Economic Times, Delhi, 02/09/2025
Page No: 6, Size: (NaNcm x NaNcm)

Don't Slip on Ethanol Blending

Sreeraman Thiagarajan

In 'E20 in Our Tanks is Better? Seriously?' (ET, Aug 29), Arijit Barman's argument against ethanol blending fails to capture the wider context. Far from being a reckless imposition, ethanol blending is a pragmatic energy security strategy, one that India cannot afford to dismiss.

Critics ask why GoI is 'forcing' this. The answer lies in history. When Opec embargo of 1973 left Brazil with barely enough fuel for ambulances, the country turned to ethanol. Out of that crisis was born a flex-fuel model that powers Brazil even today. India is not in crisis, but vulnerability is real. We import 85% of our crude oil. Every spike in Brent prices weakens the rupee, raises import bill and tightens fiscal space. Ethanol blending is about insulating the economy from global shocks.

▶ **Farm-lobby diktat?** India is a grain-surplus country. Rice stocks hover near 60 mn tonnes, more than four times the buffer norm, while wheat is at nearly 37 mn tonnes. Much of this rots or is offloaded at subsidised rates abroad. Using a fraction of it to produce ethanol does not imperil food security. Instead, it puts idle resources to work and stabilises farm incomes.

Even if food crops weren't used, the future lies in second-generation ethanol fuel distilled from crop residues, stubble and bamboo. Plants like IOC's facility in Panipat process two lakh tonnes of rice straw annually. Instead of smog from stubble burning, we get clean fuel in our tanks. To portray ethanol as a contest between food and fuel is to ignore this tech revolution.

▶ **Mileage anxiety** This fear is overblown. Yes, ethanol has a lower calorific value than petrol, but the real-world impact at 20% blending is about 2-3%. Drivers see that kind of fluctuation depending on tyre pressure, traffic snarls or how much they press the accelerator. Cars are machines. Blaming every variation in mileage on ethanol is lazy arithmetic.

▶ **Engine corrosion** Automakers have anticipated blending for years. Honda launched E10/E20-compliant cars in India in 2009, without any state diktat. Others have followed. Consumers, meanwhile, think nothing of retrofitting CNG kits costing ₹50,000, but baulk at the prospect of ethanol-resistant parts worth a few thousand rupees for cars that cost ₹20 lakh-plus. The double standard is glaring.

▶ **Baby steps?** As for the suggestion that India should have taken baby steps, that is exactly what has happened. From 5% to 10% to 20%, the rollout has been phased and measured. The much-quoted target of 27% by 2027 is not a hard government deadline, but part of a roadmap under consideration. Presenting it as fait accompli fuels unnecessary panic.

The right mix

▶ **Easy on EVs** The idea that EVs are the cleaner, smarter alternative sounds attractive, but it overlooks the reality that more than 70% of India's electricity still comes from coal. Mass EV adoption today would merely shift emissions from tailpipes to smokestacks.

Meanwhile, electricity demand is soaring for industry, households and digital infrastructure. Ethanol offers an immediate, scalable bridge fuel that works within our existing system while EV-charging networks and renewable capacity scale up.

The real debate should not be ethanol vs EVs, or food security vs energy security. It should be about balance. India needs EVs in urban clusters, ethanol-blended petrol for the 30 cr ICE vehicles, and 2G ethanol to turn waste into wealth. Brazil has shown that this portfolio approach works. India can build its own version, suited to local realities.

Ethanol blending is not reckless. It is pragmatic. It reduces oil imports, creates rural income, curbs stubble burning and gives us cleaner air. Yes, automakers must adapt. Yes, consumers must adjust. But the alternative — remaining hostage to oil shocks and choking on smog — is worse.

Before we dismiss ethanol as bitterness in our tanks, let us acknowledge what it really is: a step toward energy independence and environmental responsibility, built not on populism but on hard necessity.

The writer is director, JK India eAgriTech

SC rejects plea against nationwide rollout of 20% ethanol-blended petrol

OUR CORRESPONDENT

NEW DELHI: The Supreme Court on Monday dismissed a public interest litigation (PIL) challenging the nationwide rollout of 20 per cent ethanol-blended petrol (EBP-20), rejecting claims that motorists were being compelled to use fuel incompatible with their vehicles.

A bench led by Chief Justice B R Gavai, along with Justice K Vinod Chandran, heard the petition filed by advocate Akshay Malhotra. The plea sought directions to the Ministry of Petroleum and Natural Gas to ensure that ethanol-free petrol remained available at fuel stations across the country.

During the hearing, Attorney General R Venkataramani defended the Centre's policy, describing the petition as being influenced by external interests. "I say it with some responsibility that the petitioner is just a name lender. A lobby is behind it. The government has considered everything," he told the court. He also pointed out that the programme was intended to support sugarcane farmers.

Appearing for the petitioner, senior advocate Shadan Farasat argued that while Continued on P4

Aviation turbine fuel prices cut by 1.4% after two consecutive hikes

NEW DELHI: Aviation turbine fuel (ATF) prices were reduced by 1.4 per cent on Monday, reflecting a decline in global benchmark rates.

Jet fuel prices were lowered by Rs 1,308.41 per kilolitre to Rs 90,713.52 per kl in the national capital, which houses one of the country's busiest airports, according to state-owned fuel retailers.

The reduction comes after two consecutive monthly hikes since July 1, during which ATF rates had risen by a steep Rs 8,949.38 per kl amid volatility in international crude markets triggered by geopolitical tensions and trade disputes.

The latest cut is expected to ease pressure on commercial airlines, as fuel accounts for nearly 40 per cent of their operating costs. No immediate comments were available from airlines on the impact of the move.

Latest cut is expected to ease pressure on airlines, as fuel accounts for nearly 40% of their operating costs

In Mumbai, ATF rates were revised down to Rs 84,832.83 per kl from Rs 86,077.14. Prices in Chennai and Kolkata, however, increased to Rs 94,151.96 and Rs 93,886.18 per kl, respectively.

Rates vary across states, depending on local taxes such as VAT.

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

Domestic petrol and diesel prices, however, continue to remain frozen. Petrol is priced at Rs 94.72 per litre in Delhi, while diesel costs Rs 87.62. AGENCIES

UP enforces 'No helmet, no fuel'

STATESMAN NEWS SERVICE
Lucknow, 1 September

With the commitment to ensure the safety of its citizens, the Uttar Pradesh government has launched a special road safety campaign, 'No Helmet, No Fuel,' which commenced on Monday.

This campaign will run across the state under the leadership of District Magistrates in coordination with the district road safety committees (DRSC). The campaign will continue until September 30, with officers from the transport, police, revenue, and district administration departments sharing the main responsibility.

On Monday morning, officials, along with police personnel, were deployed at petrol pumps in the state capital and were checking the two-wheelers.

CM Yogi Adityanath has urged the people of UP to follow the message, "First Helmet, Then Fuel." He emphasised that the campaign is not intended as a punishment but as a step to promote lawful and safe riding habits. Under the rule, fuel will be dispensed only to riders wearing helmets.

The CM also called for public cooperation to make the initiative a success. The Uttar Pradesh Transport Commissioner stated that the campaign is wholly in the public interest and will help two-wheeler riders quickly adopt the habit of wearing helmets. He urged cooperation from oil marketing companies and petrol pump operators.

"Citizens, industries, and the administration will work together to achieve the national goal of reducing road accident deaths and serious injuries.

Hindu, Delhi, 02/09/2025
Page No: 10, Size: (NaNcm x NaNcm)

SC refuses to entertain plea against roll-out of 20% ethanol-blended petrol nationwide

Aaratrika Bhaumik
NEW DELHI

The Supreme Court on Monday dismissed a petition challenging the nationwide roll-out of 20% ethanol-blended petrol (E20) which alleged that millions of motorists were being compelled to use fuel unsuited to their vehicles without the option of getting ethanol-free petrol.

A Bench of Chief Justice of India (CJI) B.R. Gavai and Justice K. Vinod Chandran refused to entertain the petition after the Union government defended the ethanol-blending programme as a measure to bolster the income of sugar cane farmers and conserve foreign exchange.

Senior advocate Shadan Farasat, appearing for petitioner Akshay Malhotra, cited NITI Aayog's 2021 report "Roadmap for ethanol blending in India 2020-25", which noted that blending ethanol up to 20% could cut fuel efficiency by 6-7% in four-wheelers and 3-4% in two-wheelers. He clarified that the petitioner was not opposing ethanol blending as a policy, but only sought the continued availability of ethanol-free petrol for vehicles manufactured before April 2023, which are not compatible with E20 fuel.

The petition says the policy violates fundamental rights of vehicle owners whose automobiles are incompatible with E20. FILE PHOTO

Attorney-General R. Venkataramani, representing the Centre, questioned the bona fides of the plea, alleging that the petitioner was merely a "name-lender" and that the challenge reflected the interests of a larger lobby intent on obstructing India's clean fuel transition.

"The policy benefits our sugar cane farmers and saves precious foreign exchange. Will people outside the country dictate what kind of fuel India should use?" the Attorney-General remarked during the hearing. "Dismissed," the Bench said, after a brief exchange, declining to interfere with the government's policy.

E20 fuel has been gradually introduced since 2023, replacing earlier blends such as E5 and E10, which were regarded as more compatible with older vehicles. These alternatives have now been phased out from almost all of the country's 90,000 fuel stations. The ethanol-blending programme is central to India's strategy to lower carbon emissions and reduce dependence on crude oil imports.

Last month, the Ministry of Petroleum and Natural Gas endorsed the use of E20, claiming it offers "better acceleration and improved ride quality" in addition to supporting the livelihoods of farmers.

Officials further clarified that the validity of vehicle insurance policies remains unaffected by the use of E20.

'Consumer choice'

The petition contended that the policy violated the fundamental rights of vehicle owners whose automobiles are incompatible with E20, as it left them with no option to purchase ethanol-free petrol. It further argued that the absence of public awareness and proper labelling of fuel pumps breached the right to informed consumer choice under the Consumer Protection Act, 2019.

"It is also relevant to mention that as the vehicles are not compatible with ethanol-blended petrol, which will result in damage to the said vehicles, the claim raised in this regard will not be covered by the manufacturers or the insurance companies, as the consumers have violated the terms specified by the manufacturers/insurance companies," the petition said.

It sought directions to the authorities to mandate ethanol labelling at all petrol pumps and dispensing units, and to conduct a "nationwide impact study on mechanical degradation and efficiency loss due to ethanol blended fuel to the extent of 20% usage in non-compliant vehicles."

Mint, Delhi, 02/09/2025
Page No: 2, Size: (NaNcm x NaNcm)

Oil minister Puri denies India is profiteering from Russian imports

New Delhi: India is not "profiteering" from Russian oil imports and its purchases have stabilised markets while keeping prices from rising to as much as $200 a barrel, Hardeep Singh Puri, the oil minister, said in the *Hindu* newspaper on Monday. The US has targeted India for its Russian oil purchases, with President Trump imposing tariffs on Indian exports to the US to discourage the country's crude buying. **REUTERS**

SC rejects plea against ethanol-blended petrol

NEW DELHI, SEPTEMBER 1

The Supreme Court on Monday rejected a PIL challenging the nationwide rollout of 20 per cent ethanol-blended petrol (EBP-20), alleging millions of motorists were forced to use the fuel not designed for their vehicles.

A Bench comprising Chief Justice BR Gavai rejected the petition filed by advocate Akshay Malhotra after Attorney General R Venkataramani said the decision benefited sugarcane farmers.

"This petitioner is an Englander (sic). Somebody from outside will dictate what petrol to use. Sugarcane farmers are benefitting from this. Now, they will tell us not to...," Venkataramani submitted.

The Bench, which also included Justice K Vinod Chandran, rejected the petition seeking directions to the Ministry of Petroleum and Natural Gas to ensure availability of ethanol-free petrol at all fuel stations.

On behalf of the petitioner, senior advocate Shadan Farasat submitted that only EBP-20 was "seemingly available" at petrol pumps now, that too without any notice.


ISTOCK

Admitting that EBP-20 was not a problem for vehicles compatible with it, Farasat said it caused damage to vehicles not compatible with it. Consumers should be given a choice, he demanded.

The PIL had sought a direction to the Ministry of Petroleum and Natural Gas to ensure availability of ethanol-free petrol at all fuel stations. It has also wanted the authorities to mandatorily label ethanol content on all petrol pumps and dispensing units, making it clearly visible to consumers, and also to ensure that consumers were informed about ethanol compatibility of their vehicles at the time of fuel dispensing. — TNS

Aramco, SOMO halt oil supply to Nayara

Saudi Aramco and Iraq's state oil company SOMO have stopped selling crude oil to India's Nayara Energy in the aftermath of sanctions imposed in July by the European Union on the Russian-backed refiner, three sources familiar with the matter said.

The halting of supply from the two Gulf exporters means Nayara, majority-owned by Russian entities including oil major Rosneft, relied entirely on Russia for its crude oil imports in August, according to sources and LSEG shipping data.

Nayara typically receives around 2 million barrels of Iraqi crude and 1 million barrels of Saudi crude each month, but did not receive shipments from either of the two suppliers during August, shipping data from Kpler and LSEG showed. SOMO and Nayara did not respond to requests for comment. Saudi Aramco declined to comment. **REUTERS**

SC dismisses plea seeking option of ethanol-free petrol

EXPRESS NEWS SERVICE
NEW DELHI, SEPTEMBER 1

THE SUPREME Court on Monday dismissed a plea that challenged the Centre's move to blend petrol with ethanol and sought the option of non-blended petrol for consumers whose vehicles were not compatible.

A bench comprising Chief Justice of India B R Gavai and Justice Vinod Chandran dismissed the petition after the Centre opposed it, claiming that the policy was formulated after considering all relevant aspects.

In his plea, Advocate Akshay Malhotra said that a majority of vehicles manufactured before April 2023, as well as some BS-VI compliant vehicles from the last two years, are not compatible with the blended fuel, and the absence of any option violates their fundamental rights.

Appearing for the petitioner, Senior Advocate Shadan Farasat submitted that he was not against ethanol-blending, but was only requesting that consumers be given the option to buy ethanol-free petrol, as vehicles manufactured before 2023 are not compatible with it. Farasat said that as of now, only E20 is available and that too without any notice. He said vehicles are not being manufactured with E20 fuel compatibility, but a large chunk of those that are not compatible are getting damaged. He cited a 2021 NITI Aayog report in this regard.

He also pointed out that there is a problem of a 6% drop in fuel efficiency due to the use of blended fuel. "Let E20 be there. We are not against that. But there should be a choice of what was available previously as well, and inform the consumer," he submitted.

Opposing the plea, Attorney General R Venkataramani said: "I am saying with some responsibility that the petitioner is just a name lender and that a lobby is behind it". Pointing out that it was benefiting the country's sugarcane farmers, he asked: "Will people outside the country dictate what kind of fuel India should use?" The court then dismissed the petition.

PRESUMPTIVE SAVINGS LIKELY MUCH HIGHER AS RUSSIAN OIL IMPORTS KEPT GLOBAL PRICES IN CHECK

Russia oil helped India save $12.6 billion in 39 months

SUKALP SHARMA
NEW DELHI, SEPTEMBER 1

INDIA'S RUSSIAN oil imports, which have emerged as a major sticking point for the Donald Trump administration in its relationship with New Delhi, helped Indian refiners save at least $12.6 billion in a little over three years, shows an analysis of India's official trade data by *The Indian Express*, comparing the landed price of India's Russian oil imports with crude from other countries. These apparent savings — while significant for Indian refiners — are not as high as what had been anticipated initially, and the effective discounts on Russian crude narrowed considerably over time, falling to their lowest in the 2024-25 fiscal. But there may be much more than meets the eye.

It is worth remembering that had New Delhi not stepped in to buy Russian oil, global crude prices would most likely have been considerably higher, leading to a ballooning of India's oil import bill as well. When viewed from that lens, the presumptive savings for India would be significantly more than what the trade data analysis suggests.

This may be among the reasons why India has shown no signs of buckling under US pressure on the issue of oil imports from Russia. Also, while there is a domestic trade-off at play — the prohibitive cost of sky-high US tariffs on India's small and medium exporters versus the relatively lower savings accrued by large refiners by buying discounted Russian crude — Trump's public posturing has made it difficult for India to cut back on Russian oil immediately even if it wanted to.

Indian refiners' hefty imports of Russian crude are seen as a lever that the US believes it can use to force the Kremlin's hand into ending the Ukraine war. Oil exports are the biggest source of revenue for Moscow. New Delhi has said the US "actively encouraged such imports by India for strengthening global energy markets stability".

EXPLAINED E.

Russian oil math: Discounts and savings

In 2022-23, India's total oil import bill was $162.21 billion. Had Indian refiners paid for Russian oil the average price they paid for crude from all other suppliers put together, the oil import bill would have been $167.08 billion, or $4.87 billion higher. The value of oil imports from Russia for the period was around $31 billion, and the average landed price of Russian crude for Indian refiners was $83.24 per barrel, about $13 lower than the average landed price of non-Russian barrels.

In 2023-24, although the effective discount on landed price of Russian oil to non-Russian barrels averaged lower at 10.4 per cent, the savings were higher at $5.41 billion as the volume of oil imports from Russia rose significantly to around 609 million barrels from 373 million barrels in 2022-23, the analysis shows. In 2023-24, the average landed price of Russian crude imported by India was $76.39 per barrel, $8.89 lower than the average landed price of non-Russian oil.

The 2024-25 fiscal, however, saw a significant erosion in discounts as well as savings. The discount for the year averaged at just 2.8 per cent, leading to savings of just $1.45 billion. In the June quarter of 2025-26 — the period till which data is available — the discount expanded to 6.2 per cent.

According to industry watchers and experts, the reasons for erosion in discounts mainly include the general direction of decline that oil prices have taken.

Presumptive savings may be much higher

Beyond the actual savings that the trade data analysis establishes, oil industry executives and experts believe the presumptive savings may be higher, given that India's rapidly expanded appetite for Russian crude contributed in keeping global oil prices in check. This, in turn, helped India — which has an oil import dependency level of around 88 per cent — avoid paying much more for its oil imports.

For the sake of understanding, consider this: had the average landed price of oil imported into India between April 2022 and June 2025 been higher by $10 per barrel, the country's oil import bill for the 39-month period would have been higher by nearly $58 billion — an additional $17.35 billion in 2022-23, $16.97 billion in 2023-24, $17.89 billion in 2024-25, and $5.34 billion in April-June of 2025-26. Had the price been higher by $20 per barrel, the additional burden would have been around $116 billion.

According to a recent report, brokerage CLSA estimated that oil prices could jump from the current levels of around $65 per barrel to $90-$100 if India stops importing Russian oil.

FULL REPORT ON
www.indianexpress.com

Economic Times, Delhi, 02/09/2025
Page No: 8, Size: (NaNcm x NaNcm)

Aramco, Iraq Co Halt Oil Sales to Nayara

New Delhi: Saudi Aramco and Iraq's state oil firm SOMO have halted crude sales to India's Nayara Energy following European Union sanctions imposed in July on the Russian-backed refiner, three sources familiar with the matter said.

The suspension forced Nayara—majority-owned by Russian entities including Rosneft—to rely solely on Russian crude imports in August, according to the sources and LSEG shipping data.

Nayara typically sources about 2 million barrels of Iraqi crude and 1 million barrels of Saudi crude each month, but received no shipments from either supplier in August, shipping data from Kpler and LSEG showed.

SOMO and Nayara did not respond to requests for comment. Saudi Aramco declined to comment.

Two of the sources said the sanctions had caused payment issues for Nayara's purchases from SOMO. The last SOMO cargo, a Basra crude shipment, was discharged at Nayara's Vadinar port on July 29 by the VLCC Kalliopi, according to Kpler, LSEG and industry sources.

Nayara also received 1 million barrels of Arab Light from Saudi Aramco on July 18 aboard the VLCC Georgios, co-loaded with a similar volume of Basrah Heavy—its final Saudi delivery, the data showed.

The Russian Embassy in New Delhi said last month that Nayara is now receiving direct supplies from Rosneft.

The private refiner, which operates a 400,000 bpd plant at Vadinar accounting for about 8% of India's refining capacity, has been running at 70–80% utilization due to difficulties in selling products under sanctions, the sources said. Since the EU measures, Nayara has relied on so-called "dark fleet" vessels to ship fuels after mainstream shippers pulled back, according to shipping reports and LSEG data. **Reuters**

SC dismisses plea challenging nationwide rollout of E20 fuel

GROWTH PUSH. The Centre apprised the top court that the policy served national interests

Aaratrika Bhaumik
New Delhi

The Supreme Court on Monday dismissed a petition challenging the nationwide rollout of 20 per cent ethanol-blended petrol (E20), which alleged that millions of motorists were being compelled to use fuel unsuited to their vehicles without the option of buying ethanol-free petrol.

A Bench of Chief Justice of India (CJI) BR Gavai and Justice K Vinod Chandran dismissed the petition after the Union government defended the policy as one that bolsters the income of sugarcane farmers and conserves foreign exchange.

EFFICIENCY DROP

Senior advocate Shadan Farasat, appearing for the petitioner, cited NITI Aayog's 2021 report *Roadmap for Ethanol Blending in India 2020-25*, which acknowledged that blending ethanol up to 20 per cent could reduce fuel efficiency by 6-7 per cent in four-wheelers and 3-4 per cent in two-wheelers.

He clarified that the petitioner was not opposed to ethanol blending *per se*, but was seeking the availability of ethanol-free petrol for vehicles manufactured before April 2023, which are not E20-compliant.

E20 fuel has been gradually rolled out since 2023, alongside earlier blends such as E5 and E10, which were considered more compatible with older vehicles. However, these alternatives have now been phased out from nearly all of the country's 90,000 fuel stations. Only cars and two-wheelers manufactured after April 2023 are certified E20-compatible. Questioning the *bona fides* of the petitioner, Attorney General R Venkataramani, appearing for the Union government, alleged that he was a foreign resident and a "name-lender" acting at the behest of a lobby.

The PIL said that in the US and the EU, ethanol-free petrol was still widely available, and pumps clearly displayed ethanol content for consumers to make an informed choice

He contended that the policy served national interests by supporting farmers and reducing import dependence. "Will people outside the country dictate what kind of fuel India should use?" he asked during the hearing.

'CONSUMER CHOICE'

The petition contended that the policy violated the fundamental rights of vehicle owners whose automobiles are incompatible with E20, as it left them with no option to purchase ethanol-free petrol. It further argued that the absence of public awareness and proper labelling of fuel pumps breached the right to informed consumer choice under the Consumer Protection Act, 2019.

It also claimed that advisories issued by various automobile manufacturers highlighted that ethanol content in petrol corrodes engine parts, reduces fuel efficiency, and leads to premature wear and tear.

The PIL outlined how global practices differed sharply and said that in the US and EU, ethanol-free petrol was still widely available, and pumps clearly displayed ethanol content for consumers to make an informed choice.

India's Fuel Demand Slows Down in Aug

Petrol sales rise 5%; diesel inches up 0.9%

Our Bureau

New Delhi: India's fuel demand eased in August as growth in petrol, diesel and cooking gas slowed, while jet fuel consumption declined, according to provisional data from the oil ministry.

Petrol sales grew 5% year-on-year in August, compared with 6.8% in the April-July period. Diesel, which accounts for 40% of India's refined fuel use by volume, inched up just 0.9% in August against 2.6% in April-July. Diesel demand is typically influenced by rainfall, industrial activity, grid power availability and the adoption of alternative green energy.

Cooking gas consumption, usually resilient, rose only 4.2% in August versus 7.5% in April-July. Aviation turbine fuel (ATF) consumption fell 3.6% year-on-year in August after slipping 2.3% in July, compared with 2.3% growth in April-July. Tensions with Pakistan and the Air India crash, which reduced flight activity, contributed to the decline this year.

The slowdown across these fuels could weigh on India's overall oil demand and imports. Refined product consumption had already dropped 4.2% in July and 0.5% in April-July. The overall August consumption data will be released later this month.

Weakening Indian demand also carries global significance. Concerns over US trade tariffs and a sluggish Chinese economy are already dragging on consumption, even as OPEC+ ramps up supplies previously curtailed. India's demand decline in April-July was led by weakness in naphtha, fuel oil, lubricants and petcoke.

Diesel, ATF consumption declines for third consecutive month in August as monsoon rains impact mobility

Rishi Ranjan Kala
New Delhi

The country's consumption of diesel and jet fuel declined for the third straight month in August due to limited mobility as monsoon rains lashed India, particularly during the second fortnight, with States such as Punjab, Maharashtra, Rajasthan and Karnataka witnessing heavy downpours.

Since March this year, India's consumption of diesel, petrol and jet fuel has been near record levels, with May hitting an all-time high record.

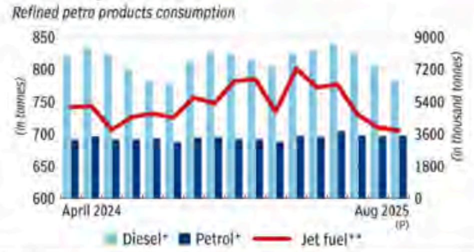
According to the Petroleum Planning & Analysis Cell (PPAC), India's diesel consumption fell 11 per cent m-o-m to 6.56 million tonnes (mt) last month. On an annual basis, the volumes rose marginally by 1 per cent.

Similarly, aviation turbine fuel (ATF) consumption fell marginally to 7,06,000 tonnes in August compared to 7,10,000 tonnes in July. However, usage fell by more than 3 per cent on a y-o-y basis.

Analysts attributed the fall to seasonal factors such as rain, particularly from the second half of August, as the monsoon wreaked havoc across several States with widespread floods and landslips in hilly areas.

Mobility crunch

Refined petro products consumption



(P): Provisional *thousand tonnes **tonnes Source: PPAC

MONSOON IMPACT

The monsoon also impacted mining and construction activity which, in turn, restricted the demand for transport, thereby impacting diesel usage, which accounts for more than 40 per cent of the total refined petroleum products consumption in India.

For comparison, there were 133 events of extremely heavy rainfall (more than 204.5 mm) in August, which is the highest ever, data show. In the last two years, extremely heavy rainfall events were 64 and 66. Weather bureau data show that the country received 33 per cent surplus rain in the second fortnight.

During August, India received 5 per cent above normal rain, which is the seventh highest since 2001.

Petrol was an outlier with consumption last month appreciating by 1 per cent compared to July 2025 at 3.53 mt. On an annual basis, the growth in consumption was higher by 5 per cent. The increase in petrol usage is linked to the growth in personal mobility in the country. Considering the weatherman's forecast for September, a decline in consumption of transport fuels is expected.

The India Meteorological Department (IMD) has predicted "above normal" rain for September.

Monthly average rainfall over the country as a whole in September is most likely to be more than 109 per cent of the long period average (LPA) of 167.9 mm, the IMD said.

ATF prices cut by 1.4%, commercial LPG by ₹51.50

Press Trust of India
New Delhi

Aviation turbine fuel (ATF) prices were cut by 1.4 per cent on Monday, while commercial LPG cylinders became cheaper by ₹51.50, reflecting a drop in global benchmark rates.

Jet fuel price was reduced by ₹1,308.41 per kilolitre to ₹90,713.52 per kl in the national capital, according to state-owned fuel retailers.

This price cut will reduce the burden on commercial airlines, for whom fuel makes up for almost 40 per cent of the operating cost. The ATF price in Mumbai was cut to ₹84,832.83 per kl from ₹86,077.14, while those in Chennai and Kolkata were increased to ₹94,151.96 and ₹93,886.18 per kl, respectively.

Alongside, oil firms reduced the price of commercial LPG used in hotels and restaurants ₹51.50 per 19-kg cylinder. Commercial LPG now costs ₹1,580 in the national capital.

This the sixth straight reduction in commercial LPG rates. Prices were last reduced by ₹33.50 per 19-kg cylinder on August 1.

Hindustan Times, Delhi, 02/09/2025
Page No: 8, Size: (NaNcm x NaNcm)

SC dismisses plea for ethanol-free petrol option

Utkarsh Anand
letters@hindustantimes.com

NEW DELHI: The Supreme Court on Monday dismissed a public interest litigation (PIL) seeking mandatory availability of ethanol-free petrol (E0) at all fuel stations, after the Centre strongly opposed the plea and termed it an attempt to undermine a national policy.

A bench comprising Chief Justice of India Bhushan R Gavai and justice K Vinod Chandran, refused to entertain the petition, even as the government, represented by Attorney General R Venkataramani, alleged that a "lobby" was working against India's ethanol-blending programme.

"Dismissed," the bench said at the end of a brief exchange, declining to interfere with the policy.

Arguing for petitioner Akshay Malhotra, senior advocate Shadan Farasat stressed that the plea was not aimed at halting the government's ethanol-blending drive but only at ensuring consumer choice. He cited a 2021 NITI Aayog report that, according to him, recognised the concerns of owners of older vehicles that are not compatible with E20 (20% Ethanol) fuel.

"Only vehicles manufactured after April 2023 are compliant with E20 petrol. For vehicles produced earlier, the absence of an E0 or even E10 option results in mechanical risk and economic burden," Farasat said. He referred to studies showing up to a 6% drop in fuel efficiency when E20 is used in incompatible vehicles.

THE UNION GOVT CONTENDED THE PIL REFLECTED THE INTERESTS OF A LARGER LOBBY SEEKING TO STALL INDIA'S CLEAN FUEL POLICY

The petition had sought directions to the Centre to make ethanol-free petrol available alongside blended fuel, mandate clear labelling of ethanol content at retail outlets, and conduct a nationwide impact study on performance and mechanical degradation caused by blended fuel.

AG Venkataramani opposed the petition outright, contending that the petitioner was merely a "name-lender" and that the plea reflected the interests of a larger lobby seeking to stall India's clean fuel policy.

"The policy is benefiting our sugarcane farmers and is saving precious foreign exchange. Will people outside the country dictate what kind of fuel India should use?" the AG asked, underscoring that India's ethanol programme was both an economic and environmental necessity.

The dismissal of the PIL comes even as debates around E20 fuel continue. India introduced 20% ethanol-blended petrol nationwide in April 2023, achieving its blending target five years ahead of schedule. The programme is a central plank in reducing carbon emissions and cutting dependence on crude oil imports.

While the Centre has hailed ethanol blending as a "win-win" policy, critics, including automobile users and industry experts, have warned of compatibility issues for older vehicles, potential engine corrosion, efficiency losses and diversion of food crops toward fuel production.

SC upholds ethanol-petrol rollout, dismisses plea

NITIN KUMAR & SANDIP DAS
New Delhi, September 1

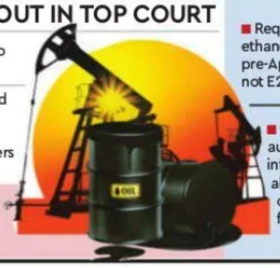
THE SUPREME COURT on Monday dismissed a petition challenging the nationwide rollout of 20% ethanol-blended petrol (E20), which alleged that millions of motorists were being forced to use fuel unsuited to their vehicles without the option of ethanol-free petrol.

A Bench of Chief Justice of India (CJI) BR Gavai and Justice K Vinod Chandran passed the order after the Centre opposed the plea, arguing that E20 fuel benefits sugarcane farmers.

Senior advocate Shadan Farasat, appearing for the petitioner, cited NITI Aayog's 2021 report Roadmap for Ethanol Blending in India 2020-25, which noted that blending ethanol up to 20% could reduce fuel efficiency by 6–7% in four-wheelers and 3–4% in two-wheelers. He clarified that the petitioner was not opposed to ethanol blending per se but sought the availability of ethanol-free petrol for vehicles manufactured before April 2023, which are not E20-compliant.

FUEL FIGHT FIZZLES OUT IN TOP COURT

- Plea argued motorists are forced to use fuel unsuited to older vehicles
- Bench of CJI BR Gavai and Justice K Vinod Chandran delivered the order
- Govt defended policy, citing benefits to sugarcane farmers & forex savings
- Petitioner relied on NITI Aayog's 2021 report noting fuel efficiency loss with E20



- Request was for ethanol-free petrol for pre-April 2023 vehicles not E20-compliant
- Court asked authorities to inform consumers about vehicle compatibility at fuel stations

Attorney General R Venkataramani opposed the plea, contending that the petitioner was merely a "name-lender" and that the case reflected the interests of a larger lobby seeking to stall India's clean fuel policy. "The policy is benefiting our sugarcane farmers and is saving precious foreign exchange. Will people outside the country dictate what kind of fuel India should use?" the AG asked, stressing that India's ethanol programme was both an economic and environmental necessity.

The petition argued that the policy violated the fundamental rights of vehicle owners whose automobiles are incompatible with E20, as it left them with no option to buy ethanol-free petrol. It further claimed that the absence of public awareness and proper labelling at fuel pumps breached the right to informed consumer choice under the Consumer Protection Act, 2019.

Though the top court dismissed the petition, it directed authorities to ensure that consumers are informed about the ethanol compatibility of their vehicles at the time of fuel dispensing.

Just two days before the hearing, the Society of Indian Automobile Manufacturers (SIAM) said that using E20 in older vehicles reduces mileage but does not pose a safety risk. PK Banerjee, executive director, SIAM, said: "Millions of vehicles are running and plying E20 for quite some time now, not a single vehicle breakdown has been reported."

Banerjee clarified that the drop in efficiency with E20 fuel is "typically between 2% and 4%, depending on driving habits, maintenance, and other factors." Addressing concerns from customers, he assured: "OEMs will honour the warranty for vehicles up to E20 without any ifs and buts."

The Indian Sugar & Bio-energy Manufacturers Association (ISMA) on Monday said the Court's decision confirmed that the rollout of E20 fuel would proceed as planned, reinforcing India's push for cleaner energy sources. "Achieving a 20% blending target five years ahead of schedule has had a transformative impact: over ₹1.18 lakh crore paid to farmers, ₹1.36 lakh crore in foreign exchange savings, and a reduction of 698 lakh tonnes of CO2 emissions. This milestone underscores the policy's benefits for farmers, the economy, and the environment, and highlights India's commitment to a sustainable energy transition," Deepak Ballani, DG, ISMA, said.

Virat Vaibhav, New Delhi, 02/09/2025
Page No: 15, Size: (NaNcm x NaNcm)

भारत ने नियमों का पालन किया, रूसी तेल से लाभ नहीं उठाया : हरदीप पुरी

एजेंसी ■ नई दिल्ली

पेट्रोलियम मंत्री हरदीप सिंह पुरी ने कहा है कि भारत ने रूसी तेल खरीदने में किसी भी नियम का उल्लंघन नहीं किया है बल्कि यूक्रेन युद्ध के बाद से उसके ऊर्जा व्यापार ने वैश्विक बाजारों को स्थिर करने एवं कीमतों को काबू में रखने में मदद की है। अमेरिकी राष्ट्रपति के आधिकारिक आवास एवं कार्यालय व्हाइट हाउस के व्यापार सलाहकार पीटर नवारो की रूसी तेल खरीद को लेकर भारत पर की गई टिप्पणी को खारिज करते हुए पुरी ने यह बात कही। नवारो ने भारत पर रूसी राष्ट्रपति व्लादिमीर पुतिन की युद्ध मशीन को वित्तपोषित करने का आरोप लगाया। पुरी ने मुनाफाखोरी के दावों को खारिज करते हुए कहा कि भारत लंबे समय से और फरवरी 2022 में रूस के यूक्रेन पर आक्रमण से बहुत पहले से पेट्रोलियम उत्पादों का दुनिया का चौथा सबसे बड़ा निर्यातक रहा है। इसके निर्यात की मात्रा एवं मुनाफे मोटे तौर पर समान रहे हैं। उन्होंने नवारो का प्रत्यक्ष तौर पर नाम लिए बिना लिखा कि कुछ आलोचकों का आरोप है कि रूसी तेल को खरीद करके युद्ध मशीन को वित्तपोषित करने वाला बन गया है। यह पूरी तरह से गलत एवं असत्य है। यूक्रेन युद्ध के बाद भारत का रूसी तेल आयात कुल कच्चे तेल की खपत का एक प्रतिशत से बढ़कर करीब 40 प्रतिशत हो गया। इसकी प्रमुख वजह यह है कि पश्चिमी देशों ने रूस को युद्ध के लिए दंडित करने के लिए उस पर प्रतिबंध लगाए और इससे भारत को खरीद में भारी छूट दी गई। इस कदम से भारत के लिए सस्ती ऊर्जा तो सुनिश्चित हुई लेकिन अमेरिकी प्रशासन ने इसकी आलोचना की है। अमेरिका का आरोप है कि भारत, रूसी कच्चे तेल को परिष्कृत करके और यूरोप सहित अन्य देशों को निर्यात करके मुनाफा कमा रहा है। व्हाइट हाउस के व्यापार सलाहकार पीटर नवारो ने सोशल मीडिया मंच एक्स पर पिछले सप्ताह सिलसिलेवार ट्वीट में रूस-यूक्रेन युद्ध को मोदी का युद्ध बताया था और भारत पर रूसी राष्ट्रपति व्लादिमीर पुतिन की युद्ध मशीन को वित्तपोषित करने का आरोप लगाया। इस पोस्ट के अंत में प्रधानमंत्री नरेन्द्र मोदी की भगवा वस्त्र पहने तस्वीर भी लगी थी। पुरी ने उनका विरोध करते हुए कहा कि ईरान या वेनेजुएला के कच्चे तेल के विपरीत रूसी तेल खरीद पर कभी प्रतिबंध नहीं लगाया गया उन्होंने कहा, यह (रूसी तेल) जी-7यूरोपीय संघ की मूल्य सीमा प्रणाली के अंतर्गत है जिसे तेल की आपूर्ति जारी रखने एवं राजस्व की सीमा निर्धारित करते हुए तैयार किया गया है। मंत्री ने कहा, ऐसे पैकेज के 18 दौर हो चुके है और भारत ने हर एक का पालन किया है...। भारत द्वारा किया गया प्रतएक लेन-देन कानूनी है। पुरी ने कहा, हर लेन-देन में वैध निर्यात एवं बीमा, अनुपालन करने वाले व्यापारी और ऑडिट माध्यमों का इस्तेमाल किया गया है। भारत ने नियम नहीं तोड़े हैं। भारत ने बाजारों को स्थिर किया है और वैश्विक कीमतों को बढ़ने से रोका है।

Rashtriya Sahara, New Delhi, 02/09/2025
Page No: 11, Size: (NaNcm x NaNcm)

भारत ने रूस के तेल से नहीं उठाया लाभ : पुरी

नई दिल्ली (भाषा)।

पेट्रोलियम मंत्री हरदीप सिंह पुरी ने कहा है कि भारत ने रूसी तेल खरीदने में किसी भी नियम का उल्लंघन नहीं किया है बल्कि यूक्रेन युद्ध के बाद से उसके ऊर्जा व्यापार ने वैश्विक बाजारों को स्थिर करने एवं कीमतों को काबू में रखने में मदद की है।

अमेरिकी राष्ट्रपति के आधिकारिक आवास एवं कार्यालय 'व्हाइट हाउस' के व्यापार सलाहकार पीटर नवारो की रूसी तेल खरीद को लेकर भारत पर की गई टिप्पणी को खारिज करते हुए पुरी ने यह बात कही। नवारो ने भारत पर रूसी राष्ट्रपति व्लादिमीर पुतिन की 'युद्ध मशीन' को वित्तपोषित करने का आरोप लगाया। समाचार पत्र 'द हिंदू' के लिए लेख में पुरी ने

मुनाफाखोरी के दावों को खारिज करते हुए कहा कि भारत लंबे समय से और फरवरी 2022 में रूस के यूक्रेन पर आक्रमण से बहुत पहले से पेट्रोलियम उत्पादों का दुनिया का चौथा सबसे बड़ा निर्यातक रहा है। इसके निर्यात की मात्रा एवं मुनाफे मोटे तौर पर समान रहे हैं।

उन्होंने नवारो का प्रत्यक्ष तौर पर नाम लिए बिना लिखा कि कुछ आलोचकों का आरोप है कि रूसी तेल को खरीद करके 'युद्ध मशीन' को वित्तपोषित करने वाला बन गया है। यह पूरी तरह से गलत एवं असत्य है। यूक्रेन युद्ध के बाद भारत का रूसी तेल आयात कुल कच्चे तेल की खपत का एक प्रतिशत से बढ़कर करीब 40 प्रतिशत हो गया। इसकी प्रमुख वजह यह है कि पश्चिमी देशों ने रूस को युद्ध के लिए दंडित करने के लिए उस पर प्रतिबंध लगाए और इससे भारत को खरीद में भारी छूट दी गई। इस कदम से भारत के लिए सस्ती ऊर्जा तो सुनिश्चित हुई लेकिन अमेरिकी प्रशासन ने इसकी आलोचना की है। अमेरिका का आरोप है कि भारत, रूसी कच्चे तेल को परिष्कृत करके और यूरोप सहित अन्य देशों को निर्यात करके मुनाफा कमा रहा है।

'व्हाइट हाउस' के व्यापार सलाहकार पीटर नवारो ने सोशल मीडिया मंच 'एक्स' पर पिछले सप्ताह सिलसिलेवार ट्वीट में रूस-यूक्रेन युद्ध को 'मोदी का युद्ध' बताया था और भारत पर रूसी राष्ट्रपति व्लादिमीर पुतिन की 'युद्ध मशीन' को वित्तपोषित करने का आरोप लगाया। इस 'पोस्ट' के अंत में प्रधानमंत्री नरेन्द्र मोदी की भगवा वस्त्र पहने तस्वीर भी लगी थी। पुरी ने उनका विरोध करते हुए कहा कि ईरान या वेनेजुएला के कच्चे तेल के विपरीत रूसी तेल खरीद पर कभी प्रतिबंध नहीं लगाया गया।

उन्होंने कहा, 'यह (रूसी तेल) जी-7/यूरोपीय संघ की मूल्य सीमा प्रणाली के अंतर्गत है जिसे तेल की आपूर्ति जारी रखने एवं राजस्व की सीमा निर्धारित करते हुए तैयार किया गया है।' मंत्री ने कहा, 'ऐसे 'पैकेज' के 18 दौर हो चुके हैं।

Dainik Bhaskar, Delhi, 02/09/2025
Page No: 11, Size: (NaNcm x NaNcm)

वेदांता • ऑयल-गैस बिजनेस अलग करने की तैयारी

केयर्न अक्टूबर से कच्छ में समुद्र के गहरे पानी में शुरू करेगी ड्रिलिंग

बिजनेस संवाददाता | मुंबई

भारत के कच्चे तेल उत्पादन को बढ़ावा देने के उद्देश्य से वेदांता की एनर्जी शाखा केयर्न ऑयल-गैस ने बड़े निवेश की योजना बनाई है। कंपनी इस साल अक्टूबर से कच्छ बेसिन में और अगले साल कृष्णा गोदावरी (केजी) बेसिन में गहरे पानी की ऑफशोर ड्रिलिंग शुरू करेगी। लक्ष्य 2030 तक भारत के कच्चे तेल उत्पादन को 50% बढ़ाना है, जिसके लिए कंपनी 26 से 35 हजार करोड़ रुपए का निवेश करेगी। इसके लिए आधुनिक टेक्नोलॉजी और वैश्विक साझेदारों की मदद लेगी। कंपनी के सूत्रों के मुताबिक वेदांता अपनी तेल और गैस कंपनी केयर्न को अलग (डिमर्ज) कर रही है, ताकि वह एक स्वतंत्र कंपनी बन सके। इससे पहले केयर्न के सीएफओ हितेश वैद ने एक इंटरव्यू में बताया था कि कंपनी ने आने वाले समय में रोजाना औसत 3 लाख बैरल तेल के समकक्ष हाइड्रोकार्बन आउटपुट का लक्ष्य रखा है जिसका मौजूदा स्तर एक लाख है। इसी साल कई परियोजनाओं में ड्रिलिंग शुरू की जाएगी।

तेल की खोज-उत्पादन करने वाली कंपनियां निवेशकों को लुभा रहीं

ब्रोकरेज फर्म एक एनालिस्ट के मुताबिक तेल और गैस क्षेत्र में काम करने वाली 'प्योर प्ले' कंपनियां, जो खोज और उत्पादन दोनों में काम करती हैं, वैश्विक ऑपरेटर्स को लुभा रही हैं। ये निवेशक भारत के ऊर्जा बाजार में प्रवेश करना चाहते हैं और ऐसी मजबूत कंपनियों की तलाश में हैं।

ड्रिलिंग में नई तकनीक का इस्तेमाल

केयर्न तेल-गैस की खोज के लिए एडवांस टेक्नोलॉजी का सहारा ले रही है। केजी बेसिन में ड्रिलिंग के लिए कैयर्न ने नॉर्वे की ईएमएसजी के साथ साझेदारी की है। खास 3डी तकनीक की मदद से जमीन के नीचे की सटीक जानकारी मिलेगी, जिससे यह पता लगाने में मदद मिलेगी कि कहां ड्रिलिंग करने से सबसे ज्यादा तेल-गैस मिलेगी। ट्रिलियन क्यूबिक फीट तक की गैस का पता लगने की उम्मीद है। संचालन को बेहतर बनाने के लिए 'डिजिटल ऑयलफील्ड' मॉडल अपनाया है।

Jansatta, Delhi, 02/09/2025
Page No: 16, Size: (NaNcm x NaNcm)

‘भारत ने नियमों का पालन किया, रूसी तेल से लाभ नहीं उठाया’

नई दिल्ली, 1 सितंबर (भाषा)।

पेट्रोलियम मंत्री हरदीप सिंह पुरी ने कहा है कि भारत ने रूसी तेल खरीदने में किसी भी नियम का उल्लंघन नहीं किया है बल्कि यूक्रेन युद्ध के बाद से उसके ऊर्जा व्यापार ने वैश्विक बाजारों को स्थिर करने एवं कीमतों को काबू में रखने में मदद की है।

हरदीप सिंह पुरी

अमेरिकी राष्ट्रपति के आधिकारिक आवास एवं कार्यालय 'वाइट हाउस' के व्यापार सलाहकार पीटर नवारो की रूसी तेल खरीद को लेकर भारत पर की गयी टिप्पणी को खारिज करते हुए पुरी ने यह बात कही। नवारो ने भारत पर रूसी राष्ट्रपति व्लादिमीर पुतिन की 'युद्ध मशीन' को वित्तपोषित करने का आरोप लगाया। समाचार पत्र 'द हिंदू' के लिए लेख में पुरी ने मुनाफाखोरी के दावों को खारिज करते हुए कहा कि भारत लंबे समय से और फरवरी 2022 में रूस के यूक्रेन पर आक्रमण से बहुत पहले से पेट्रोलियम उत्पादों का दुनिया का चौथा सबसे बड़ा निर्यातक रहा है। इसके निर्यात की मात्रा एवं मुनाफे मोटे तौर पर समान रहे हैं।

उन्होंने नवारो का प्रत्यक्ष तौर पर नाम लिए बिना लिखा कि कुछ आलोचकों का आरोप है कि रूसी तेल को खरीद करके 'युद्ध मशीन' को वित्तपोषित करने वाला बन गया है। यह पूरी तरह से गलत एवं असत्य है।

पुरी बोले – भारत ने नियमों का पालन किया, रूसी तेल से लाभ नहीं उठाया

नई दिल्ली, प्रेट्र : पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी ने अमेरिकी राष्ट्रपति डोनाल्ड ट्रंप के व्यापार सलाहकार पीटर नवारो की 'लान्ड्रोमैट' (मुनाफाखोर) वाली टिप्पणी को खारिज करते हुए कहा कि भारत ने रूसी तेल खरीदने में किसी भी नियम का उल्लंघन नहीं किया है और यूक्रेन युद्ध के समय से उसके ऊर्जा व्यापार ने वैश्विक बाजारों को स्थिर करने और कीमतों को नियंत्रण में रखने में मदद की है।

पुरी ने ट्रंप की भारत विरोधी "डेड इकानमी" वाली बयानबाजी का खंडन करते हुए देश की आर्थिक वृद्धि पर प्रकाश डाला जिसे दुनिया की प्रमुख अर्थव्यवस्थाओं में सबसे तेज माना गया है।

एक प्रतिष्ठित अंग्रेजी दैनिक में प्रकाशित अपने लेख में उन्होंने कहा, "किसी भी महान सभ्यता की परीक्षा उसके कठिन क्षणों में होती है। अतीत में जब भी संदेह किया गया तो भारत ने हरित क्रांति, आईटी क्रांति और शिक्षा एवं उद्यम के माध्यम से लाखों लोगों को आगे बढ़ाने के लिए सम्मान के साथ जवाब दिया।"

पेट्रोलियम मंत्री बोले, भारत लंबे समय से पेट्रोलियम उत्पादों का दुनिया का चौथा सबसे बड़ा निर्यातक रहा है

पुरी ने मुनाफाखोरी के दावों को खारिज करते हुए कहा कि भारत लंबे समय से...फरवरी, 2022 में रूस के यूक्रेन पर आक्रमण से भी पहले से पेट्रोलियम उत्पादों का दुनिया का चौथा सबसे बड़ा निर्यातक रहा है और इसके निर्यात की मात्रा और मार्जिन मोटे तौर पर समान रहे हैं। उन्होंने नवारो का सीधे नाम लिए बिना लिखा, "कुछ आलोचकों का आरोप है कि भारत रूसी तेल के लिए 'लान्ड्रोमैट' बन गया है। यह बात सच्चाई से कोसों दूर है।"