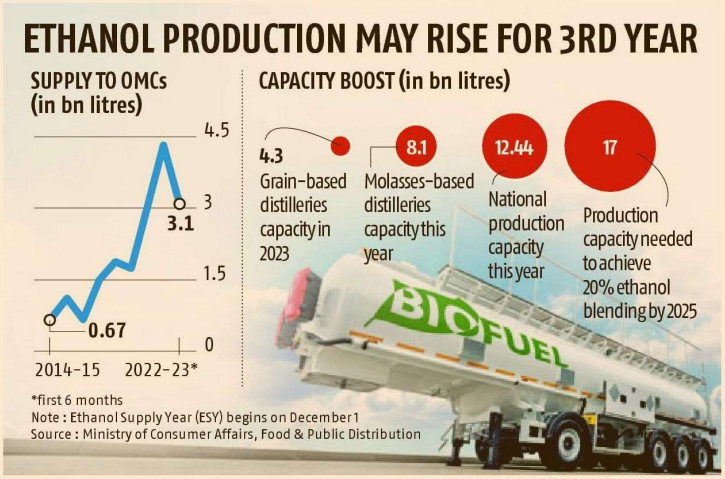
BUSINESS STANDARD, Delhi, 18.9.2023
Page No. 2, Size:(25.86)cms X (39.42)cms.

HURDLES IN BIOFUEL ADOPTION...

Limited flex-fuel vehicles, weak ethanol-blended petrol rollout

NITIN KUMAR & SUBHAYAN CHAKRABORTY
New Delhi, 17 September



The limited availability of flexible (flex)-fuel vehicles in the Indian market and the slow rollout of ethanol-blended petrol by oil-marketing companies (OMCs) remain major obstacles to achieving widespread use of biofuels in the transportation sector in India.

In the past week, two Union ministers have emphasised India's biofuel potential, arguing that it has the capacity and potential to lead a transition towards widespread biofuel adoption.

Road Transport Minister Nitin Gadkari signalled that this transition is well underway and urged car manufacturers to quickly adapt and introduce new biofuel-run vehicles, lest the government resort to taxing diesel vehicles. Following a public outcry and a plunge in automotive stocks, he clarified that there were no such plans.

Meanwhile, Minister of Petroleum and Natural Gas Hardeep Singh Puri said that India would now take the lead in global policymaking in the sector by setting standards and deploying enabling technology worldwide, followed by the launch of the Global Biofuel Alliance. A record 171.2 billion litres of biofuels were procured globally in 2022, with India contributing just 2.7 per cent, or 4.6 billion litres, according to the International Energy Agency (IEA). It also notes the country is the third-largest producer of ethanol, after the US and Brazil.

Few vehicles, fewer pumps

Toyota stands as the sole automaker to introduce a vehicle with a flex-fuel engine — the Corolla Altis — in the Indian market to date. Last month, the company also unveiled the Innova Hycross, manufactured in India, which is capable of operating on 100 per cent ethanol.

Since 2018, only 32 fully ethanol vehicles have been officially registered in the country, according to data from the VAHAN portal of the Ministry of Road Transport and Highways. However, the registered number of vehicles running on petrol/ethanol blends was 194,214, almost all of which have been sold since January.

Among these, only three were four-wheelers, with the vast majority being two-wheelers. The success of the two-wheeler segment can be attributed to companies such as TVS Motor Company, Yamaha Motor India, Bajaj Auto, and Hero MotoCorp, which have begun manufacturing their newly launched models to run on E20 petrol (petrol blended with 20 per cent ethanol) since the start of this year.

On the other hand, a few four-wheeler manufacturers claim that all their Bharat Stage-VI vehicles, which hit the market in 2021, will be E20-compliant. However, the government's stricter norms have hinted that automakers will have to come up with flex-fuel vehicles sooner rather than later.

Puri recently stressed that when biofuel blends are being used across the world, there is no reason a Japanese or German car running in Brazil will not run in India. In Brazil, 80 per cent of light vehicles carry flex-fuel engines.

Despite companies such as Maruti Suzuki India, Honda Cars India, Mahindra & Mahindra, and Tata Motors declaring their intentions to launch flex-fuel vehicles within the next two to three years, it appears OMCs have been slow to react by making the fuel available.

OMCs purchase a range of feedstocks, from cane molasses and juice to rice, damaged grains, and maize, from sugar mills and farmers and refine the 99.9 per cent pure alcohol that is ethanol, which can be blended with petrol.

Despite initiating a pilot programme to blend up to 5 per cent ethanol in petrol way back in 2001, India had reached only 1.53 per cent nationwide blending in 2013-14. A concerted push by the government against reluctant OMCs, increased funding, and improved technology raised this level to 10.17 per cent in July 2022.

Subsequently, the 2018 National Policy on Biofuels was amended by the Ministry of Petroleum and Natural Gas to advance the 20 per cent blending deadline from 2030 to 2025. Blending stood at 11.7 per cent in June and is on track to reach 12 per cent by November, according to ministry officials.

However, the sought-after E20 petrol, a key component of the blending target, remains elusive. Despite incremental rollouts, E20 petrol was available in only 1,900 of the 72,079 fuel stations across the country as of early August, the ministry has informed Parliament.

OMCs have complained that ethanol feedstock supply remains unpredictable due to the vagaries of the monsoon, resulting in major variations in the output of sugarcane, a water-intensive crop.

Increasing production a challenge

According to the NITI Aayog's 'Road map for Ethanol Blending in India 2020-2025' report, India will need to increase ethanol production capacity from the expected 3.3 billion litres (in 2020–2021) to at least 10.2 billion litres (5.5 billion litres from sugarcane and 4.7 billion litres from grains) by 2025. Experts believe that the nation's blending targets may be subject to adjustment based on the demand for food consumption. Additionally, ethanol engines' susceptibility to rusting and decreased fuel efficiency present a significant obstacle to their widespread adoption.

"High ethanol penetration faces challenges due to fluctuating sugarcane and raw material production and consumption in India. In addition, Indian consumers prioritise efficiency and durability, qualities in which ethanol engines fall short compared to gasoline engines," said Puneet Gupta, director, S&P Global.

More on business-standard.com

BUSINESS STANDARD, Delhi, 18.9.2023
Page No. 8, Size:(52.72)cms X (14.06)cms.

New inflationary front: World struggling to make enough diesel

BLOOMBERG
17 September

The world's oil refiners are proving powerless to make enough diesel, opening a new inflationary front and depriving economies of a fuel that powers industry and transport alike.

While oil futures are rocketing — on Friday they were just below $95 a barrel in London — the rally pales in comparison with the surge in diesel. US prices jumped above $140 to the highest ever for this time of year on Thursday. Europe's equivalent soared 60 per cent since summer.

And it could get worse. Saudi Arabia and Russia have turned down the taps on production of crudes that are richer in diesel. On September 5, both nations — leaders in the Opec+ alliance — announced they would prolong those curbs through year-end, a period in which demand for the fuel usually picks up.

"We're at risk of seeing continued tightness in the market, especially for distillates, coming into the winter months," said Toril Bosoni, head of the oil market division at the International Energy Agency, referring to the category of fuel that includes diesel. "Refineries are struggling to keep up."

The situation is challenging for a global refining fleet that's been dogged by lackluster production. Searing Northern-Hemisphere heat forced many plants to run at a slower pace than normal, leaving stockpiles stunted.

There's also been pressure on them to make other products instead like jet fuel and gasoline, where demand has

rebounded hard, according to Callum Bruce, an analyst at Goldman Sachs Group.

Other fuels

All this comes on top of a global refining system that shuttered less-efficient plants when Covid-19 trashed demand. Now consumption is rebounding but many refineries are gone.

There's still hope that the diesel crunch can ease. With cooler winter months approaching, the weather-related constraints on the refineries overall decrease — even if some of them will undergo routine seasonal maintenance.

"We think margins have overshot for now," Bruce said, adding that stretched market positioning and the temporary nature of some refinery disruptions could spark a reversal.

Still concerns

Even so, there are still worries about supply from some key diesel-exporter nations. Russia — still a major supplier to the world despite Western sanctions — has indicated that it's looking to limit the volume of the fuel it sends to global markets.

China — another potential supply-relief valve — recently issued a new fuel export quota, but traders and analysts in Asia said the volume currently planned won't be enough to prevent a tight market through the end of the year. The country's shipments have been stuck near five-year seasonal lows for much of 2023.

Those lower flows are showing up at key storage hubs. Observable stockpiles in the US and Singapore are all currently below seasonally normal levels. Inventories in OECD nations are lower than they were half a decade ago.

The restricted supply has economic consequences.

The surge in US futures has been driven in part by truckers snapping up the fuel.

ECONOMIC TIMES, Delhi, 18.9.2023
Page No. 10, Size:(12.37)cms X (11.15)cms.

The World Is Struggling to Make Enough Diesel

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OTHER FUELS

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Even so, there are still worries about supply from some key diesel-exporter nations.

Russia still a major supplier to the world despite Western sanctions has indicated that it's looking to limit the volume of the fuel it sends to global markets. **Bloomberg**

RASHTRIYA SAHARA, Delhi, 18.9.2023
Page No. 13, Size:(5.69)cms X (4.18)cms.

पेट्रोल की मांग में हुई वृद्धि

सितम्बर के पहले पखवाड़े में डीजल की बिक्री घटी

नई दिल्ली (भाषा)। भारत में डीजल की बिक्री सितम्बर के पहले पखवाड़े में घटी है। बारिश के कारण मांग घटने और देश के कुछ हिस्सों में औद्योगिक गतिविधियां धीमी होने से इस सबसे ज्यादा इस्तेमाल वाले ईंधन की मांग लगातार दूसरे माह गिरावट आई है। सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों के आंकड़ों से यह जानकारी मिली है।

सार्वजनिक क्षेत्र की तीन पेट्रोलियम कंपनियों की डीजल बिक्री में सितम्बर के पहले पखवाड़े में सालाना आधार पर गिरावट आई, जबकि पेट्रोल की मांग में मामूली वृद्धि हुई है। देश में सबसे अधिक इस्तेमाल वाले ईंधन डीजल की खपत सालाना आधार पर एक से 15 सितम्बर के बीच 5.8 प्रतिशत गिरकर 27.2 लाख टन रह गई। अगस्त के पहले पखवाड़े में भी खपत में इसी अनुपात में गिरावट आई थी।

मासिक आधार पर डीजल की बिक्री 0.9 प्रतिशत बढ़ी है। अगस्त के पहले पखवाड़े में डीजल की बिक्री 27 लाख टन रही थी।

डीजल की बिक्री आमतौर पर मानसून के महीनों में गिर जाती है क्योंकि बारिश के कारण कृषि क्षेत्र में मांग कम हो जाती है। सिंचाई, कटाई और परिवहन के लिए इस ईंधन का इस्तेमाल किया जाता है। इसके अलावा बारिश के कारण वाहनों की आवाजाही भी कम होती है।

BUSINESS STANDARD HINDI, Delhi, 18.9.2023
Page No. 4, Size:(6.71)cms X (7.00)cms.

सितंबर के पहले पखवाड़े में घटी डीजल की बिक्री

भारत में डीजल की बिक्री सितंबर के पहले पखवाड़े में घटी है। बारिश के कारण मांग घटने और देश के कुछ हिस्सों में औद्योगिक गतिविधियां धीमी होने से इस सबसे ज्यादा इस्तेमाल वाले ईंधन की मांग लगातार दूसरे माह गिरावट आई है। सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों के आंकड़ों से यह जानकारी मिली है। सार्वजनिक क्षेत्र की तीन पेट्रोलियम कंपनियों की डीजल बिक्री में सितंबर के पहले पखवाड़े में सालाना आधार पर गिरावट आई, जबकि पेट्रोल की मांग में मामूली वृद्धि हुई है। भाषा

PUNJAB KESARI, Delhi, 18.9.2023
Page No. 4, Size:(6.06)cms X (16.30)cms.

सितंबर के पहले पखवाड़े में घटी डीजल की बिक्री

नई दिल्ली, (पंजाब केसरी) भारत में डीजल की बिक्री सितंबर के पहले पखवाड़े में घटी है। बारिश के कारण मांग घटने और देश के कुछ हिस्सों में औद्योगिक गतिविधियां धीमी होने से इस सबसे ज्यादा इस्तेमाल वाले ईंधन की मांग लगातार दूसरे माह गिरावट आई है। सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों के आंकड़ों से यह जानकारी मिली है। वहीं मासिक आधार पर एलपीजी की मांग 12 प्रतिशत बढ़ी है। अगस्त के पहले पखवाड़े में एलपीजी की बिक्री 12.1 लाख टन रही थी। सार्वजनिक क्षेत्र की तीन पेट्रोलियम कंपनियों की डीजल बिक्री में सितंबर के पहले पखवाड़े में सालाना आधार पर गिरावट आई, जबकि पेट्रोल की मांग में मामूली वृद्धि हुई है। देश में सबसे अधिक इस्तेमाल वाले ईंधन डीजल की खपत सालाना आधार पर एक से 15 सितंबर के बीच 5.8 प्रतिशत गिरकर 27.2 लाख टन रह गई।

VEER ARJUN, Delhi, 18.9.2023
Page No. 11, Size:(21.87)cms X (30.94)cms.

सितंबर के पहले पखवाड़े में घटी डीजल की बिक्री, पेट्रोल की मांग बढ़ी

नई दिल्ली, (भाषा)। भारत में डीजल की बिक्री सितंबर के पहले पखवाड़े में घटी है। बारिश के कारण मांग घटने और देश के कुछ हिस्सों में औद्योगिक गतिविधियां धीमी होने से इस सबसे ज्यादा इस्तेमाल वाले ईंधन की मांग लगातार दूसरे माह गिरावट आई है। सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों के आंकड़ों से यह जानकारी मिली है। सार्वजनिक क्षेत्र की तीन पेट्रोलियम कंपनियों की डीजल बिक्री में सितंबर के पहले पखवाड़े में सालाना आधार पर गिरावट आई, जबकि पेट्रोल की मांग में मामूली वृद्धि हुई है।

देश में सबसे अधिक इस्तेमाल वाले ईंधन डीजल की खपत सालाना आधार पर एक से 15 सितंबर के बीच 5.8 प्रतिशत गिरकर 27.2 लाख टन रह गई। अगस्त के पहले पखवाड़े में भी खपत में इसी अनुपात में गिरावट आई थी। मासिक आधार पर डीजल की बिक्री 0.9 प्रतिशत बढ़ी है। अगस्त के पहले पखवाड़े में डीजल की बिक्री 27 लाख टन रही थी।

डीजल की बिक्री आमतौर पर मानसून के महीनों में गिर जाती है क्योंकि बारिश के कारण कृषि क्षेत्र में मांग कम हो जाती है। सिंचाई, कटाई और परिवहन के लिए इस ईंधन का इस्तेमाल किया जाता है। इसके अलावा बारिश के कारण वाहनों की आवाजाही भी कम होती है। अप्रैल और मई में डीजल की खपत क्रमश: 6.7 प्रतिशत और 9.3 प्रतिशत बढ़ी थी। इसकी वजह यह है कि उस समय खेती के लिए डीजल की मांग में उछाल आया था। इसके अलावा गर्मी से बचाव के लिए वाहनों में एयर कंडीशनर का इस्तेमाल बढ़ा था। हालांकि, मानसून के आगमन के बाद जून के दूसरे पखवाड़े से डीजल की मांग घटने लगी थी। जुलाई के पहले पखवाड़े में इसमें गिरावट आई थी, लेकिन उस महीने के दूसरे पखवाड़े में इसमें तेजी रही थी। पेट्रोल की मांग भी सितंबर के पहले पखवाड़े में पिछले साल की समान अवधि से 1.2 प्रतिशत बढ़कर 13 लाख टन रही।

अगस्त के पहले पखवाड़े में इसमें आठ प्रतिशत की गिरावट आई थी। जुलाई के पहले पखवाड़े में पेट्रोल की खपत में 10.5 प्रतिशत की गिरावट आई थी, लेकिन दूसरे पखवाड़े में बिक्री में सुधार आया था। आंकड़ों के अनुसार, मासिक आधार पर सितंबर में पेट्रोल की बिक्री 8.8 प्रतिशत बढ़ी है। भारत की अर्थव्यवस्था ने उल्लेखनीय जुझारू क्षमता का प्रदर्शन किया है और 2023 की पहली छमाही में इसके ज्यादातर प्रमुख अर्थव्यवस्थाओं से बेहतर प्रदर्शन करने की उम्मीद है। इससे ईंधन की मांग बढ़ रही है। सितंबर के पहले पखवाड़े में पेट्रोल की खपत कोविड महामारी से प्रभावित अवधि यानी।-15 सितंबर, 2021 की तुलना में 29.2 प्रतिशत अधिक रही है। वहीं महामारी-पूर्व की अवधि यानी सितंबर, 2019 की तुलना में 20.8 प्रतिशत अधिक है।

डीजल की खपत।-15 सितंबर, 2021 की तुलना में 26 प्रतिशत और।-15 सितंबर, 2019 की तुलना में 36.4 प्रतिशत अधिक रही है। हवाई यात्रियों की संख्या लगातार बढ़ रही है। इससे विमान ईंधन यानी एटीएफ की मांग सितंबर के पहले पखवाड़े में 6.8 प्रतिशत बढ़कर 2,92,500 टन पर पहुंच गई है। सितंबर, 2021 के पहले पखवाड़े की तुलना में यह 53.9 प्रतिशत अधिक रही है। हालांकि, सितंबर, 2109 से यह पांच प्रतिशत कम है।

मासिक आधार पर जेट ईंधन की बिक्री 1.8 प्रतिशत घटी है। एक से 15 अगस्त, 2023 के दौरान एटीएफ की बिक्री 2,98,000 टन रही थी। रसोई गैस या एलपीजी की बिक्री समीक्षाधीन अवधि में सालाना आधार पर 10.2 प्रतिशत बढ़कर 13.6 लाख टन पर पहुंच गई। सितंबर, 2021 के पहले पखवाड़े की तुलना में यह 15.5 प्रतिशत तथा कोविड-पूर्व की सितंबर, 2019 की समान अवधि की तुलना में यह 35 प्रतिशत अधिक है।

VIRAT VAIBHAV, Delhi, 18.9.2023
Page No. 15, Size:(4.07)cms X (6.01)cms.

सितंबर के पहले पखवाड़े में घटी डीजल की बिक्री, पेट्रोल की मांग बढ़ी

एजेंसी ■ नई दिल्ली

भारत में डीजल की बिक्री सितंबर के पहले पखवाड़े में घटी है। बारिश के कारण मांग घटने और देश के कुछ हिस्सों में औद्योगिक गतिविधियां धीमी होने से इस सबसे ज्यादा इस्तेमाल वाले ईंधन की मांग लगातार दूसरे माह गिरावट आई है। सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों के आंकड़ों से यह जानकारी मिली है। सार्वजनिक क्षेत्र की तीन पेट्रोलियम कंपनियों की डीजल बिक्री में सितंबर के पहले पखवाड़े में सालाना आधार पर गिरावट आई, जबकि पेट्रोल की मांग में मामूली वृद्धि हुई है। देश में सबसे अधिक इस्तेमाल वाले ईंधन डीजल की खपत सालाना आधार पर एक से 15 सितंबर के बीच 5.8 प्रतिशत गिरकर 27.2 लाख टन रह गई। अगस्त के पहले पखवाड़े में भी खपत में इसी अनुपात में गिरावट आई थी। मासिक आधार पर डीजल की बिक्री 0.9 प्रतिशत बढ़ी है। अगस्त के पहले पखवाड़े में डीजल की बिक्री 27 लाख टन रही थी। डीजल की बिक्री आमतौर पर मानसून के महीनों में गिर जाती है क्योंकि बारिश के कारण कृषि क्षेत्र में मांग कम हो जाती है। सिंचाई, कटाई और परिवहन के लिए इस ईंधन का इस्तेमाल किया जाता है। इसके अलावा बारिश के कारण वाहनों की आवाजाही भी कम होती है।अप्रैल और मई में डीजल की खपत क्रमशः 6.7 प्रतिशत और 9.3 प्रतिशत बढ़ी थी। इसकी वजह यह है कि उस समय खेती के लिए डीजल की मांग में उछाल आया था। इसके अलावा गर्मी से बचाव के लिए वाहनों में एयर कंडीशनर का इस्तेमाल बढ़ा था।