

China, Türkiye ramp up Russia oil purchases

S DINAKAR
New Delhi, 17 August

China and Türkiye are boosting purchases of discounted Russian oil, offered at better rates to them for deliveries in September, October and November. This comes after Trump cut off India's access to the crude by the end of the month, industry officials said, and market data showed.

China has increased purchases of Russian Urals crude oil sixfold compared to the first half of this year while India has had to reduce it to nil after Trump slapped secondary tariffs of 25 per cent from August 27 on most Indian exports as penalty for using Russian oil, according to industry data.

Indian refiners had to opt for alternative West Asia, US and West African grades at higher costs of \$2-\$3 per barrel compared to Russian deliveries. But China slashed purchases of expensive term Saudi crude oil to the lowest level since April after it secured access to Russian oil, industry officials said.

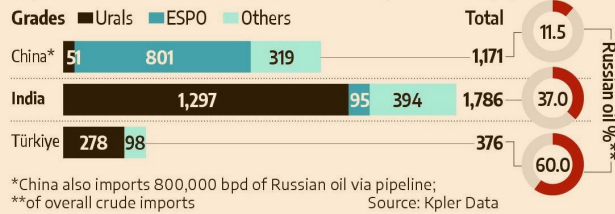
India is still a very important market for Russia, refining officials said.

Indian refiners, led by Reliance Industries and Nayara Energy, sourced 1.3 million barrels per day (bpd) of medium, sour Urals grade this year till date compared to just 51,000 bpd for China and 280,000 bpd for Türkiye. This reflects the wide gap that China and Türkiye

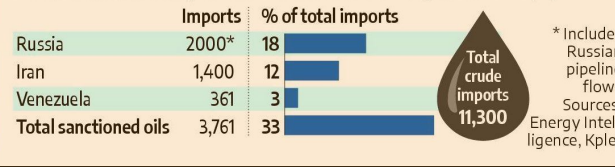


Crude watch

Imports of seaborne Russian crude oil in 2025 (Units: '000 bpd)



China's sanctioned oil purchase between Jan-Jul '25 (Units: '000 bpd)



alone will be unable to plug, according to market intelligence agency Kpler's ship-tracking data.

For now, Trump has made it easier for China to source sanctioned crude oils — China is also free to buy sanctioned Iranian oil, he said on a previous occasion.

The three biggest buyers of Russian fossil fuels were China (78 billion euros (\$90 billion)), India (49 billion euros), and Türkiye (34 billion euros) in the third year of the Russian invasion of Ukraine, according to Finnish think tank CREA.

While the temporary pause in Indian purchases of Russian oil for September deliveries eliminates

hundreds of millions of dollars in monthly savings from discounted Russian crude for Indian refiners, the entry of Chinese buyers has kept the lid on crude oil prices.

"Our oil imports from Russia have helped in keeping crude prices stable for every country, particularly the US. President Trump should thank Indian refiners, not try to punish them," said Narendra Taneja, a leading oil expert.

European benchmark Brent, which is used to price Russian oil, is trading at \$66-67/barrel levels despite India's pause in Russian purchases. In early 2022, after Russia invaded Ukraine oil prices had moved up sharply to over \$120 a

barrel. A \$10/barrel increase in crude oil prices would increase India's oil import bill by about \$13-14 billion, according to Prashant Vasisht, senior vice-president at ratings agency Ibra.

Oil supplies are plentiful. "Our updated balances show a sustained oversupply of around 2 million bpd through to the end of 2026," Kpler added. Its new 12-month forecast for Dated Brent averages \$60.30/bbl.

Post Trump-Putin meet

Trump did not offer a clear stance on doing away with secondary tariffs after his meeting with Russian President Vladimir Putin on Friday

but suggested he will not impose similar tariffs on China for the next two-three weeks.

China, unlike India, has always been sourcing sanctioned crude oils from Iran and Venezuela, with all sanctioned crudes accounting for a third of its total crude oil imports of 11.3 million bpd. This is over twice that of India's total crude oil imports.

Chinese companies have bought 15 million barrels of Urals for arrival in September to November, UK-based information provider Energy Intelligence reported.

Chinese purchases of seaborne Russian Urals are running at 310,000 bpd for October arrival presently, compared to 50,000 bpd in January-July this year, UK-based commodity price assessment agency Argus reported.

Indian state-run refiners are seeking bigger discounts compared to the prevailing \$1.5-\$2 levels on Urals grade, calculated off Dated Brent on delivered basis. But with China now ready to buy Urals it's not clear the extent to which Russian traders will accede to Indian requests, two state run refining officials said.

However, Urals is still expensive for small Chinese refiners because of longer distances and higher freight compared to Iranian oil, limiting their appetite. And, Türkiye's stomach is small — which may still provide an opening for better terms for Indian refiners.

APRIL-JULY IMPORT AT 81.2 MILLION TONNE

Crude import bill declines by 18%

ARUNIMA BHARADWAJ
New Delhi, August 17

INDIA'S CRUDE IMPORT bill declined by 18% to \$40.4 billion in the first four months of FY26, compared with \$49 billion in the year-ago period, according to data from the government's petroleum planning and analysis cell.

The country imported 81.2 million tonne of crude oil during April to July, marginal down from 81.7 million tonne in the same period of previous fiscal. India's reliance on crude oil imports increased to 88.8% during the period, up from 88.1% in April-July of 2024, amid rising demand.

In July, the country imported 18.6 million tonne of crude oil, against 19.4 million tonne in the year-ago period.

The import bill for last month stood at \$9.5 billion, down from \$11.5 billion in the same period last year.

The decline in the import bill can be attributed to discounted Russian barrels. However, with the US tariff of 50% looming, India might need to rethink its crude supply strategy.

US President Donald Trump has announced an additional penalty of 25% on

CHEAP RUSSIAN OIL PLAYS ITS PART

■ Reliance on crude oil imports increased to **88.8%**, up from **88.1%** in year-ago period

■ Decline in the import bill can be attributed to discounted Russian barrels

■ Russian crude continues to trade at a meaningful discount to Middle Eastern OSP-linked grades



Crude oil imports



Source: PPAC

India above the 25% tariff already existing for buying Russian oil — a move that could severely disrupt Indian supplies while also resulting in a potential increase in the import bill as the country will lose its access to discounted barrels.

Experts say it is unlikely that Indian refiners will voluntarily halt Russian crude imports in the absence of a clear government directive. Russian barrels — particularly

Urals — offer a combination of technical compatibility, favourable yield profiles and strong refining margins that make them an attractive feedstock within the current refining slate. Russian crude continues to trade at a meaningful discount to Middle Eastern OSP-linked grades, helping refiners maintain margin resilience, as per analysts. This cost advantage has been central to India's refining and fuel export competitiveness.





Govt may set up corpus for strategic deepwater exploration

SUDHEER PAL SINGH
New Delhi, 17 August

The government is planning to set up a corpus under the National Deepwater Exploration Mission to support strategic oil and gas exploration efforts in deep-water and ultra-deepwater areas.

The exact contours of the plan are yet to be finalised, including the size of the corpus and its sources.

“The Prime Minister has emphasised upon the National Deepwater Exploration Mission where a corpus is identified

by the Government of India for a focused and concerted strategy-driven exploration in deep-water and ultra-deepwater areas and Oil India Ltd (OIL) remains committed to this clarion call,” OIL Chairman and Managing Director Ranjit Rath said in an address to employees.

Under the ninth round of the Open Acreage Licensing Policy bidding, OIL has already secured 40,000 square kilometre area in deepwater and ultra-deep-

water exploration acreages in Mahanadi and KG Basins, and it is going to launch the seismic 3D and 2D data acquisition very soon, he said.

THE EXACT CONTOURS OF THE PLAN ARE YET TO BE FINALISED, INCLUDING THE SIZE OF THE CORPUS AND ITS SOURCES

Rath added that PM Modi has stressed upon the National Critical Mineral Mission, under which a corpus has already been identified to enhance exploration and production and also overseas assets acquisition with identified PSUs, in which OIL is also reflected. The company is

pursuing such diversified alternatives aligned with national priorities.

“We have recently diversified to critical minerals. We have bagged two blocks, including a graphite and a vanadium block in Arunachal Pradesh, and a potash block in Rajasthan. We are also looking at acquisition of overseas assets of critical minerals,” he said.

Rath said the company is on track to meet production targets, but more needs to be done. OIL operates primarily in upper Assam where the market for natural gas is still constrained. He congratu-

lated the OIL team managing the Rajasthan asset for achieving the fastest monetisation of the Bakhri Tibba Discovered Small Field (DSF) block.

“We are supplying 30,000 standard cubic metres of natural gas towards power generation from that field. A similar call of duty is emerging in Tripura. I would call upon the Tripura asset team to ensure that by March 31, 2026, or before, we are able to monetise the Tulamara DSF where we have already done the first well and we intend to drill three more wells soon,” he said.

USED COOKING OIL TO FUEL FOR PLANES

India's first sustainable aviation fuel plant to start production by year-end

SUKALP SHARMA
NEW DELHI, AUGUST 17

THE COUNTRY'S largest refiner and fuel retailer Indian Oil Corporation (IOC) expects to start producing sustainable aviation fuel (SAF) on commercial scale at its Panipat refinery by December, following the recent international certification received by the unit for manufacturing the biofuel from used cooking oil, according to energy major's chairman Arvinder Singh Sahney. By the end of this calendar year, IOC will have the capacity to produce 35,000 tonnes per year of SAF from used cooking oil, which will be sourced from large hotel chains, restaurants, and sweets and snacks majors like Haldiram's, which normally discard cooking oil after single use.

"The capacity (35,000 tonnes per year) will be sufficient to meet the country's 1 per cent SAF blending requirement (for international flights) by 2027...for feedstock (used cooking oil), we will be engaging aggregators to collect it from big hotel chains and restaurants. There is a large amount of such oil available in the country. The only challenge is collection. While it is easy to collect from large hotel chains, a solution needs to be found for collection from small users, including households," Sahney said.

Earlier this week, IOC became the first company in India to receive the ISCC CORSIA certification for SAF production at its Panipat refinery in Haryana. ISCC CORSIA is a certification system for compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) criteria for SAF. It is a prerequisite for commercial SAF production. According to IOC, the certification also sets a benchmark for other domestic refiners and industry players to scale up SAF production.

SAF is a biofuel that is produced from sustainable feedstocks and has chemistry similar to conventional aviation turbine fuel (ATF) or jet fuel, which is derived from crude oil. This means



that existing aircraft engines can easily use the SAF-ATF blend. For instance, Airbus claims that all its aircraft are capable of flying on a maximum 50 per cent blend of SAF and conventional fuel. Various Indian airlines have already operated successfully a few test and demonstration flights using jet fuel doped with SAF in various proportions. According to aviation industry and energy experts, SAF alone is likely to account for over 60 per cent of the global aviation industry's decarbonisation efforts.

According to Sahney, given that Europe already has SAF blending mandates, European airlines could be the first potential buyers of IOC's SAF, which they can buy when they fly into India.

The refiner is also exploring export opportunities, given that SAF demand is expected to shoot up globally over the coming years.

The year 2027 will be an important one for adoption of SAF globally with the mandatory phase of CORSIA kicking in. CORSIA, which applies to international flights, would require airlines globally to offset any growth in carbon dioxide emissions beyond the 2020 levels. Using jet fuel blended with SAF is one of the ways through which carriers can keep their emissions under permissible levels.

India, too, will have to comply with the mandatory phase starting 2027. In line with the CORSIA framework, India's National Biofuel Coordination Committee (NBCC) has set the initial indicative targets for blending of SAF with jet fuel 2027 onwards, starting with international flights. The indicative targets are: 1 per cent blending in 2027 and 2 per cent in 2028. The government is expected to announce SAF blending mandates for domestic flights in

EXPLAINED
E What is sustainable aviation fuel?

SUSTAINABLE AVIATION fuel is a biofuel that is produced from sustainable feedstocks and has chemistry similar to conventional aviation turbine fuel or jet fuel, which is derived from crude oil. This means that existing aircraft engines can easily use the SAF-ATF blend.

India as well, but only after blending for international flights begins 2027 onwards.

The government has been working on a roadmap for introduction of SAF in domestic flights and there were indications earlier that some sort of a blending mandate or recommendation could take effect over the next couple of years. However, given the high cost of production of the biofuel and opposition from airlines over apprehensions of fuel cost escalation, the government is now looking at introducing any such mandate only from 2027 or beyond. According to industry insiders, SAF currently costs around three times the price of regular jet fuel.

While IOC has received the certification for the used cooking oil pathway for SAF production, the company is also working on setting up units based on the alcohol-to-jet pathway, which involves using ethanol as a feedstock to make SAF. A few other companies in India are also working to build units based on the various SAF manufacturing pathways. All such technologies and units need to be certified before they can start commercial operations.

Refiners Hold Back on Russian Crude Orders

Delay Russian cargo orders, fearing price shock if US sanctions kick in

Sanjeev Choudhary

New Delhi: Some Indian refiners are taking a cautious approach to Russian oil tenders, delaying orders for September-loading cargoes as they wait for clarity on how Trump's proposed 25% oil purchase-linked penalty will play out. Executives at these refiners however said a hasty shift to alternative suppliers would tighten the market and risk pushing global oil prices higher.

"We haven't awarded any tender for Russian oil for September loading as yet," said a refinery executive, adding that the company may do so in the coming days.

Indian refiners tend to place orders a month before loading, and it typically takes another month for tankers to reach Indian ports.

Like most governments and businesses worldwide, refinery executives were closely monitoring the Alaska meeting between US President Donald Trump and Russian President Vladimir Putin, whose outcome brought little clarity to the uncertainties surrounding Moscow's oil trade.

Oil Reliance

1.7 million barrels/day imported from Russia in 2025 **35% of India's crude requirements met by Russian supplies**

TIMELINE OF RISK

1 month: Refiners place orders before loading

Additional 1 month: Tankers arrive at Indian ports **Delay in tenders = 2-month gap in supply chain certainty**



Ahead of the Alaska meet, Trump seemed to soften his stance while remaining ambivalent on imposing secondary sanctions on buyers of Russian oil. "If I have to do it, I'll do it. Maybe I won't have to do it," he said.

Some Indian refinery executives remain hopeful that the US will defer the 25% penalty, while others are worried that if Trump were to impose secondary sanctions—different from the penalty—it would seriously disrupt In-

dia-Russia oil trade.

Indian Oil chairman A S Sahney said on Thursday that the government has not yet issued any directions to refiners on Russian oil purchases. Other refinery executives echoed Sahney's view, saying refiners were relying on their own market judgment.

India imported an average of 1.7 million barrels per day of crude oil from Russia in 2025, according to energy cargo tracker Vortexa. That accounts for about 35% of India's total crude requirements. "It will not be easy to substitute so much of Russian supplies quickly," an industry executive said. "If so much supplies evaporate from the market, there will be tension. Prices will rise," he added.

The global oil market is currently oversupplied, weighing on prices, which have averaged \$66 per barrel this month. "The sudden switch by India can tighten the market," a second executive said. "Those volumes will ultimately find buyers, but global trade rebalancing may take 2-3 months, during which there will be an impact on prices."

Only a few countries have an appetite as large as India's, meaning Russian volumes would need to be redistributed among many buyers, including existing ones such as China and the EU.

The Tariff Puzzle

*Trump gets Exxon back in Russian oil sector.
Will he still insist on penal duties for India?*

The Trump-Putin summit in Alaska has raised more questions than answers for India. New Delhi was hoping that a modus vivendi between Washington and Moscow on the Ukraine war would stave off Trump's threatened secondary sanctions. It was a logical assumption: If Trump and Putin can do business, why can't India also have a commercial relationship with Russia? But what transpired in Alaska was somewhat strange. While Trump and Putin appeared to agree on a peace deal to end the war – though details are yet to be worked out – there is no word on the secondary sanctions.

Even more worryingly for New Delhi, Washington has postponed a scheduled meeting of trade officials on Aug 25 that was supposed to clear the air on the secondary tariffs. Those come into effect on Aug 27, doubling tariffs on Indian exports to US to 50%. Interestingly, on the same day Putin met Trump, he signed a new decree that could



allow American oil major Exxon Mobil to regain shares in the lucrative Sakhalin-1 oil and gas project. Exxon, before Russia's full-scale invasion of Ukraine, held 30% operator share in the project. If Exxon actually returns to Russia, Trump's secondary sanctions on India for buying Russian oil have no leg to stand on.

That said, on the bilateral trade deal, India has done well to stick to its guns. Also, before Trump decided to torpedo a deal, New Delhi had been as flexible as possible. But it simply cannot compromise on the farm sector. In fact, no country can afford to play with the livelihood of its farmers. Take Japan. Although Trump forced Tokyo to increase imports of American rice by 75%, it has become a hot-button political issue in Japan with many Japanese buyers vowing to reject the imports. Similarly, for India's large agricultural sector that employs around 46% of the workforce, opening up to duty-free US agri-imports is impossible.

However, in non-agricultural sectors there is ample room for negotiations. US also needs to keep in mind the larger geopolitical play here. India can be a viable option in the China+1 strategy. But Washington has to cut New Delhi some slack. If it continues pressuring India through tariffs and sanctions, New Delhi will have no choice but to increase its alignment with Brics or even revive the Russia-India-China platform. Note that Chinese foreign minister Wang Yi is beginning a visit to New Delhi today. Trump, therefore, should think hard before trying to drag India over the tariff coals.

UP CM opens Torrent's green hydrogen plant

Press Trust of India

New Delhi

Ahmedabad-based Torrent Group's green hydrogen plant in Gorakhpur in Uttar Pradesh was inaugurated by the Chief minister Yogi Adityanath.

The project, jointly developed by Torrent Group entities Torrent Power and Torrent Gas, will have an annual production capacity of 72,000 tonnes.

"The Green Hydrogen produced at the plant will be blended with natural gas in Torrent Gas' City Gas Distribution infrastructure in Gorakhpur, maintaining its concentration up to 2 per cent," it said.

The green hydrogen blended with natural gas will be to households, CNG stations and industries in the region

through the existing natural gas pipelines.

"Torrent's green hydrogen plant in Gorakhpur is the first Green Hydrogen plant in Uttar Pradesh and is also the largest Green Hydrogen and Natural Gas blending project in the City Gas Distribution sector in the country," the statement said.

UP gets its first green hydrogen plant

GORAKHPUR: Uttar Pradesh Chief Minister Yogi Adityanath on Sunday inaugurated the state's first and the country's second green hydrogen plant at Khanimpur village in Gorakhpur district, set up by Torrent Gas and Torrent Power, an official statement issued here said.

Calling it a milestone in clean energy transition, Adityanath said green hydrogen represents the "energy of the future" and would play a decisive role in protecting biodiversity, reducing carbon emissions and improving human health.

Addressing the gathering, he said, "If we wish to save humanity and civilisation, we must minimise carbon emissions. Green energy will be crucial not just for the envi-

ronment but also for reducing diseases caused by pollution," he said.

Green hydrogen is hydrogen gas produced by splitting water into hydrogen and oxygen using electricity produced through renewable energy sources. The green here doesn't mean that the produced hydrogen gas is of green colour; it is a reference to zero usage of fossil fuels in the production of hydrogen gas.

The Gorakhpur facility will blend green hydrogen with CNG and PNG for domestic and industrial use, marking a major step in clean fuel innovation.

He said that with abundant water resources, UP is well-positioned to emerge as a hub for green hydrogen production.

He cited examples of success-

ful green initiatives such as LED streetlights, which have drastically reduced power consumption and carbon emissions.

Stressing affordability, he noted, "Like mobile phones, which were once costly but became accessible to all, green hydrogen too will become cheaper in the coming years."

Highlighting broader environmental concerns, he said unchecked exploitation of nature, excessive use of pesticides and chemical fertilisers, and deforestation have led to climate change, irregular rainfall, and rising health problems such as cancer and liver ailments. He urged greater adoption of natural farming and green energy to ensure a sustainable future.

AGENCIES

UP govt's commitment to green energy gets a new dimension with hydrogen production

STATESMAN NEWS SERVICE

GORAKHPUR, 17 AUGUST

The Uttar Pradesh government's commitment towards green and clean energy got a new dimension on Sunday.

Encouraged by the Green Hydrogen Policy 2024, the state's first green hydrogen plant has been set up by Torrent Group in Gorakhpur. This plant was inaugurated by Chief Minister Yogi Adityanath here on Sunday. Torrent Group, which took the initiative to supply CNG for vehicles and piped natural gas for homes in Gorakhpur, has set up a green hydrogen plant, contributing to clean energy. According to Jinal Mehta, director of Torrent Group, this plant — jointly developed by Torrent Gas and Torrent Power — has a production capacity of 72 tonnes per annum.

He said that this green hydrogen plant, established with the inspiration of PM Modi and encouragement from the Yogi government, is the first for this state and the second in the entire country so far. It is also a one-way pilot project.

Under this project, two percent green hydrogen will be mixed with natural gas in the city gas distribution network. With the inauguration of the plant, green hydrogen has become a part of the life of the common man, as it will reach directly to kitchens and vehicles.

Green hydrogen will be produced by electrolysis from 2 MW of renewable energy at the Gorakhpur plant. Blending green hydrogen with natural gas will help reduce dependence on imported fossil fuels and move towards a clean, sustainable energy future.

Used cooking oil to produce sustainable aviation fuel: IOC

Sustainable aviation fuel (SAF) is an alternative fuel made from non-petroleum feedstocks that reduces emissions from air transportation

OUR CORRESPONDENT

NEW DELHI: Cooking oil is often discarded after being used for frying at home or in restaurants. However, a refinery of Indian Oil Corporation has now won a certification to use the same oil to produce sustainable aviation fuel (SAF), the company chairman AS Sahney said.

SAF is an alternative fuel made from non-petroleum feedstocks that reduces emissions from air transportation. It can be blended up to 50 per cent in conventional aviation turbine fuel (ATF or jet fuel), depending on availability. India has mandated 1 per cent SAF blending in jet fuel sold to international airlines from 2027.

IndianOil's Panipat refinery in Haryana has won the International Civil Aviation Organization's (ICAO) ISCC CORSIA certification (International Sustainability and Carbon Certification - ISCC - developed under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to produce SAF from used cooking oil, he said.

"We are the only company in the country to get this certi-



'The refinery will start producing some 35,000 tonnes per annum of SAF from the end of the calendar year'

fication," he said.

"The refinery will start producing some 35,000 tonnes per annum of SAF from the end of the calendar year." The production will be enough to meet the mandated 1 per cent blending requirement for the country in 2027, he added.

Explaining the process, agencies will collect used cooking oil from large users, such as hotel chains, restaurants, and snacks and sweets producing companies like Haldiram, and supply it to Panipat refinery.

Key Points

- » SAF can be blended up to 50 per cent in ATF or jet fuel depending on availability
- » India has mandated 1% SAF blending in jet fuel sold to international airlines from 2027
- » 'IOC's Panipat refinery has won ICAO's ISCC CORSIA certification for producing SAF from used cooking oil,' IOC chief AS Sahney said

Panipat refinery will use this oil to produce SAF, he said.

Large hotels and restaurant chains normally discard cooking oil after one use. At present, this used cooking oil is collected by agencies and exported.

"There is a large amount of such oil available in the country. The only challenge is collection. While it is easy to collect from large hotel chains, a solution needs to be found for collection from small users, including households," he said.

Parallely, the company has

also set up a Rs 5,000 crore plant at its Koyali refinery in Gujarat to produce Butyl Acrylate (BA), which is used in making paints.

The 1,50,000 tonnes per annum Butyl Acrylate plant, only second in India after BPCL's unit at Kochi refinery, will help end 3,20,000 tonnes of annual paint feedstock that the country currently imports, Sahney noted.

State-owned Indian Oil Corporation (IOC) has been at the forefront of innovations, particularly in the areas of green energy, sustainable solutions, and technological advancements. The firm is working on renewable energy sources, like 2G ethanol, fuel cells, bio-diesel, and energy storage devices.

"The paint industry is growing at a CAGR of 13-14 per cent, and the bulk of the raw material they use is imported. In July, we commissioned the BA unit at Koyali refinery, which will eliminate the need to import, saving foreign exchange for the country," he said. Together with the Kochi plant, the new unit can substitute as much as 80-90 per cent of imports, he said.

On green hydrogen, Sahney said the company awarded a

tender for the country's largest green hydrogen plant to L&T.

"The 10,000 tonnes a year green hydrogen unit at the Panipat refinery will be ready in 27 months," he said.

Green hydrogen, produced from splitting water using renewable energy, is a clean energy source that only emits water vapour and leaves no residue in the air, unlike coal and oil. It can be used in industries and automobiles as fuel, but the prohibitive production cost has been a stumbling block.

India has relatively cheaper renewable energy (electricity produced from sunlight and wind), which has helped keep green hydrogen production cost at less than \$4 per kg, the chairman said, adding that IndianOil will use the fuel in its Panipat refinery. Refineries, currently, use grey hydrogen - hydrogen produced from fossil fuels - in hydrocracking units to produce fuels like petrol and jet fuels.

"IndianOil remains agile and nimble in product innovation and meeting fast-changing energy dynamics," Sahney said. "A lot of other innovations are in the works, which will be unveiled when they mature."

What has been the impact of ethanol blending?

How are petrol vehicle owners reacting to the E20 mandate? How environmentally friendly is India's dependence on sugarcane for ethanol? How has the U.S. reacted to India's booming ethanol economy? Why has the adoption of EVs in India been much slower compared to other large economies?

EXPLAINER

Kunal Shankar
S. Hariharan

The story so far:

E20 petrol, which contains 20% ethanol and is being sold by Indian oil refiners, has been much in the news lately. India has achieved its target to blend 20% ethanol per litre of fuel five years ahead of the target under the National Policy on Biofuels. Ethanol blending in India rose from just 1.5% in 2014 to 20% in 2025, backed by the government's strong fiscal incentives to the sugarcane industry. While the government says ethanol blending achieves a range of goals such as cutting greenhouse gas emissions, bolstering farmers' incomes and reducing India's oil import bill, its benefits to the environment require closer scrutiny.

How are vehicle owners reacting to this change?

Vehicles sold in India from 2023 come with E20 stickers, indicating compatibility with 20% ethanol blended petrol. Additionally, manufacturers have addressed the concerns of those who own older vehicles. Hero Motocorp says in its website, "The material composition such as rubbers, elastomers and plastic components that are directly exposed to fuel also need to be changed to E20 compatible materials."

However, according to LocalCircles, two in three petrol vehicle owners are against the E20 mandate. Only 12% of the 36,000 people surveyed across 315 districts are in favour of the switch. Critics cited a drop in mileage and increased maintenance costs. The survey urged the Union government to allow consumers to choose the type of fuel they want.

While the Centre admitted to a "marginal drop" in engine efficiency, it said this "can be further minimised through improved engine tuning and use of E20-compatible materials." Minister Hardeep Singh Puri has called the consumer angst a "vilification campaign" facilitated by "vested, economic interests". While the Union government attempts to defend its E20 policy, its own think tank, the NITI Aayog, has urged the government "to compensate the consumers for a drop in efficiency from ethanol blended fuels", by way of "tax incentives on E10 and E20 fuel".

According to the Minister, "since 2014-15 India has already saved more than ₹1.40 lakh crore in foreign exchange through petrol substitution." But has the benefit been passed to the end consumer?

An analysis by *The Hindu* showed that Coal India Ltd, Oil & Natural Gas Corporation (ONGC), Indian Oil Corporation (IOC), Bharat Petroleum Corporation (BPCL), and Gas Authority of India Ltd collectively contributed ₹1.27 lakh crore, or 42.3% of the total ₹3 lakh crore dividends the Union government received from non-banking Public Sector Undertaking (PSUs) between 2020-21 and 2024-25. IOC and BPCL together saw a 255% rise in their dividend payouts since 2022-23 and a 65% decrease in oil prices. However, the two PSUs only passed on a 2% decrease in petrol prices to the public.

What about the impact on agriculture?

Sugarcane-based ethanol supply has grown from 40 crore litres in FY14 to nearly 670 crore litres, derived from about 9% of total sugar output, in FY24. The Union government says it has paid "over ₹1.20 lakh crore to farmers" since



New fuel: Farmers load freshly harvested sugarcane into a tractor trolley during the harvesting season, in Karad, Maharashtra, on December 15, 2024. PTI

FY15. But how environmentally friendly is India's dependence on sugarcane for ethanol?

About 60-70 tonnes of water is required to cultivate one tonne of sugarcane. Many sugarcane growing regions in India do not receive the 1,500 to 3,000 millimetre rainfall that is necessary for the crop's optimal growth. This leads to groundwater extraction and unsustainable irrigation methods. A 2023 Central Groundwater Board report says that sugarcane growing districts in Maharashtra extract more groundwater than nearby regions. Distress among sugarcane growers in that State has been widely reported. Unsustainable agriculture practices accelerate land degradation. The Desertification and Land Degradation Atlas of India 2021 found that almost 30% of India's land is degraded. The water intensive nature of sugarcane and the impact on ground water reserves at a time of extreme weather has been absent from the discussion on ethanol-blended petrol.

The Centre, however, says it is looking to diversify ethanol supplies. The Food Corporation of India's rice allocation for ethanol jumped to a record 5.2 million metric tonnes, which is about 3.6% of output, from less than 3,000 tonnes allocated last year. Similarly, in 2024-25, over 34% of corn output was diverted for ethanol production. This diversion forced India to import about 9.7 lakh tonnes of corn during 2024-25 – a six-fold increase over the previous year's 1.37 lakh tonnes.

Despite diversification efforts, area under sugarcane cultivation this year is estimated to be 57.24 lakh hectare against 57.11 lakh hectare last season. The assured payment mechanism for sugarcane, the

Fair and Remunerative Pricing, is the key reason farmers bet on the crop as a source of stable income. While this rise is marginal, an analysis by the OECD-FAO says that 22% of India's sugarcane will be used for ethanol production by 2034.

India's booming ethanol economy has also come under the gaze of the U.S. The Trump administration is pushing India to relax restrictions to its ethanol imports. The 2025 National Trade Estimate report noted India's policy as a significant "trade barrier." Import relaxation could potentially undermine years of investment and capacity building in ethanol production. The Indian Sugar Mills Association has urged the government to maintain the restrictions.

Will it affect the transition to EVs?

The Ministry of Petroleum and Natural Gas said the shift to ethanol-blended petrol "has helped India reduce carbon dioxide emissions by 700 lakh tonnes." Shifting to EVs, however, will achieve far higher rates of emissions reductions and speed up transport's decarbonisation, which is the third largest carbon emitting sector globally after energy and industry. The success of cities like Beijing in cutting air pollution is mainly due to the rapid adoption of EVs. Of course, this switch has to be backed by renewable energy rather than coal, to aid in decarbonising transport.

Adoption of EVs has been much slower in India when compared to other large economies like the U.S., the European Union and China. About 7.6% of vehicle sales in 2024 was electric. Sales of EVs have to increase by over 22% in the next five years to reach the government's own target of 30% by 2030.

Another challenge to wider EV adoption in India is its dependence on Rare Earth Elements (REE). According to the Ministry of Mines, before China's export curbs were imposed, only 2,270 tonnes of REEs and compounds of REEs were imported in 2023-24. But this relatively lower level is critical for the industry to sustain the current level of EV production. The production and processing of many REEs is geographically concentrated in China, making global supply vulnerable to several risks.

The automotive industry has also sounded alarm bells about the disruption in rare earth supply. India's largest carmaker Maruti Suzuki reduced its near-term production targets for its new EV, e-Vitara, attributing it to delays in receiving rare earth magnets. Other manufacturers too are bracing themselves for disruptions.

Crisil Ratings Senior Director Anuj Sethi has said, "The supply squeeze comes just as the auto sector is preparing for aggressive EV rollouts." The recent detente in bilateral relations with China might help the industry to address the crisis in the short term. The Union government is engaged in diplomacy with Beijing to address the rare earth supply crunch, mainly germanium.

Going forward, there is uncertainty on whether the Centre wants to push ahead with ethanol blending beyond 20%. While Minister Puri said the government will push for blending beyond 20%, the Union government in March said that there has been no decision yet.

To know more, please scan the link to watch *The Hindu's* video explainer newsth.hinduethanolblending

THE GIST

Vehicles sold in India from 2023 come with E20 stickers, indicating compatibility with 20% ethanol blended petrol. Additionally, manufacturers have addressed the concerns of those who own older vehicles.

The Ministry of Petroleum and Natural Gas said the shift to ethanol-blended petrol "has helped India reduce carbon dioxide emissions by 700 lakh tonnes."

India's booming ethanol economy has also come under the gaze of the U.S. The Trump administration is pushing India to relax restrictions to its ethanol imports.

आईओसी ने खाना पकाने के बेकार तेल से बनाया टिकाऊ विमान ईंधन

नई दिल्ली (भाषा)।

घर या रेस्तरां में तलने के बाद अक्सर खाना पकाने के तेल को फेंक दिया जाता है। सार्वजनिक क्षेत्र की कंपनी इंडियन ऑयल कॉरपोरेशन (आईओसी) की एक रिफाइनरी को अब उसी तेल से टिकाऊ विमानन ईंधन (एसएएफ) बनाने का प्रमाणन मिल गया है। कंपनी के चेयरमैन अरविंदर सिंह साहनी ने यह जानकारी दी। एसएएफ गैर-पेट्रोलियम 'फीडस्टॉक' से बना एक वैकल्पिक ईंधन है जो हवाई

परिवहन से होने वाले उत्सर्जन को कम करता है। उपलब्धता के आधार पर, इसे पारंपरिक एविएशन टर्बाइन फ्यूल (एटीएफ या जेट ईंधन) में 50 प्रतिशत तक मिलाया जा सकता है। भारत ने 2027 से अंतरराष्ट्रीय एयरलाइन कंपनियों को बेचे जाने वाले जेट ईंधन में एक प्रतिशत एसएएफ मिश्रण को अनिवार्य कर दिया है।

साहनी ने बताया कि हरियाणा के पानीपत स्थित आईओसी की रिफाइनरी ने इस्तेमाल किए गए खाद्य तेल से एसएएफ बनाने के लिए अंतरराष्ट्रीय नागर विमानन

संगठन (आईसीएओ) का आईएससीसी कॉर्सिया प्रमाणन अंतरराष्ट्रीय स्थिरता और कार्बन प्रमाणन (आईएससीसी) जिसे अंतरराष्ट्रीय विमानन के लिए कार्बन कम करने की योजना (कोर्सिया) के तहत विकसित किया गया है।

हासिल कर लिया है। उन्होंने कहा कि इंडियन ऑयल यह प्रमाणन



हासिल करने वाली देश की पहली कंपनी है।

कि यह उत्पादन 2027 में देश के लिए अनिवार्य एक प्रतिशत मिश्रण

साहनी ने बताया कि चालू कैलेंडर साल के अंत से यह रिफाइनरी सालाना लगभग 35,000 टन एसएएफ का उत्पादन शुरू कर देगी।

उन्होंने कहा की आवश्यकता को पूरा करने के लिए पर्याप्त होगा।

इस प्रक्रिया को समझाते हुए उन्होंने कहा कि एजेंसियां बड़े उपयोगकर्ताओं मसलन होटल श्रृंखलाओं, रेस्तरां और हल्दीराम जैसी स्नैक्स और मिठाई बनाने वाली कंपनियों से इस्तेमाल किया हुआ खाना पकाने का तेल एकत्र करेंगी और इसकी आपूर्ति पानीपत रिफाइनरी को करेंगी। पानीपत रिफाइनरी में इस तेल का उपयोग एसएएफ का उत्पादन करने के लिए किया जाएगा। बड़े होटल और रेस्तरां श्रृंखलाएं आमतौर पर एक

बार इस्तेमाल के बाद खाना पकाने के तेल को फेंक देती हैं। वर्तमान में, यह इस्तेमाल किया हुआ खाना पकाने का तेल एजेंसियों द्वारा एकत्र किया जाता है और निर्यात किया जाता है।

साहनी ने कहा, 'देश में इस तरह का तेल बड़ी मात्रा में उपलब्ध है। एकमात्र चुनौती इसे एकत्र करने की है। हालांकि, बड़ी होटल श्रृंखलाओं से इसे एकत्र करना आसान है, लेकिन घरों सहित छोटे उपयोगकर्ताओं से इसे जुटाने के लिए समाधान खोजने की जरूरत है।'

इंडियनऑयल की पानीपत रिफ़ाइनरी ने सतत विमानन ईंधन उत्पादन के लिए देश का पहला आईएससीसी कोर्सिया प्रमाणन प्राप्त किया

वैभव न्यूज़ ■ नई दिल्ली

भारत के स्वच्छ ऊर्जा भविष्य के लिए एक ऐतिहासिक उपलब्धि में, इंडियन ऑयल कॉर्पोरेशन लिमिटेड (इंडियनऑयल) पानीपत रिफ़ाइनरी में सतत विमानन ईंधन (एसएएफ) उत्पादन के लिए प्रतिष्ठित आईएससीसी कोर्सिया प्रमाणन प्राप्त करने वाली देश की पहली कंपनी बन गई है।

यह प्रमाणन, जो वाणिज्यिक एसएएफ उत्पादन के लिए एक पूर्वापेक्षा है, एसएएफ के उत्पादन, प्रमाणन और वितरण के लिए भारत की क्षमता में एक महत्वपूर्ण प्रगति का प्रतिनिधित्व करता है।

इस उपलब्धि को नई दिल्ली में आयोजित एक विशेष समारोह द्वारा चिह्नित किया गया, जहाँ मेसर्स कोटेकना ने औपचारिक रूप से



ए.एस. साहनी, अध्यक्ष, इंडियनऑयल को रोहित माथुर, संयुक्त सचिव, पेट्रोलियम और प्राकृतिक गैस मंत्रालय (एमओपीएंडएनजी) और मनीष कुमार, संयुक्त महानिदेशक, डीजीसीए की उपस्थिति में प्रमाणन सौंपा। इस

कार्यक्रम में एमओपीएंडएनजी, नागरिक उड्डयन महानिदेशालय (डीजीसीए) और राष्ट्रीय प्रमाणन निकाय प्रत्यायन बोर्ड के वरिष्ठ अधिकारियों ने भी भाग लिया। डीजीसीए के महानिदेशक, एनएवीसीबी के वरिष्ठ निदेशक ने

पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय, डीजीसीए, एनएवीसीबी, नागरिक उड्डयन मंत्रालय (एमओसीए) और अंतराष्ट्रीय प्रमाणन एजेंसी कोटेकना के समन्वित प्रयासों की प्रशंसा की, जिससे भारत के नियामक और उत्पादन ढांचे को

हरित विमानन में अंतराष्ट्रीय सर्वोत्तम प्रथाओं के साथ संरेखित करने में मदद मिली है। अंतराष्ट्रीय नागरिक उड्डयन संगठन द्वारा अंतराष्ट्रीय विमानन के लिए कार्बन ऑफसेटिंग और न्यूनीकरण योजना के तहत विकसित

आईएससीसी कोर्सिया प्रमाणन यानी अंतराष्ट्रीय स्थिरता और कार्बन प्रमाणन, यह प्रमाणित करता है कि उच्चतम अंतराष्ट्रीय स्थिरता और जीवनचक्र कार्बन उत्सर्जन मानकों को पूरा करता है। इंडियनऑयल की पानीपत रिफ़ाइनरी में उत्पादित एसएएफ का जीवनचक्र कार्बन उत्सर्जन और ट्रेसिबिलिटी के लिए कठोर मूल्यांकन किया गया है, जिससे भारतीय एयरलाइनों के लिए प्रमाणित एसएएफ को अपने परिचालन में एकीकृत करने का एक स्पष्ट मार्ग प्रशस्त हुआ है।

यह प्रमाणन अन्य घरेलू रिफ़ाइनर और उद्योग के खिलाड़ियों के लिए एसएएफ उत्पादन को बढ़ाने के लिए एक बेंचमार्क भी निर्धारित करता है, जो 2070 तक शुद्ध-शून्य उत्सर्जन प्राप्त करने के सरकार के दृष्टिकोण के अनुरूप है।

बेकार खाद्य तेल से विमान ईंधन बनाया

नई दिल्ली, एजेंसी। घर या रेस्तरां में तलने के बाद अक्सर खाना पकाने का तेल फेंक दिया जाता है। इंडियन ऑयल कॉर्पोरेशन की एक रिफाइनरी को अब उसी तेल से टिकाऊ विमानन ईंधन (एसएएफ) तैयार किया है और कंपनी को उसका प्रमाणन मिल गया है।

कंपनी के मुताबिक, यह एक वैकल्पिक ईंधन है, जो हवाई परिवहन से होने वाले उत्सर्जन को कम करता है। इसे एविेशन टर्बाइन फ्यूल में 50% तक मिलाया जा सकता है। भारत ने 2027 से अंतरराष्ट्रीय एयरलाइन कंपनियों को बेचे जाने वाले जेट ईंधन में 1% एसएएफ मिश्रण को अनिवार्य कर दिया है।

मुख्यमंत्री ने उत्तर प्रदेश के पहले ग्रीन हाइड्रोजन संयंत्र का किया उद्घाटन

वैभव न्यूज ■ गोरखपुर

उत्तर प्रदेश के मुख्यमंत्री योगी आदित्यनाथ ने रविवार को गोरखपुर के खानिमपुर में टॉरेंट गैस और टॉरेंट पावर द्वारा स्थापित राज्य के पहले और देश के दूसरे ग्रीन हाइड्रोजन संयंत्र का उद्घाटन किया। राज्य सरकार के एक बयान के मुताबिक मुख्यमंत्री ने ग्रीन हाइड्रोजन संयंत्र को स्वच्छ ऊर्जा की दिशा में मील का पत्थर बताते हुए कहा कि हरित हाइड्रोजन भविष्य की ऊर्जा का स्वरूप है तथा जैव विविधता की रक्षा, कार्बन उत्सर्जन में कमी और मानव स्वास्थ्य में सुधार लाने में यह निर्णायक भूमिका निभाएगा। अपने सम्बोधन में उन्होंने इस बात पर जोर दिया कि प्रधानमंत्री नरेन्द्र मोदी के नेट जीरो उत्सर्जन के नजरिए ने सतत विकास का एजेंडा निर्धारित किया है। अगर हम मानवता और सभ्यता को बचाना चाहते हैं तो हमें कार्बन उत्सर्जन को कम करना होगा। हरित ऊर्जा प्रदूषण से होने वाली बीमारियों को कम करने के लिए भी महत्वपूर्ण

होगी। गोरखपुर संयंत्र में घरेलू और औद्योगिक उपयोग के लिए ग्रीन हाइड्रोजन को सीएनजी और पीएनजी के साथ मिश्रित किया जाएगा। यह स्वच्छ ईंधन से जुड़े नवाचार की दिशा में एक बड़ा कदम है। मुख्यमंत्री ने कहा कि प्रचुर जल संसाधनों के साथ उत्तर प्रदेश ग्रीन हाइड्रोजन उत्पादन के केंद्र के रूप में उभरने की अच्छी स्थिति में है। मोबाइल फोन पहले कभी महंगे हुआ करते थे लेकिन अब वह सभी के पास हैं। उसी तरह ग्रीन हाइड्रोजन भी आने वाले वर्षों में सस्ती हो जाएगी।

मुख्यमंत्री ने कहा कि प्राकृतिक संसाधनों के अनियंत्रित दोहन, कीटनाशकों और रासायनिक उर्वरकों के अत्यधिक उपयोग एवं वनों की कटाई के कारण जलवायु परिवर्तन, अनियमित वर्षा तथा कैंसर एवं यकृत रोगों जैसी समस्याएं बढ़ रही हैं। उन्होंने एक स्थाई भविष्य सुनिश्चित करने के लिए प्राकृतिक खेती और हरित ऊर्जा को अधिक से अधिक अपनाने का आग्रह किया।

शुल्कों के बीच ट्रंप के नरम-गरम रुख के मायने

अमेरिका-भारत शुल्क विवाद से जुड़ी कई अटपटी बातें गिनाई जा सकती हैं। मगर उनमें सबसे अधिक अटपटा यह है कि भारतीय तेल शोधन कारखानों (रिफाइनरी) से अमेरिका को पेट्रोलियम उत्पादों के निर्यात पर कोई शुल्क नहीं लगेगा। यह तब है जब ट्रंप ने रूस से भारत के तेल खरीद पर दंड के लिए 25 फीसदी का अतिरिक्त शुल्क लगाने का ऐलान किया है। रूस से खरीदे जाने वाले तेल एवं गैस भारत के पेट्रोल, डीजल, केरोसिन और लुब्रिकेंट्स के निर्यात के लिए कच्चे माल के रूप में काम करते हैं। अमेरिका द्वारा रूस से यूरेनियम यौगिकों और उर्वरकों के आयात पर काफी कुछ लिखा जा चुका है, इसलिए इस विषय पर चर्चा करना आवश्यक नहीं है।

मगर निवेश और व्यापार के नजरिए से यह स्पष्ट है कि अमेरिका और भारत दोनों में से किसी को शुल्कों से कोई फायदा पहुंचने वाला नहीं है। भारत के लिए नुकसान यह है कि दुनिया की सबसे बड़ी अर्थव्यवस्था के बाजार तक उसकी पहुंच बाधित हो जाएगी और इसके उत्पाद वैश्विक स्तर पर अधिक प्रतिस्पर्द्धी नहीं रह जाएंगे। इससे भारतीय उत्पादों की मांग कम हो जाएगी। वर्ष 2024 में दोनों देशों के बीच 129 अरब डॉलर मूल्य की वस्तुओं का व्यापार हुआ था। अमेरिका से भारत को 42 अरब डॉलर और भारत से अमेरिका को 87 अरब डॉलर मूल्य की वस्तुओं का निर्यात हुआ था।

अमेरिकी उपभोक्ता (और अमेरिका स्थित विनिर्माता) जो भी आयात करेंगे और जिस भी देश से करेंगे उन पर उन्हें भारी भुगतान करना होगा। निर्माता

और आयातक ऊंचे शुल्क के कारण वस्तुओं के दाम बढ़ा देंगे और यह सिलसिला शुरू भी हो चुका है। उदाहरण के लिए टाटा समूह बोइंग के लिए विमान के फ्यूजलेज (मुख्य ढांचे) का निर्माण करता है। यह ऐसा कार्य है जिसके विनिर्माता आसानी से नहीं बदले जा सकते। लिहाजा, बोइंग अपने विमान महंगे कर सकती है।

उत्पादों के दाम बढ़ने के बाद अमेरिका में उपभोक्ताओं के लिए महंगाई बढ़ जाएगी जिससे मांग पर चोट पड़ेगी। इसका मतलब यह भी होगा कि अमेरिका खपत पर चोट पड़ने से राजस्व नुकसान की भरपाई के लिए पर्याप्त शुल्क राजस्व हासिल नहीं कर पाएगा।

अब इस बात पर नजर डालते हैं कि शुल्क बढ़ने से भारत की अर्थव्यवस्था पर क्या असर हो सकता है? कई क्षेत्र अपने उत्पाद अमेरिका को निर्यात कर मोटा राजस्व अर्जित करते हैं। दवा, वाहन पुर्जा और परिधान आदि क्षेत्रों को तगड़ा नुकसान होगा। जो क्षेत्र अमेरिकी बाजारों में अपने उत्पाद अधिक नहीं बेचते हैं वे दूसरे बाजारों की तलाश करेंगे। शुल्क अंतिम रूप लेने के बाद शेयर बाजार कुछ समय तक गिरावट झेलेगा और फिर हालात के साथ तालमेल बैठा लेगा।

अमेरिका में भारतीय नियंत्रण वाले कारोबारों जैसे नोवेलिस (हिंडाल्को की सहायक कंपनी) को आपूर्ति व्यवस्था नए सिरे से तैयार करनी होगी। नोवेलिस

फिलहाल कनाडा (जो स्वयं अमेरिकी शुल्कों की चपेट में आ गया है) से कच्चे माल मंगाती है। इसी तरह, जिन वाहन कंपनियों (जैसे महिंद्रा समूह) की अमेरिका में सहायक इकाइयां हैं उन्हें पुर्जे आदि मंगाने के नए तरीके खोजने होंगे। बहुराष्ट्रीय कंपनियों जैसे

सीमेन्स और एबीबी के लिए भी कारोबार करना मुश्किल हो जाएगा क्योंकि वैश्विक मूल्य व्यवस्था में उनकी भारतीय इकाइयां भी शामिल हैं।

डॉनल्ड ट्रंप की मांगें पूरी करना असंभव है। राजनीतिक रूप से नरेंद्र मोदी सरकार के लिए देश के कृषि क्षेत्र को अमेरिका के लिए खोलना संभव नहीं है। ऐसा भी कोई तरीका नहीं है जिससे भारत अपने व्यापार संतुलन को भारी नुकसान पहुंचाए बिना रूस से तेल खरीदना बंद कर दे। अगर

भारत अमेरिका से तेल एवं गैस खरीदेगा (जैसा कि अमेरिका ने प्रस्ताव दिया है) तो उसके लिए लागत बढ़ जाएगी और दुलाई एवं अभियांत्रिकी से संबंधित समस्याओं का भी सामना करना पड़ेगा।

भारत के पास ट्रंप का मन बदलने की कोशिश करने के लिए कुछ ही विकल्प हैं जिन्हें वह आजमा सकता है। अमेरिका के साथ सौदेबाजी करने के लिए मोदी सरकार में चीन की तरह जवाबी शुल्क लगाने की हिम्मत नहीं है। भारत अमेरिका से रक्षा उत्पाद खरीदने की पेशकश कर सकता है और फिर नवंबर 2026 में अमेरिका में सीनेट के चुनाव के बाद ट्रंप के



देवांशु दत्ता

कमजोर पड़ने की सूरत में अपने वादे से पीछे हट सकता है। रक्षा साजो-सामान की आपूर्ति में लंबा समय लगता है। उदाहरण के लिए अगर भारत इस सप्ताह के अंत में कुछ एफ-35 विमानों के ऑर्डर देता है तो पहले एफ-35 की आपूर्ति में कई साल लग जाएंगे। लिहाजा, रक्षा सौदे करने की गुंजाइश मौजूद है और शुल्क की समस्या खत्म होने पर इन्हें रद्द किया जा सकता है।

यह स्थिति हमें दो अन्य पहलुओं से जुड़ी राजनीति की तरफ ले जाता है। ट्रंप अमेरिकी कांग्रेस की मंजूरी के बिना शुल्क लगाने में कानूनी रूप से सक्षम नहीं हैं। फिलहाल इस मोर्चे पर उनके लिए समस्या नहीं है क्योंकि रिपब्लिकन पार्टी के पास प्रतिनिधि सभा और सीनेट दोनों में बहुमत है। ट्रंप की नीतियां अगर जनता को अधिक सताने लगीं तो इस बात की अच्छी-खासी संभावना होगी कि डेमोक्रेटिक पार्टी प्रतिनिधि सभा और संभवतः सीनेट में भी खेल पलट दे। लिहाजा नवंबर 2026 तक शुल्क का दर्द सहना पड़ सकता है।

अनुभवी एवं जानकार लोगों को याद होगा कि कारोबारी 'ग्रीनस्पैन पुट' को किस नजरिये से देखते थे। जब भी फेडरल रिजर्व के पूर्व प्रमुख एलन ग्रीनस्पैन (जो 1987 से 2006 तक प्रमुख रहे) के दौर में अमेरिकी अर्थव्यवस्था मुश्किल दौर से गुजरती थी तो वे पेचीदा बयान देते थे मगर मुद्रा की आपूर्ति आसान बना देते थे। इससे कोई फर्क नहीं पड़ता था कि ग्रीनस्पैन क्या कह जाते थे मगर अच्छी बात यह होती थी कि वह मुद्रा आपूर्ति जरूर सहज बना देते थे। कुछ कारोबारी अब 'टैको पुट' (ट्रंप ऑलवेज चिकन्स आउट) की बात कर रहे हैं। ट्रंप अक्सर सख्त रवैया अपनाते हैं और फिर ठंडे पड़ जाते हैं। जब तक यह सिलसिला जारी रहेगा तब तक इससे कोई फर्क नहीं पड़ता कि ट्रंप क्या कहते हैं।