

**NITI AAYOG REPORT**

# Give incentives to promote LNG as transportation fuel

PTI / New Delhi

Government think tank NITI Aayog has pitched for providing fiscal and non-fiscal incentives to promote liquified natural gas (LNG) as a transportation fuel in medium and heavy commercial vehicles.

In a report titled 'LNG as a Transportation Fuel in Medium and Heavy Commercial Vehicle', the Aayog said the government's think-tank suggested setting up a demand aggregator company for buying LNG trucks, similar to Energy Efficiency Services (EESL) in the electric vehicle sector.

According to the Aayog, India's rapidly expanding trucking market, which is expected to more than quadruple, from 4 million trucks in 2022 to roughly 17 million trucks by 2050, offers immense scope for lowering emissions and encouraging investments for growth.

The Aayog suggested that pri-

**India's rapidly expanding trucking market offers immense scope for lowering emissions and encouraging investments for growth**

ority lane access, for LNG vehicles can be provided as non-fiscal incentives to promote LNG.

"Major cities and roadways need to be recognised, and such priority lane access can be tested first in major cities and roads," it said.

The Aayog also recommended that heavy-duty trucks running on LNG can be allowed to enter cities to incentivise alternative fuel adoptions, while diesel trucks can be banned and/or levied with entry charges as has been done in Delhi by implementing the environmental compensation charge (ECC) for all diesel heavy-duty trucks.

# India to overtake China as oil demand growth centre in 2027

PTI / Betul (Goa)

India will overtake China as the biggest driver of global oil demand in 2027 as transportation and industry consumption in the world's fastest-growing major economy will drive growth despite a big push for clean energy and electrification, the International Energy Agency said on Wednesday

The Paris-based agency in a special Indian Oil Market Outlook to 2030 report released at the India Energy Week here, said the country's oil demand will rise from 5.48 million barrels per day in 2023 to 6.64 mil-



lion bpd in 2030.

China currently is the biggest driver of oil demand and India ranks No.2 in growth.

The numbers given by IEA in the report seem to talk of crude oil processed into fuel for domestic as well as for exports. The domestic consumption as per the oil ministry data is around 5 million barrels per day

(bpd).

"India's oil demand will grow at a rapid pace by 2030 despite accelerated green energy moves," IEA director of energy markets and security Keisuke Sadamori said. "Growth in India will surpass that of China in 2027." But in absolute terms, demand in India will still lag China's even in 2030.

"As oil demand slows in developed countries and China, India becomes the largest source of growth," said Toril Bosoni, head of oil industry and markets division, IEA. India currently is the third largest consumer of oil behind the US and China.

# OIL COS LOSING CLOSE TO ₹3 A LITRE ON DIESEL, PROFIT ON PETROL DOWN

IOC, BPCL and HPCL have 'voluntarily' have not changed petrol, diesel and LPG prices for almost 2 years now

PTI / Bhubl (Goa)

State-owned fuel retailers are losing close to Rs 3 per litre on selling diesel while the profit on petrol has trimmed due to recent firming up in international oil prices, industry officials said detailing reasons for continuing to hold retail prices.

Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL), who control roughly 90 per cent of India's fuel market, 'voluntarily' have not changed petrol, diesel and cooking gas (LPG) prices for almost two years now, resulting in losses when input cost was higher and profits when raw material prices were lower.

International oil prices, against which domestic rates are benchmarked as India is 85 per cent dependent on imports to meet its oil needs, had softened late last year but firmed up again in the second half of January.

They have resisted calls to revert to daily price



revision and pass on softening in rates to consumers on grounds that prices continue to be extremely volatile - rising on one day and falling on the other - and that their past losses haven't been fully recouped.

"There are losses on diesel," an industry official said. "It had turned positive but now oil companies are losing

close to Rs 3 per litre."

He said the profit margin on petrol has trimmed from low teens to around Rs 3-4 a litre. Asked about fuel price revision, Oil Minister Hardeep Singh Puri told reporters on the sidelines of the India Energy Week that the government does not dictate prices and the oil companies take their decision considering all economic aspects.

"They say there is still volatility (in the market)," he said. Asked about the bumper Rs 69,000 crore profits that the three firms have clocked in the first nine months of the current fiscal, he said the expectation would be to start price revision if the trend continues in the fourth and last quarter of the current fiscal year ending March 31. "They had losses when they voluntarily decided not to raise prices (despite oil prices going up)," he said.

The combined net profit of IOC, BPCL and HPCL in the April-December (first nine months of current fiscal year) was better than their annual earning of Rs 39,356 crore in pre-oil crisis year, regulatory filings showed.





# India to outpace China oil demand growth by 2027: IEA

Rituraj Baruah

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**NEW DELHI:** India is set to become the leading driver of global oil demand, surpassing China by 2027, according to a report by the International Energy Agency (IEA).

"India's oil demand will grow at a rapid pace by 2030 despite accelerated green energy moves. Growth in India will surpass that of China in 2027," said Keisuke Sadamori, director of energy markets and security at IEA.

In its report '*India Oil Market Outlook to 2023*,' released on Wednesday, IEA said India will see a surge of 1.2 million barrels per day (bpd) in its oil demand between 2023 and 2030, repre-

## INDIA WILL SEE A 1.2 MILLION BPD SURGE IN ITS OIL DEMAND BETWEEN 2023 AND 2030

senting over a third of the expected global demand increase.

"India is forecast to be the single largest source of global oil demand growth from 2023 to 2030, narrowly ahead of China. Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 million bpd over the forecast period, accounting for more than one-third of the projected

3.2 million bpd global gains," IEA said in its report.

India currently consumes 19 million barrels of oil per day.

The report said that India's additional demand will be more diverse across product categories than in other major economies. Only 18% of the country's demand growth will be for petrochemical feedstock use while globally it would be more than 90%, and in China, virtually all net gains will be for chemical production.

"This balanced growth profile results from India's dynamic economic development trajectory and relatively low per-capita fuel use. In particular, rapid progress in the manufacturing, commerce, transport and agri-

culture sectors will translate into continued sharp gains in diesel use," the report said.

The report forecasts significant demand growth for aviation turbine fuel, naphtha, and diesel up to 2030, with jet fuel demand expected to grow by 6.9%, and naphtha and diesel by 5.9% and 4.5%, respectively.

IEA said India is on track to register the fastest expansion among major economies in 2024 for the third straight year. Oxford Economics expects a 6.5% average annual GDP (gross domestic product) growth rate for 2024-2030, propelled by the massive domestic consumer market, low-cost labour force and favourable demographics.

"India's oil consumption is set to increase at a faster pace than other countries, in part, because the country is still in the initial stages of economic development," IEA said.

As domestic consumption boosts demand for capital goods, India's energy-intensive manufacturing sector is expected to expand, further enhancing the country's position as a crucial industrial centre, and attracting international companies diversifying their supply chains from China.

"Additionally, the government's ambitions to improve the country's subpar infrastructure is supporting both industrialisation and faster oil demand growth," it said.

# Petrochemical exports face Chinese rivalry

Rituraj Baruah

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**BETUL (GOA):** Indian petrochemical exports are expected to face tough competition as the country moves to boost its oil refining and petrochemicals capacity, the head of the International Energy Agency's (IEA) oil industry and markets division warned, with global markets already reeling under rising Chinese shipments.

Toril Bosoni said in an interview that currently there is severe pressure on the global petrochemical industry with China, a traditional importer of petrochemicals, expanding its domestic petchem manufacturing capacity.

She also said that domestic demand in India would be robust going ahead.

"We are seeing that this expansion and capacity in China utilising it (oil), it's really putting pressure on other petrochemical producers in the region, that is in Europe. The European petrochemical utilisation rates were the lowest they have been since the early 1970s. It's putting pressure on petrochemical producers in Asia, (South) Korea and Japan, but also in the Middle East," Bosoni said.

"So what we are seeing now, China is importing the feedstock instead of the petrochemical products and this is changing the dynamics. And we see this to continue in the coming years. China is still adding petrochemical capacity which puts strain on petrochemical producers worldwide."

On the Indian petchem sector, the IEA official said: "If we look at the India market, the petrochemical products, given the growth of the Indian economy and Indian manufacturing, there's definitely growth with these products in India. On a global level I think we will see continued competition and pressure on margins and profits."

Bosoni's statement gains significance as India plans to scale



India aims to become a hub for petroleum and petrochemical products. AFP

up its refining capacity from the current 250 million tonnes per annum to 450 million tonnes per annum by 2030 and aims to become a hub for petroleum and petrochemical products.

On Wednesday, the IEA released a report which said growth the petrochemical sector in India will be smaller than the global average during 2023-2030. It said globally, the biggest driver of oil demand growth over the medium term is projected to be petrochemicals, accounting for about 2.7 million barrels of additional oil product demand during 2023-2030.

"Where this demand takes place is largely the result of patterns of investment in production facilities, which typically take around five years to progress from final investment decision to commercial operations. We estimate that a combination of new plants and incremental expansions will see Indian feedstock demand rise by about 210 kb/d (thousand barrels per day) over the period," said 'India Oil Market Outlook to 2023'.

In terms of oil demand growth, the agency projected India to surpass China by 2027, with oil demand reaching 1.2 million barrels per day in 2023-30, accounting for more than one-third the projected global demand growth.





### MoU— NTPC

NTPC signed a non-binding MoU with Numaligarh Refinery Ltd., a subsidiary of Oil India Ltd engaged in the business of Refining & Marketing of petroleum products, for partnership opportunities in the proposed bamboo-based Bio-Refinery at NTPC Bongaigaon & other Green projects. The MoU was signed in the august presence of Gurdeep Singh, CMD NTPC, Dr Ranjit Rath, CMD OIL & Chairman NRL & Bhaskar Jyoti Phukan, MD NRL.



# India to overtake China as oil demand growth centre in 2027: IEA

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Outlook to 2030 report released at the India Energy Week here, said the country's oil demand will rise from 5.48 million barrels per day in 2023 to 6.64 million bpd in 2030. China currently is the biggest driver of oil demand and India ranks No.2 in growth. The numbers given by IEA in the report seem to talk of crude oil processed into fuel for domestic as well as for exports. The domestic consumption as per the oil



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at a rapid pace by 2030 despite accelerated green energy moves," IEA director of energy markets and security Keisuke Sadamori said. "Growth in India will surpass that of China in 2027." But in absolute terms, demand in India will still lag China's even in 2030. "As oil demand slows in developed countries and China, India becomes the largest source of growth," said Toril Bosoni, head of oil

industry and markets division, IEA. India currently is the third largest consumer of oil behind the US and China. It imports 85 per cent of its oil needs and this dependence is likely to rise as domestic production falls. Diesel, she said, accounts for about 50 per cent of Indian demand growth to 2030. The demand growth is despite the push for electric vehicles which make up for a small

fraction of the automobiles on the road currently. The EV push will see greater adoption in two- and three-wheelers while their penetration in the four-wheeler segment would be around 5 per cent. "More than 500,000 barrels per day of oil demand will be avoided due to increased EV penetration, energy efficiency improvements and biofuels growth," she said. Of this, around 200,000 bpd would be because of EV penetration.

# Equity concerns in banning fossil fuel extraction

The inadequate response from governments and corporations in dealing with the issue of climate change is leading to not only a dramatic rise in climate change litigation in many parts of the world but is also resulting in growing momentum that is in favour of phasing out of fossil fuel subsidies and the banning of the extraction of fossil fuel itself. Momentum is also growing in favour of a Fossil Fuel Non-Proliferation Treaty. There is a proposal in academic literature which sets out the case for a coal elimination treaty by 2030 with the aim of phasing out the mining and the burning of coal. The rationale behind this is linked to the Production Gap (Production Gap Report, or PGR 2023) that exists between the plans by fossil fuel producing countries to produce 110% more fossil fuels by 2030 and their incompatibility with the goal of the Paris Agreement 2015 to keep warming below 1.5° Celsius as compared to pre-industrial levels.

The element of phasing out fossil fuel emerged for the first time in the United Nations Framework Convention on Climate Change (UNFCCC) at COP26 in Glasgow, in 2021, which made a reference to phasing down unabated coal power and phasing out inefficient fossil fuel subsidies. In fact, there was a call by many to phase out coal and fossil fuel subsidies. COP28 in Dubai in 2023, in Dubai, also adopted a decision relating to the transitioning away from fossil fuels in energy systems, so as to achieve net zero emissions by 2050 in keeping with the science. It appears logical that to achieve the long-term temperature goal set at Paris and avert climate disruption, fossil fuel production cannot continue unabated. The question that remains to be answered is how to align these proposals with the anchor sheet principles of the climate change regime – the Common but Differentiated Responsibilities and Respective Capabilities (CBDR-RC) and Nationally determined contributions (NDC).

**Equitable phasing out of fossil fuels**  
The UNFCCC, the Kyoto Protocol and the Paris Agreement are aimed at the reduction of greenhouse gases and removal by sinks in



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India and other like-minded developing countries need to call out the hypocrisy of some of the developed countries

conformity with the CBDR-RC. The latter, governed by the criteria of per capita emissions, historic emissions made by a developed country party and the financial and technological resources (which a developed country commands as compared to a developing country), faces serious challenges when applied in the context of fossil fuel extraction.

Those countries that are heavily dependent on revenues and employment in the fossil fuel sector are likely to experience serious difficulties in transitioning away from fossil fuel.

For instance, there are countries such as Canada, the United States and the United Kingdom which are less dependent on revenues from fossil fuel, as they have a more diversified economy (non-fossil fuel income to cope with transitional costs) together with higher per capita income, and thereby greater capacity to transition away from fossil fuels. In contrast, there are countries such as Azerbaijan, Congo, Iraq, Nigeria, Oman, and Timor Leste that are heavily dependent on fossil fuels for government revenue and with economies that are relatively less diversified, thereby giving them limited capacity to transit. These countries cannot be expected to take the lead in phasing out fossil fuel.

## International law and fossil fuel

In the international legal system, a state is within its rights to use natural resources lying within its territory for its economic development. But this is accompanied by a caveat not to cause significant harm to another state when a natural resource is trans-boundary in nature. The prevention of harm to another is a due diligence obligation, and a state has to undertake all appropriate measures in light of the magnitude of the proposed project having trans-boundary consequences.

The obligation has been largely tested in international water course situations and the International Court of Justice (ICJ, 2010) in the Pulp Mills Case described conducting trans-boundary environmental impact assessment (EIA) as part of customary international law. This duty is linked to a bilateral

situation and its application in the context of a global commons is so far unclear, which amounts to saying that a state cannot be expected to undertake EIA for extraction of fossil fuel for its effects on the global environment other than local. Scholars from the West are taking a legally ill-founded plea that states are required to conduct an EIA for their fossil fuel extraction to prevent global warming. They are also propagating the human rights consequences of fossil fuel extraction on the local population and indigenous people in the tribal areas of Chhattisgarh, Jharkhand and Odisha in violation of the UN Declaration envisaging free prior informed consent of the tribal people. The basis of the Paris Agreement is NDCs, which does not bind a state to prohibit fossil fuel extraction.

## India's situation

Despite India's notable progress in renewable energy systems, fossil fuel continues to dominate India's power sector. Nearly 3.6 million people in 159 districts are rooted in the fossil fuel economy through direct or indirect jobs related to the coal mining and power sector. A country such as India, which is facing serious unemployment concerns, cannot afford to transit towards cleaner fuel without adequate transition support and creation of suitable economic opportunities and livelihoods for those affected. India's subsidies on kerosene oil have come under scrutiny in the West as it is found to be inconsistent with Article 2(1)(c) of the Paris Agreement and is also considered as inefficient subsidies.

In line with the CBDR-RC, India has given a clear hint of a differential time-frame at COP26 when it intervened and succeeded in toning down the language from "phasing out" to "phasing down" unabated coal. India must lean on its coalition building strategy with like-minded developing country parties in opposing the hypocrisy of developed country parties since most major fossil fuel producers plan to increase production (this includes Australia, Canada, and the U.S. (as per the PGR) while expecting developing countries to radically shift their economies, with limited support.





## IGL signs MoUs to set up 19 CBG plants in four States

Indraprastha Gas Ltd. (IGL) signed MoUs with two technology partners during 'India Energy Week 2024' to establish Compressed Biogas (CBG) plants in Delhi, Haryana, Rajasthan and U.P. The biogas produced from these 19 plants would be fed into IGL's City Gas Distribution (CGD) network. The partnership aims to produce 0.45 million metric standard cubic metres per day of biogas from waste, equivalent to 5% of IGL's daily requirements, the company said.



## 'India to be biggest driver of oil demand growth by year 2030'

**Lalatendu Mishra**  
BETUL, GOA

India would become the largest source of global oil demand growth by 2030, while growth in developed economies and China initially would slow and subsequently reverse, the International Energy Agency (IEA) said in its 'Indian Oil Market Outlook to 2030' report released at the India Energy Week 2024 in Goa.

Urbanisation, industrialisation, emergence of a wealthier middle-class keen on mobility and tourism and efforts to improve access to clean cooking, would spur expansion in oil demand, the IEA said.

"India is on track to post an increase of almost 1.2 mb/d (million barrels/day), accounting for more than one-third of the projected 3.2 mb/d global gains, to reach 6.6 mb/d by 2030," the IEA added.

Massive industrial expansion would see diesel continuing to remain the single largest source of oil demand growth, accounting for almost half of the rise in India's demand and more than one-sixth of total global oil demand growth through to 2030.

Jet kerosene demand is set to grow at about 5.9% per year on an average, but from a low base compared with other countries.

Gasoline would grow by 0.7% on average, as electrification of the vehicle fleet dampens demand.

Also, biofuels are expected to play a key role in India's decarbonisation of the transport sector.

*(The writer is in Goa at Federation of Indian Petroleum Industry's invitation)*





# 'Energy reforms kept fuel prices affordable'

**Lalatendu Mishra**

BETUL, GOA

Union Minister of Petroleum & Natural Gas Hardeep S. Puri said India's reforms in the energy sector, including diversification of sources of imports and changes in gas-pricing mechanism, had ensured prices of petrol and diesel in India declined while global prices were surging.

He spoke at the India Energy Week 2024.

*((The writer is in Goa at Federation of Indian Petroleum Industry's invitation))*



## NEAR-TERM AGENDA NEEDED TO PHASE OUT DIRTY FOSSIL FUELS

THE second edition of the India Energy Week, which kicked off on Tuesday, is bringing together 17 energy ministers from oil producing countries as well as OPEC functionaries and executives from oil and gas companies. Besides the volatile cost of crude and gas in a world torn by two wars, the Goa jamboree will also have to grapple with the decisions agreed at the recent COP28 climate summit in Dubai. Sustainable energy received a major boost when, after much haggling, the UN summit adopted a resolution to 'transition away from fossil fuels' for the first time. While phasing out oil and coal is key for reversing global warming, the issue has become a flash-point between the rich and the developing countries.

India has pointed out that though it is all very well to dump fossil fuels and opt for greener options like solar and wind, who is going to pay for the transition? The rich nations, who have done their bit in dirtying the environment during and after the Industrial Revolution, can now afford to preach. But for those like India and Africa, who have arrived late and have large assets of fossil fuels, the Western-dictated transition looks unfair. Despite the brouhaha, India has committed itself to green energy goals—converting 30 percent of its passenger car fleet to electric vehicles by 2030 and targeting net zero emission by 2070.

The stamp of sustainable energy can also be seen in the recent interim budget. It has doubled the allocation for solar energy to ₹10,000 crore, and provisioned for rooftop 'solarisation' to give one crore households free electricity up to 300 units every month. It is easier said than done, as the logistics of accessing subsidies and fitting out millions of rooftops could hobble the scheme. While renewable energy growth has been impressive—increasing from about 10 percent in 2010 to over 20 percent by 2022—75 percent of our power generation continues to be coal-based. There are new coal-fired plants adding 27 GW in the pipeline and no plans to decommission any by 2030. It is true the transition to renewables is painful and costly. But India, a leader of the developing world, must lead by example. Slowing global warming by phasing out coal to reach a 50:50 mix of renewable and fossil-based energy by 2030 needs to be made an immediate goal.



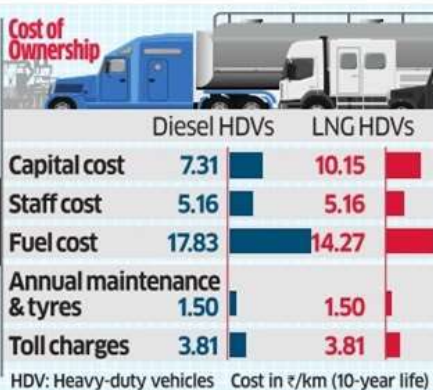
# Niti Moots Sops, Extension of PLI to LNG Vehicles

## Renewed Push

Niti calls for incentivising LNG-run commercial vehicles

Proposes fiscal and non-fiscal measures to promote adoption

Suggests including LNG vehicles under PLI for automotive sector



### Our Bureau

**New Delhi:** The Niti Aayog has proposed a host of fiscal and non-fiscal incentives, including extension of the production-linked incentive scheme to vehicles run on liquefied natural gas and setting up a demand aggregator, to encourage use of LNG in medium and heavy commercial vehicles.

This will help lower carbon dioxide emissions and contribute towards the national goal of a gas-based economy by increasing the share of natural gas in the primary energy mix to 15% by 2030, the Aayog said in a report jointly prepared with the Netherlands embassy.

According to the Aayog, India's rapidly expanding trucking market, which is expected

to more than quadruple from 4 million trucks in 2022 to roughly 17 million by 2050, offers immense scope for lowering emissions and encouraging investments for growth.

In the report titled 'LNG as a Transportation Fuel in Medium & Heavy Commercial Vehicle Segment', the government think tank suggested setting up a demand aggregator company for buying LNG trucks, similar to Energy Efficiency Services in the electric vehicle sector.

"This can generate initial demand for the LNG project and provide sustainability to the retail LNG outlets," it said.

The Aayog also called for reducing the value added tax on the sale of LNG to heavy duty vehicles to 5% (from 10% now) and bringing retail LNG price under the ambit of the 5% GST bracket.

# India's oil use to rise faster than other countries, to cross China by 2027: IEA

ENS ECONOMIC BUREAU @ New Delhi

INDIA'S oil demand is projected to overtake China's by 2027, according to a report by the International Energy Agency.

The study also notes that the country is on track to experience an increase in oil demand of nearly 1.2 million barrels per day (mb/d) until 2030, accounting for more than one-third of the projected 3.2 mb/d global gains.

"India is forecast to be the single-largest source of global oil demand growth from 2023 to 2030, narrowly ahead of China. Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d over the forecast period," reads the report.

The report also mentions that India's oil consumption will increase at a faster pace than that of other countries, in part because the country is still in the initial stages of economic development.

However, India's oil production, which currently accounts for just 10% of its oil supply needs, is expected to continue declining further. Therefore, the country will have to rely on imports to meet the growing de-



**Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d over the forecast period**

International Energy Agency

mand. India's crude production declined by around 4% per year between 2018 and 2023, a rate lower than the global average annual decline of 7%.

It decreased from its peak of just over 900 kb/d in 2011 to 700 kb/d in 2023. According to the report, India's refinery capacity will grow by 2023. The country, over the past decade, has become the world's second-

largest crude oil net importer (4.6 mb/d in 2023), after China (10.6 mb/d) and well ahead of the third, South Korea (2.8 mb/d). India's combined exports of finished and unfinished products have remained quite stable at around 1.2-1.3 mb/d since 2017.

Of the 1.25 mb/d of exports in 2023, the Jamnagar refining complex, which includes a merchant export refinery, accounted for 890 kb/d, Vadinar 130 kb/d, and the new Mangalore refinery 100 kb/d. Middle distillates totaled 730 kb/d, of which diesel was 290 kb/d, gasoil 270 kb/d, and kerosene 175 kb/d. Gasoline and blendstocks averaged 320 kb/d (245 kb/d and 75 kb/d respectively), and naphtha accounted for another 123 kb/d.



## 'ONGC, NTPC in JV for Offshore Wind'



**Goa:** ONGC and NTPC's green unit on Wednesday signed a pact to form a joint venture to develop renewable energy projects focusing majorly on offshore wind. The agreement, signed during the India Energy Week, is aimed at pushing renewable energy projects within India and overseas, ONGC said.

The agreement encompasses potential opportunities in energy storage, electric mobility, carbon credits, green credits, green hydrogen business, and its derivatives like green ammonia and green methanol. – **Our Bureau**



# IGL Plans to Set Up 19 Plants to Produce CBG

## Our Bureau

**Goa:** Indraprastha Gas Ltd (IGL) plans to set up 19 plants to produce compressed biogas (CBG) that would feed into its city gas distribution network, the company said in a statement.

IGL signed preliminary agreements with two technology partners on Wednesday for setting up compressed biogas plants in Delhi, Haryana, Rajasthan and Uttar Pradesh. This partnership aims

to produce 0.45 million metric standard cubic meters per day of biogas from waste, equivalent to approximately 5% of IGL's daily gas requirement, the company said.

The biogas projects will help municipal authorities get rid of municipal waste while helping farmers dispose of agricultural waste, it said. Compressed biogas comes cheap and when blended with natural gas reduces the overall cost of supplies for city gas distributors.

# India's Diesel Demand to Rise Rapidly in 6 Yrs: IEA

Sanjeev Choudhary

**Goa:** India's diesel demand will rise rapidly in the next six years while petrol sales will only marginally grow as increased adoption of EVs, biofuels and fuel efficiency measures disproportionately weigh on petrol demand, the International Energy Agency (IEA) has said.

Domestic diesel demand is projected to rise from 1.8 million barrels per day (mbd) in 2023 to 2.3 mbd in 2030,



**IEA says petrol sales will grow only marginally due to increased adoption of EVs, biofuels and fuel efficiency measures**

an increase of 4.5% annually, IEA said in its India Oil Market Outlook. By comparison, petrol demand is estimated to rise a modest 0.7% every year to 1 mbd in 2030 from 0.9 mbd in 2023.

For the last many years, diesel consumption has grown at a much slower pace than petrol as preference for petrol cars grew after deregulation eroded diesel's price advantage.

Diesel-consuming commercial trucks "play an essential role in Indian manufacturing and commerce, which are set to continue to grow rapidly. This underpins our expectations of strong growth in diesel use," the IEA said. The utilisation of public transport is expected to rise, reversing a trend that set in during the pandemic when people prefer-

red private vehicles, and boosting diesel demand while restricting petrol sales growth, it said.

"Increasing vehicle electrification is another factor that disproportionately weighs on petrol demand growth but has a smaller impact on diesel," the IEA said. EVs are expected to displace more than 200,000 barrels per day of oil consumption by 2030 in India, with 70% coming from lower petrol use.

The IEA expects India's current car fleet of around 58 million cars to grow more than 40% by 2030.

Diesel demand growth will account for almost half of the rise in India's national oil demand, which is expected to increase by 1.2 mbd by 2030 to 6.6

mbd. The overall oil demand is forecast to rise 3.2% annually, lower than 4.5% of diesel. The oil demand growth in India is expected to surpass that of China's in 2027, the IEA estimated. This would make India the largest driver of the global oil demand growth.

The domestic demand for jet fuel is expected to increase by 6.9% per year to 0.3 mbd by 2030. India's per capita jet fuel consumption is very low compared to the global average, which means the demand for the fuel can grow at a much faster pace, said Toril Bosoni, head of oil markets at the IEA.

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## Global Energy Storage Attracted 59% More Funding from VCs in 2023



**NEW DELHI** Funding through the venture capital route into the global energy storage sector registered a 59% growth in 2023 while the overall investments in the segment reported a 28% decline, Mercom Capital said in a report on Wednesday. The corporate funding in 2023 includes \$9.2 billion funding through Venture Capital (VC), \$9.8 billion through debt and public market financing, the research firm said. VC/PE funding in the energy storage space in 2023 was the highest-ever compared to the \$5.8 billion raised in 2022. However, the total corporate funding in the energy storage sector in 2023 was 28% lower against \$26.4 billion in 2022, the 'Mercom Annual and Q4 Funding Report' said. "Energy storage companies saw their highest VC funding in 2023, largely on account of the (USA's) Inflation Reduction Act's Investment Tax Credit and other incentives like manufacturing credits for battery components," Raj Prabhu, CEO of US-based Mercom Capital Group, said. **PTI**

## NITI Aayog for promoting LNG as transport fuel

NEW DELHI, FEBRUARY 7

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duty trucks running on LNG can be allowed to enter cities to incentivise alternative fuel adoptions, while diesel trucks can be banned and/or levied with entry charges as has been done in Delhi by implementing the environmental compensation charge (ECC) for all diesel heavy-duty trucks. — PTI



# India to overtake China in oil demand growth: IEA

BETUL (GOA), FEBRUARY 7

India would overtake China as the biggest driver of global oil demand in 2027 as transportation and industry consumption in the world's fastest-growing major economy would drive growth despite a big push for clean energy and electrification, the International Energy Agency (IEA) said on Wednesday.

The Paris-based agency in a special Indian Oil Market Outlook to 2030 report released at the India Energy Week here, said the country's oil demand will rise from 5.48 million barrels per day in 2023 to 6.64 million in 2030.

China currently is the biggest driver of oil demand and India ranks number 2 in growth. The numbers given by IEA in the report seem to talk of crude oil processed into fuel for domestic as well as for exports. The domestic consumption as per the oil ministry data is around 5 million barrels per day (bpd). "India's oil demand will grow at a rapid pace by 2030 despite accelerated green energy moves," IEA director of ener-



## ORDERLY ENERGY TRANSITION

Oil Minister Hardeep Singh Puri has made a pitch for drafting a predictable trajectory to cleaner fuel for an orderly energy transition, saying a balanced and realistic dialogue is needed and not vilification of fossil fuel.

gy markets and security Keisuke Sadamori said.

But in absolute terms, demand in India will still lag China's even in 2030. "As oil demand slows in developed countries and China, India becomes the largest source of growth," said Toril Bosoni, head of oil industry and markets division, IEA.

India currently is the third largest consumer of oil behind the US and China. It

imports 85 per cent of its oil needs and this dependence is likely to rise as domestic production falls. Diesel, she said, accounts for about 50 per cent of Indian gains and 20 per cent of global demand growth to 2030.

Meanwhile, India made a pitch for drafting a predictable trajectory to cleaner fuel for an orderly energy transition, saying a balanced and realistic dialogue is needed and not vilification of fossil fuel. Speaking at the India Energy Week, Oil Minister Hardeep Singh Puri said the world's third largest energy consumer is exploring options to diversify its oil purchases, including the possibility of picking up opportunity cargoes, such as those available from Russia and Venezuela.

The recent reforms in the sector, including diversification of sources of imports and changes in gas pricing mechanism, ensured that prices of petrol and diesel in India declined while the global prices were shooting up, he said. — PTI





PM'S STATEMENT IN RS SIGNALS POLICY SHIFT

# PSUs stronger, giving record returns: Modi

Comment follows scaling down of divestment goal

PRASANTA SAHU  
New Delhi, February 7

IN WHAT COULD be seen as a policy shift, Prime Minister Narendra Modi on Wednesday said the central public sector undertakings (CPSEs) have gained in strength over the last decade, with "most of them giving record returns (dividends and rise in

**INSIDE**  
Congress is dividing the country on north-south lines

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valuation)" to the stakeholders. Investors have reposed their faith in CPSEs, thanks to the NDA government's "efficient management of these

entities in the last ten years", he said in the Rajya Sabha.

"Investors' confidence is rising in PSU stocks. In the last one year, the BSE PSU index has doubled," Modi said. "Today LIC shares are at record levels," he said, taking potshots at the Opposition whom he blamed for spreading misinformation about the insurer.

The prime minister's comments comes on the heels of the govern-

STATE OF THE MATTER



NARENDRA MODI, PRIME MINISTER

IN THE LAST ONE YEAR, THE BSE PSU INDEX HAS DOUBLED. LIC SHARES ARE AT RECORD LEVELS



ment scaling down its disinvestment targets for the current year and the next, and even dispensing with a separate receipts head for disinvestment in the interim Budget presented in Parliament last week. In post-Budget interviews to FE, senior finance ministry officials stressed the strategy is to bolster the CPSEs, before considering any sell-offs.

In the FY22 Budget, the Centre

had unveiled the strategic sector policy which entailed that there would be a minimum government presence in the four broad sectors while the PSUs in the remaining ones can be privatised or merged or closed. In the non-strategic sector, all CPSEs will be privatised or closed in case privatisation is not possible, as per the policy.

Continued on Page 12



# PSUs stronger, giving record returns: PM

THE PRIME MINISTER'S comments now mark a departure from this.

The market capitalisation of listed CPSEs and government banks/financial institutions increased fourfold from ₹9.5 trillion in January 2021 to ₹38 trillion now.

This has benefited the government and minority shareholders equally.

"Ten years ago, PSUs' net profit was around ₹1.25 trillion, now it's ₹2.5 trillion (annually)," Modi said. In the past ten years, PSUs' net worth (excluding banks) rose from ₹9.5 trillion to ₹17 trillion, he added.

"The Congress said we sold PSUs, deteriorated their condition. Recollect who destroyed BSNL, MTNL and when. What was the condition of Hindustan Aeronautics (HAL)? Who destroyed Air India?" Modi asked. "Congress and UPA

can't disown the damage they did to the public sector (between 2004 and 2014)."

With record manufacturing, HAL's revenues are at a record high while BSNL is in a much better shape with the 4G and 5G implementation.

During the intra-day trade, LIC share price touched a new record at ₹1,050 (52-week high) on Wednesday.

The IPO issue price was ₹949 on May 17, 2022.

Since its listing on the stock exchanges, LIC stock moved down before falling as much as 44% to ₹530 on March 29, 2023. Replying to the debate on the Motion of Thanks on the President's Address in Rajya Sabha, Modi again expressed confidence in winning a third consecutive term and outlined his vision for the next five years, saying the Modi 3.0 government will put all its might into making

**NARENDRA MODI,**  
PRIME MINISTER

TEN YEARS AGO,  
PSUs' NET PROFIT WAS  
AROUND ₹1.25 TRILLION,  
NOW IT'S ₹2.5 TRILLION  
(ANNUALLY)



India a developed nation. "The third term of our government is not far away. Some people call it Modi 3.0. Modi 3.0 will put its all might to strengthen the foundation of 'Viksit

Bharat,'" he said.

In his 90-minute speech, considered his last in Parliament before Lok Sabha polls, Modi elaborated on his vision for the next five years.

He said that all flagship programmes like PM-Kisan, PM Awas Yojna, free ration, Ayushman Bharat and cheaper medicines (Jan Aushadhi Kendra) would continue. The Prime Minister said the medical treatment will become more accessible and cheaper. He promised to cover the entire nation with the piped gas network, provide tap water in poor households, and no power bill through the use of solar power.

Modi said India will see more startups, one lakh unicorns, a record number of patents, the best universities, greater participation in international sports, transformation in public transportation

and bullet trains.

In Modi 3.0, the prime minister said, India will be extensively using AI, nano-fertilisers, green technologies, natural farming and super food. He said India will make remarkable progress in the semiconductors sector, electronic goods and green hydrogen.

Modi said that his first two terms have gone in removing and grappling with the problems that gripped the nation due to the long rule of the Congress, which he alleged knew of the "disease" but did nothing to resolve it. "Vikshit Bharat is not a wordplay, but it is our commitment," Modi said.

"The country will not listen to those whose warranty has expired. The one who has shown the power of guarantee will be trusted by the nation," Modi said.



## ● ON ENERGY TRANSITION

Union minister for petroleum Hardeep S Puri

“ Access to traditional fuel and predictable trajectory to cleaner fuel is needed for orderly energy transition

**FINANCIAL EXPRESS**  
READ TO LEAD

Thu, 08 February 2024

<https://epaper.financialexpress.com/c/74521720>





DAY 2 OF INDIA ENERGY WEEK

# ‘Diverse sourcing a risk to India’s energy security’

The International Energy Agency (IEA) sees India’s continuous dependence on imports to meet its energy needs and its diversifying of sources of supplies to farther regions as a threat to the country’s energy security. Adequate oil stocks and spare capacity is crucial to balance the rising volatility in the crude oil market, **Toril Bosoni**, head of markets at the International Energy Agency, told **Arunima Bharadwaj** in an interview on the sidelines of the India Energy Week. Edited excerpts:



● TORIL BOSONI, HEAD OF MARKETS, IEA



**How do you see the global oil and gas market emerging, given the current geopolitical situations and demand-supply disruptions? What possible impact can this have on India’s oil import bill?**  
Given the rising geopolitical tensions and India’s increasing reliance on imports of (crude oil), not just from the Middle East (West Asia) but also further away from Russia, spotlights the vulnerability of the industry. Crude supplies are coming from farther places and transiting through critical passages. So...it does put this (India) in a situation of insecure supplies. India’s import dependency continues to rise. The importance of oil stocks and strategic petroleum reserves cannot be overstated. India already has a diverse set of suppliers which is good for its security of supply but because the country is sourcing from faraway places, there are longer supply chains involved, inventories are becoming more critical.

**Do you see the Middle East (West Asia) regaining the slot of top supplier of crude to the country, given the narrowing discounts on Russian crude oil to India?**  
The Middle East remains a very important source of oil supply to India. Its share has come down and Russia’s has increased. And of course, it depends on the relative pricing. India is keeping a diverse set of suppliers and of course we know that depending upon relative prices of different crude, Indian

OPEC IS SITTING ON A LOT OF SPARE CAPACITY. THEY HAVE EXTRA VOLUNTARY CUTS THAT ARE KEEPING THE CRUDE MARKET TIGHT. WITH RISING GEOPOLITICAL TENSIONS, THERE IS A RISK OF UPSIDE VOLATILITY (IN CRUDE PRICES)

refiners will make that choice.

**How is Indian oil demand seen growing in the next few years?**  
India is set to become the largest source of oil demand during the decade, that is, by 2030. India’s oil demand will reach 1.2 million barrels per day during 2023-2030. With this growth, India will take over China by 2027 in terms of annual growth rate. This growth is dominated by gasoline and diesel because of its dominance in Indian markets such as industrialisation, agriculture, manufacturing. LPG demand too, we see continuously growing.

**The global oil market has been governed with a lot of volatility last year. With geopolitical tensions rising once again, how do you see the**

**trajectory for crude prices in 2024?**  
OPEC is sitting on a lot of spare capacity. They have extra voluntary cuts that are keeping the crude market tight. With rising geopolitical tensions, there is a risk of upside volatility (in crude prices). Moreover, industry stocks remain relatively low. We have not rebuilt industry stocks to their five year average and so that buffer remains relatively narrow. It will be good to also be able to rebuild inventories that will reduce the volatility. Oil stocks and spare capacity is what you need to be able to balance volatility in the oil market.

**IEA has projected that despite strong efforts to boost domestic production, India’s oil output is seen relatively low in the decade ending 2030. What are the possible reasons and what needs to be done from the policy side?**  
A lot of efforts have been placed from the policy side. The access to acreages has also increased significantly. So far, we haven’t seen much interest from international companies but we do see some interest from Indian ones. Given the global context, the oil demand will peak this decade and international firms are focusing their upstream investments in core areas. There might be some change in India’s projections if there is a big discovery and then others may join in. But one of the reasons we see oil production declining over this period is just the time it takes to bring its own (the country’s) production on-line. Even if we sanction the new project today, by the time you actually bring that production online, that time is quite significant. If firms make investment decisions, and they have a speedy development programme, it happens; which is why it (improved production) might come later in the next decade.

**Why is the Russian import of Sokol grade of crude oil facing issues in delivery to Indian oil companies?**  
The Sokol grades have been priced above the price cap for quite some time. Urals have been below and (prices of) Sokol and Espo grades have been above. Maybe it (sanctions on the vessels) is related to that.





## ● DIVERSIFYING PURCHASES

Hardeep Singh Puri, petroleum minister

India is exploring options to diversify its oil purchases, including the possibility of picking up opportunity cargoes, such as those available from Russia and Venezuela





## Aramco in talks with Indian firms for investments



SAUDI ARAMCO is in investment talks with firms in India, a senior executive said. "Hopefully, we will see some announcements soon on investment in Indian companies," Faisal Faqeer, senior vice-president, liquids to chemicals development, downstream told delegates at the India Energy Week, without specifying its plans. **REUTERS**



# India to surpass China in oil demand growth

ARUNIMA BHARADWAJ  
Betul, Goa, February 7

**INDIA'S OIL DEMAND** growth is set to overtake that of China's by 2027, the International Energy Agency (IEA) said on Wednesday.

Releasing a report on the Indian oil market outlook till 2030 during the India Energy Week, Toril Bosoni, head of markets at IEA, said India's oil demand will reach 1.2 million barrels per day during 2023-2030. This will account for more than one-third of the projected global demand growth of 3.2 million barrels per day.

"India is forecast to be the single-largest source of global oil demand growth from 2023 to 2030, narrowly ahead of China. Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d, accounting for more than one-third of the projected 3.2 mb/d global gains," she said.

The country's additional demand will be more diversely spread across product categories than in major other economies, the report said.

India's demand growth for petrochemical feedstock use will account for 18%, while globally it would in

more than 90%. "This balanced growth profile results from India's dynamic economic development trajectory and relatively low per-capita fuel use," as per the report. "In particular, rapid progress in the manufacturing, commerce, transport and agriculture sectors will translate into continued

**India's oil demand will reach 1.2 mn barrels per day during 2023-2030, according to a report by the International Energy Agency**

sharp gains in diesel use."

The country is a net importer of crude oil and its imports are expected to rise to 5.6 million barrels per day by 2030 from the current level of 4.6 million barrels per day in 2023. "India's oil consumption is set to increase at a faster pace than other countries, in part, because it is still in initial stages of economic development," the report said.





## Ensuring energy security

India must explore both domestic reform and foreign outreach

**T**he International Energy Agency (IEA) on Wednesday issued a projection of growth in global crude oil demand up to the year 2030. According to the IEA, the largest driver of this demand growth will be India, which will take over the spot previously occupied by China, the leading importer of oil. India, currently the world's third-largest importer, is projected to increase its demand for oil by almost 1.2 million barrels a day between 2023 and 2030. Given that the total increase in crude oil demand in this period will be about 3.2 million barrels a day, India is basically expected to drive one-third of global crude oil demand growth. This will take consumption in India to 6.6 million barrels per day by 2030. The Indian economy, according to the IEA, will continue to see growth in demand for transport fuels, which is stagnating or decreasing in other markets.

For India, dependence on external suppliers for this demand growth is a major economic and security vulnerability. Global spikes in oil prices can cause chaos to the external account and fiscal position, drive up inflation, slow growth, and lead to political turmoil. Meanwhile, supply chains for fossil fuels are vulnerable to geopolitical tensions in West Asia. Thus, the government has rightly chosen to emphasise alternatives to fossil fuels. The IEA has estimated that new electric vehicles and more efficient use of existing energy sources will reduce demand growth in India by almost 500,000 barrels a day. The government has also focused on speeding up the installation of solar and wind power capacity. But even with these, India will clearly continue to be dependent on oil and gas for some time to come.

There are only two approaches that can help moderate this problem. First, if domestic resources can be properly discovered and exploited. And second, if greater control can be exerted on global supply chains, including through the actual purchase of fields by Indian oil and gas majors. Some progress is being made on both, but not enough. On Tuesday, Prime Minister Narendra Modi met with about 20 top executives of multinational fossil-fuel companies, including BP, Vedanta, and ExxonMobil. The government's aim is to increase private-sector investment in exploration in the country. However, previous attempts at this policy have been focused on maximising government revenue, with little thought given to moderating investor risk. This is not the right approach for the sector, and recent attempts to course-correct must be followed through.

There are compelling reasons to increase exploration in India, and fears that the private sector might make windfall profits should not hold policymakers back. Besides, Indian oil majors should also be pushed abroad. This week, it was reported that Oil India Ltd was discussing a return to operations in Libya with that country's national oil company. Libya is aiming for an increase of over 75,000 barrels a day in oil production in the next three to five years. Other such attempts to secure the crude oil supply chain are needed, and financial and diplomatic support from New Delhi must be available to do so. The future competitiveness and stability of the Indian economy depend on sustainable supply chains for energy, and both domestic reform and foreign outreach should, thus, be a major priority for the government.



# Unplanned green push hurts smaller nations, say Qatar, Guyana ministers

**SUBHAYAN CHAKRABORTY**

Betul (Goa), 7 February

An unplanned push towards green energy transition is hurting smaller nations and consumers, the energy ministers of Qatar and Guyana, two hydrocarbon-dependent economies, have said.

Saad Sherida al-Kaabi, Minister of State for Energy Affairs of Qatar, and Vickram Bharrat, Minister of Natural Resources of Guyana, were speaking at a high-level panel at the India Energy Week in Goa.

“A lot of countries are realising that they can’t achieve these targets, and are taking either a 180-degree turn or are living in that dream of getting re-elected based on that policy. Irresponsibly saying we don’t need fossil fuel is like shooting ourselves in the foot as humanity,” al-Kaabi said while coming down primarily on Western nations. “We talk about renewables as a source of electricity. However, it does not solve the petrochemicals part. The majority of what you see around you above you, the plastics, clothes, and glasses, all come from fossil fuels. Even in an electric car, plastic is on the dashboard,” al-Kaabi said. He stressed that natural gas is going to be needed in the foreseeable

future, and European nations will change their policy of not buying the fuel from Russia, going forward. The minister said that coupled with the pandemic, this stretched available gas supplies and spiked gas prices, which is bad for the market.

“Even as producers of gas, it destroys markets and hurts consumers who would want to be healthy consumers for the long term,” he said.

**In the first 8 months of FY24, over 45% of India’s LNG imports came from Qatar, followed by the UAE at 14.1%**

While Qatar is the world’s largest natural gas exporter, Guyana has become the newest major petroleum-producing country in the world.

In the first 8 months of the current financial year, more than 45 per cent of India’s LNG imports came from Qatar, followed by the United Arab Emirates (UAE) at 14.1 per cent, according to Commerce Department data. Petronet LNG, India’s flagship Liquefied Natural Gas (LNG) terminal-owning company on Tuesday announced a long-term deal to source 7.5 million metric tonnes per annum of LNG from Qatar.

## **Oil demand vs production**

“Some nations are trying to stop oil production when they should be

trying to stop oil demand,” Bharrat said. “If you stop production even as demand exists you are putting pressure on the people of a country such as mine, and those in Africa,” he explained.

Crude reserves were discovered in the South American country’s offshore waters in May 2019.

Beginning production in December 2019, Guyana currently produces 650,000 barrels of oil per day. The country has already activated two Floating Production Storage and Offloading (FPSOs) and will see another two FPSOs in their territorial waters in the next 2-3 years.

“We are well poised to produce 1.2 million barrels per day by 2027. Even when we have 10 FPSOs producing 2 million barrels per day we will still be a carbon sink country. Our forests can hold 19.5 gigatonnes of carbon,” he said.

Guyana is the second-most forested nation on the planet, with more than 98 per cent of its land covered by dense vegetation.

Guyana knows the window is closing on oil, and wants to extract as much of it and ship it since no one will put in investments in poorer and smaller nations to become green, Bharrat said. “We believe in the exploration and production of hydrocarbons substantively and using that money to fulfill the aspirations of our people.”





## ONGC pavilion at IEW 24 unveils visionary pursuits in India's energy transition

### OUR CORRESPONDENT

**PANAJI (GOA):** The ONGC pavilion at the ongoing second edition of India Energy Week'24 stands out as a testament to the state-owned Oil and Natural Gas Corporation's dedication to meeting India's growing energy demands.

In a smart display, the pavilion focuses on the Exploration and Production (E&P) sector, highlighting the vast opportunities it offers in addressing the surging demand for energy resources.

Simultaneously, it delves into the potential within the value chain, specifically in polymers and chemicals, showcasing ONGC's strategic diversification to adapt to the changing energy landscape.

A central theme of the exhibit revolves around ONGC's steadfast commitment to achieving its NetZero (Scope I & II) target by 2038. The pavilion uses digital aids to present a comprehensive roadmap, making the intricate steps toward this ambitious environmental goal accessible to visitors.

Visitors can explore the intricacies of deep-water production and drilling opera-

### Closer Look

» In a smart display, the pavilion focuses on the Exploration and Production sector, highlighting the vast opportunities it offers in addressing the surging demand for energy resources

» A central theme of the exhibit revolves around ONGC's steadfast commitment to achieving its NetZero (Scope I & II) target by 2038

» The pavilion uses digital aids to present a comprehensive roadmap

tions, providing a firsthand look into the complexities of ONGC's day-to-day activities.

A surprise highlight within the pavilion seamlessly aligns with the theme of IEW 2024 – "Growth, Collaboration, and Transition."

The pavilion stands as a beacon of ONGC's role in shaping India's energy future, inviting all to join in the pursuit of a greener and more sustainable tomorrow.

# TotalEnergies, ONGC partner to measure, detect methane emissions

**PRESS TRUST OF INDIA**

Betul (Goa), 7 February

TotalEnergies and state-owned Oil and Natural Gas Corporation (ONGC) have signed a cooperation agreement to carry out detection and measurement of methane from the Indian firm's operations

using the French company's pioneering technology.



ONGC is aiming to curb emission of methane a greenhouse

gas, from its oil and gas operations as part of its decarbonisation drive. It will now use TotalEnergies' pioneer AUSEA (Airborne Ultralight Spectrometer for Environmental Applications) technology to detect and measure methane emissions, the two firms said in a statement. The agreement was signed on the sidelines of India Energy Week.

“ONGC has been inviting international technology partners to help reduce its methane emissions in India by 2030, while TotalEnergies has decided to share its AUSEA technology in an effort to pivot the whole industry towards zero methane emissions by 2030,” it said.



**INDIA ENERGY WEEK**

# India will be biggest oil demand growth driver through 2030: IEA

**SUBHAYAN CHAKRABORTY**  
Betul (Goa), 7 February

In the next seven years, India is poised to become the primary source of global oil demand growth, even as its domestic production is projected to decrease by 22 per cent, according to the latest projections by the International Energy Agency (IEA).

These divergent trends are anticipated to have major implications for the country, with India already emerging as the second-largest importer of crude globally. This was highlighted by IEA officials at India Energy Week 2024.

While growth in developed economies and China is initially expected to slow and then reverse, a scarcity of new discoveries in recent years will contribute to India's domestic oil production diminishing to 540 thousand barrels per day (b/d) by 2030, down from 700 thousand b/d currently, as stated in an IEW report released here. "India is on track to register an increase of almost 1.2 million



## WHAT THE REPORT SAYS...

- 22%** drop in domestic production
- 540,000 bpd** production limit, down from 700,000 bpd, at present
- 36%** increase in crude imports in a decade
- 13%** of domestic production demand met
- 480,000 bpd** will be avoided due to EV influx
- 1 mn bpd** to be new refinery distillation capacity

b/d, accounting for more than one-third of the projected 3.2 mb/d global gains, reaching 6.6 mb/d by 2030," the report noted. As of 2023, India's crude imports have reached 4.6 million b/d, marking a 36 per cent increase over a decade.

Despite being a relatively small oil producer with limited potential for near-term growth, India's domestic production accounted for just 13 per cent of the country's supply needs in 2023, with domestic oil production averaging around 700 thousand b/d.

"Despite renewed efforts by the government to attract foreign upstream investment, domestic crude oil production is anticipated to continue its decline over the medium term," the report added.

However, the adoption of new electric vehicles and improvements in energy efficiency are expected to prevent 480 thousand b/d of additional demand in the 2023-2030 period.

### Refining capacity

A significant development for India is the increase in refining capacity, as domestic oil companies are heavily investing to accommodate the surge in domestic oil demand.

Over the next seven years, an additional 1 mb/d of new refinery distillation capacity is anticipated – surpassing any other country outside of China. "Several other major projects are currently under review, which may increase capacity beyond the 6.8 million b/d expected so far," stated the IEW report.

However, this expansion in refining capacity is set to further increase crude oil imports to 5.8 mb/d by 2030, posing significant implications for India's supply security, as noted by the IEA.

The agency also emphasised the necessity for India to enhance its capacity to respond to potential oil supply disruptions by strengthening its Strategic Petroleum Reserve (SPR) programmes and improving oil industry preparedness.

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**EDIT:**  
**Ensuring energy security**



## ONGC & NGEL sign Joint Venture agreement for renewable energy

### OUR CORRESPONDENT

**PANAJI (GOA):** As India stresses upon advancing renewable energy initiatives, state-owned Oil and Natural Gas Corporation (ONGC) and NTPC Green Energy Limited (NGEL) have formally entered into a Joint Venture Agreement (JVA) with a special focus on offshore wind projects, during the second of the ongoing India Energy Week held on Wednesday.

During the event, Union Minister of Petroleum and Natural Gas Hardeep Singh Puri was present and said it marked a pivotal collaboration aimed at spearheading renewable energy projects both within India and on the international stage.

The JVA was signed by NGEL CEO Mohit Bhargava and ONGC Executive Director Satish Kumar Dwivedi amid the presence of ONGC Chairman and CEO Arun Kumar Singh and NTPC Limited Chairman and Managing Director Gurdeep Singh.

This strategic partnership underscores the commitment of both entities to contribute significantly to India's renewable energy landscape. The agreement spans ventures in offshore wind projects and extends its purview to explore potential opportunities in



The signing of the Joint Venture between NGEL CEO Mohit Bhargava, and ONGC Executive Director Satish Kumar Dwivedi took place in the presence of Union minister Hardeep Singh Puri

PIC/MPOST

Union minister Puri said it marked a pivotal collaboration aimed at spearheading renewable energy projects both within India and on the international stage

Storage, E-mobility, Carbon Credits, Green Credits, Green Hydrogen business, and derivatives such as Green Ammonia and Green Methanol.

The collaboration between NGEL and ONGC is a concerted effort towards advancing sustainable energy initiatives in alignment with the nation's ambitious goals for a greener future. Building on their expertise and pooling resources, both entities are poised to drive innovation and foster environmental stewardship.

It is noteworthy that ONGC

had previously laid the groundwork for this collaboration by signing a Memorandum of Understanding (MoU) with NGEL in September last year. The primary focus of the MoU was to assess feasibility and establish renewable energy projects across various sectors.

The Joint Venture Agreement solidifies the commitment of ONGC and NGEL to jointly navigate the complexities of renewable energy ventures, marking a significant step towards achieving India's renewable energy goals.



# India needs robust agricultural input policies for ethanol production

S DINAKAR

Amritsar, 7 February

“Noted that the commissioning of a new multi-feed distillery at Rani Nangal, Uttar Pradesh (UP), is expected by March 31, 2024. Furthermore, considering the present government policy and challenges in the availability of permitted grains at viable procurement costs for distillery operations, it has been decided to keep the implementation of the new proposed distillery expansion project at Sabitgarh, UP, in abeyance.”

This is an excerpt from an investor brief issued by Triveni Engineering & Industries (TEIL), one of the biggest sugar and ethanol producers in the country, after posting October-December results. The company suspended work on a ₹230 crore investment in a new distillery, reflecting the nature of state policies last year.

“We have to look at the payback for any new project, and the payback is dependent on two things: the input price primarily, the input price of the raw materials, and the sale price of the ethanol that we manufacture,” said Tarun Sawhney, vice-chair-

man and managing director, TEIL, one of the country’s biggest sugar and ethanol producers.

The delay is primarily due to concerns over returns.

The need to promote biofuels, which are clean and green and help farmers, is admirable, but India needs to come up with a longer-term policy on raw materials used to produce ethanol, Sawhney said. Additionally, the government must allow the corporate sector to manage feedstock like maize, which, in turn, will boost the productivity of agricultural inputs used to make biofuels.

Also, the government needs to look at an environment where the margin structures remain as they were a couple of years ago. Unfortunately, because of input cost increases, there has been a steady erosion in margins within the ethanol business. It used to be around double digits.

“The cessation of a substantial portion of ethanol production is expected to result in reduced earnings before interest, tax, depreciation, and amortisation (Ebitda) margins in the distillery segment of integrated sugar mills,” said Pushan Sharma, director, CRISIL, in a note in December.



“Consequently, overall Ebitda margins of integrated sugar mills are projected to decline by about 100 basis points in sugar season 2023-24,” he added.

Indian Oil Corporation has set up 100 per cent ethanol dispensing outlets at 400 petrol pumps in Maharashtra, Karnataka, UP, and Tamil Nadu, Oil Minister Hardeep Singh Puri said at the India Energy Week in Goa. He said that the country did 12 per cent blending last year and will do 20 per cent by 2025. There were 80 retail outlets offering 20 per cent blended ethanol last

February. That number has increased to 9,000, Puri said.

Limitations over feedstock are creating roadblocks for proposed ethanol distilleries in the country, industry officials said.

In the past six to seven months, rice has become much dearer in the country, and the availability of Food Corporation of India (FCI) rice for the blending programme doesn’t exist any longer, Sawhney said. Last July, FCI stopped supplying rice for ethanol production amid supply concerns, Mumbai-based rating agency CRISIL said in a report.

## LIKELY SETBACKS

■ Limitations over feedstock are creating roadblocks for proposed ethanol distilleries in the country

■ The government’s ambitious target of attaining 20% ethanol-blended petrol by ESY 2024-25 and 30% by ESY 2029-30 is likely to face setbacks: CRISIL

■ The new regulation is expected to keep the blending rate below 10% in ESY 2023-24, with ethanol production projected to fall 20%

running on maize is now absent. Now, you see when rice was banned, we were procuring maize at around ₹19 per kilogram. The price of maize, now, in UP, is closer to ₹25 per kilogram. All price increases have gone, and therefore there is very little viability in maize,” he said.

The disappearance of rice and maize impacted two of the critical feedstock, but distilleries were established to process a variety of different inputs and are still viable on heavy molasses. But there’s a limitation there now because of questions New Delhi has about the total sugarcane crop in the country.

As recently as in December, the government suddenly banned the production of ethanol from sugarcane juice, and in a few days modified the rule again to restrict the sugar sacrificed through the B-heavy molasses and sugarcane juice/syrup route for ethanol to 1.7 million tonne (mt) versus 3.8 mt in the previous season, and directed sugar units to operate on C-heavy process.

India experienced scanty rainfall in key sugarcane-producing states such as Maharashtra and Karnataka leading to lower yields.

“Against the backdrop of price

volatility in staples and the upcoming national elections, the government has taken measures to control domestic sugar prices,” CRISIL said.

Moreover, there’s no market now for ethanol produced from cane juice and B-heavy molasses. OMCs floated a second tender for the supply of 2.67 billion litres of ethanol in the ethanol supply year (ESY) 2023-24, this newspaper reported. Bids were invited for ethanol produced from C-heavy molasses, maize, and damaged foodgrain. These bids contradict efforts to adopt ethanol blended petrol because of the total ethanol produced in the country, ethanol from cane juice accounted for 25-30 per cent while that from B-heavy molasses accounted for over 60-65 per cent. Ethanol from C-heavy molasses and grains is a minor portion.

The government’s ambitious target of attaining 20 per cent ethanol-blended petrol by ESY 2024-25 and 30 per cent by ESY 2029-30 is likely to face setbacks, CRISIL said. The new regulation is expected to keep the blending rate below 10 per cent in ESY 2023-24, with ethanol production projected to fall 20 per cent.





## India sets ambitious target to increase natural gas share to 15% by 2030

### OUR CORRESPONDENT

**PANAJI (GOA):** The government has set an ambitious target to increase the share of natural gas in its total energy mix to 15 per cent by 2030, a substantial jump from the current 6 per cent, claimed Akshay Kumar Singh, the Managing Director and CEO of Petronet LNG, during the Leadership Panel on "Developing LNG markets and infrastructure" on the second day of India Energy Week' 24 here in Goa.

Singh underscored the critical role of affordable pricing and synchronisation of infrastructure in the supply chain to achieve this target. The CEO further identified pricing as a key factor influencing the transition to cleaner fossil fuels, emphasising that unaffordable prices might divert consumers towards alternative energy sources.

"Unaffordable prices will force consumers to switch over to other fuels, and it's imperative to calibrate it carefully so that high prices do not end up destroying demand," Singh said.

He also advocated widespread adoption of Liquefied Natural Gas (LNG) as part of the energy transition, citing its potential to replace a significant portion of crude oil, a substantial portion of which is imported. Currently, India imports around 45 per cent of the LNG used in the country.

**Unaffordable prices will force consumers to switch over to other fuels, and it's imperative to calibrate it carefully so that high prices do not end up destroying demand**

Despite concerns about pricing, the senior official also noted that LNG offers the advantage of being distributable across the country and has the potential to replace 10-20 per cent of diesel used in transportation, thereby increasing the share of cleaner fuel in India's energy mix.

Moreover, Singh acknowledged the Modi government's commitment to transitioning the economy into a gas-based one, emphasising that large-scale LNG adoption could be facilitated through government intervention, particularly in adopting concessional taxation for the fuel.

Sukhmal Jain, Director (Marketing) and Member of the Board of Directors at BPCL, stressed that natural gas adoption is crucial for India to align with developed countries. He emphasised the need for aligning cost, supply efficiency, and taxation to promote natural gas use.

As part of the same panel,

Andrew Barry, Chairman of ExxonMobil LNG Market Development and Vice President of Global LNG Marketing at ExxonMobil Oil and Gas Company, also highlighted LNG as an ideal partner for renewable energy, addressing intermittency issues associated with solar, wind, and hydro energy. He, along with other panellists, identified the cost of building LNG production and transmission infrastructure as a significant challenge in the widespread adoption of this cleaner fuel.

The discussions unfolded as part of the larger India Energy Week 2024, which is currently going on in this coastal state till February 9. It is anticipated that the event serves as India's largest and only comprehensive energy exhibition and conference, fostering collaboration across the entire energy value chain.

The focus includes encouraging startups and integrating them into the energy value chain. The event is likely to draw the participation of 17 energy ministers from different countries, over 35,000 attendees, and more than 900 exhibitors, showcasing innovative solutions in the energy sector.

Prime Minister Narendra Modi has already held a roundtable with global oil and gas CEOs and experts, highlighting the significance of international cooperation in achieving India's energy transition goals.

EXPECTED TO CONTRIBUTE OVER 16% TO GLOBAL ECONOMIC GROWTH

# ‘India to overtake China as lead driver of global oil demand’

**SIMONTINI BHATTACHARJEE**

**PANAJI (GOA):** India is poised to take the lead in driving global oil demand growth between 2023 and 2030, narrowly surpassing China, according to the recent Indian Oil Market report.

The study highlights a robust economic and demographic expansion, projecting an unprecedented surge in oil demand, contributing to over one-third of the expected 3.2 million barrels per day (mb/d) global gains.

In contrast to other major economies, India's demand growth is predicted to be diversified across various product categories, with only 18 per cent allocated to petrochemical feedstock use. This stands in stark contrast to the global average exceeding 90 per cent and China, where almost all net gains will be in chemical production. The report underscores India's balanced growth profile, attributed to its dynamic economic trajectory and comparatively low per-cap-



ita fuel consumption.

The report attributes this surge to India's economic performance, citing an average annual GDP growth of 6.8 per cent in the decade leading up to 2020. Despite pandemic challenges, the Oil Market Report notes the country's swift return to its growth trajectory, establishing it as a 'global economic powerhouse.' Furthermore, India is expected to contribute over 16 per cent to global economic growth in 2024.

The emergence of a burgeoning middle class with elevated living standards and

evolving spending habits is identified as another crucial factor accelerating this rapid pace. Additionally, industrialization plays a significant role in India's oil consumption growth, driven by increased demand for capital goods and the expansion of the energy-intensive manufacturing sector.

The report emphasises India's recent ascent as a key industrial hub, attracting international investments as companies shift their supply chains away from China, further enhancing growth prospects.

Projected to outpace other

## Highlights

- » The report attributes this surge to India's economic performance, citing average annual GDP growth of 6.8 per cent in decade leading up to 2020
- » Linkage between pump prices and market drivers was disrupted in May 2022 when India froze retail petroleum prices

countries in oil consumption, India's GDP per capita of USD 2,400 in 2022 positions it in the initial stages of economic development. The World Bank notes that countries experiencing GDP per capita growth in the USD 2,000 to USD 10,000 range witness their fastest energy use growth.

However, the report highlights India's unique oil market dynamics, particularly its decoupling of retail energy prices from the global oil market. Initially controlled by government oversight, a

deregulation push introduced a more market-based mechanism a decade ago. The firm inverse relationship between the Indian rupee and oil prices, common among emerging market commodity importers, exerts persistent upward pressure on domestic pump prices.

The linkage between pump prices and market drivers was disrupted in May 2022 when India froze retail petroleum prices in response to global market volatility following the outbreak of Russia-Ukraine war. While shielding consumers from inflationary pressures, this move impacted state-run refiners, partially recouped through government capital support.

With Indian pump prices remaining stagnant for 20 months, concerns are arising about the incentive for the refining sector to continue investing. As oil markets normalise and volatility recedes, a return to market-based pricing is considered opportune for sustained industry growth, according to the report.





## ONGC, TotalEnergies ink pact to detect methane emissions

**Asian News International**

Goa

On the occasion of India Energy Week 2024 currently underway in Goa, ONGC signed a cooperation agreement with TotalEnergies to carry out methane emissions detection and measurement campaigns using TotalEnergies' pioneer AUSEA technology. ONGC has been inviting international technology partners to help reduce its methane emissions in India by 2030, while TotalEnergies has decided to share its AUSEA technology to pivot the whole industry towards zero methane emissions by 2030. Both companies are parties to the Oil and Gas Decarbonisation Charter (OGDC), a global industry initiative launched at COP28. ONGC joins a growing list of national companies who have signed cooperation agreements with TotalEnergies for the use of AUSEA including Petrobras in Brazil, SOCAR in Azerbaijan, Sonangol in Angola and NNPC in Nigeria.

# 'Essar determined to contribute 5% to India's gas output in 5 years'

**GREEN PATH.** \$3.6-b investment underscores group's commitment to low-carbon tech: Ruia

**Rishi Ranjan Kala**  
New Delhi

Essar Oil and Gas Exploration and Production (EO-GEPL) aims to account for 5 per cent of India's cumulative gas production in the next five years, its Director Prashant Ruia said.

Ruia, who is also the Director of Essar Capital, emphasised that the group's \$3.6-billion investment underscores its commitment to low-carbon technologies, including construction of one of the world's largest low carbon (blue hydrogen) plants and the world's first green refinery.

"As India emerges as the world's fastest-growing and third-largest economy, Essar is dedicated to fulfilling



Essar is dedicated to fulfilling climate commitments and promoting green growth

**PRASHANT RUIA**

Director, Essar Oil and Gas Exploration and Production

climate commitments and promoting green growth. At the forefront is EOGEPL, India's foremost player in the CBM sector, currently responsible for nearly 65 per cent of the nation's total production. EOGEPL is determined to raise its contribution to India's overall gas output to 5 per cent in the coming five years," Ruia told *businessline* on the sidelines

of the India Energy Week (IEW).

## **PRODUCTION GROWTH**

EOGPL CEO Pankaj Kalra said, "Our team is consistently beating its estimates and delivering strong operating performance year on year, backed by ramp-up in gas production, and optimising and reducing internal consumption significantly."

He said that the current gas production is 0.9 million standard cubic meters per day (MSCMD), which is expected to grow to 2.2 MSCMD by FY25-end and further to 5.2 MSCMD by FY27 end.

EOGEPL has a resource base of 12 TCF (Trillion Cubic Feet) coal bed methane, or CBM, and shale gas resources. It has, so far, invested more than ₹5,000 crore in exploration and commercial development of the Raniganj CBM Block.

It currently operates around 350 wells in the block and has adopted technology and stimulation techniques including re-fracs, microbial treatment and well automation to enhance gas production from the existing wells.



# India to become biggest driver of global crude oil

**Betul (Goa), Feb. 7:** India will overtake China as the biggest driver of global oil demand in 2027 as transportation and industry consumption in the world's fastest-growing major economy will drive growth despite a big push for clean energy and electrification, the International Energy Agency (IEA) said on Wednesday.

The Paris-based agency in a special Indian Oil Market Outlook to 2030 report released at the India Energy Week here, said the country's oil demand will rise from 5.48 million barrels per day in 2023 to 6.64 million bpd in 2030. China currently is the biggest driver of oil demand and India ranks number two in growth.

The numbers given by IEA in the report seem to talk of crude oil processed into fuel for domestic as well as for exports. The domestic consumption as per the oil ministry data is around 5 million barrels per day (bpd).

"India's oil demand will grow at a rapid pace by 2030 despite accelerated green energy moves," IEA director of energy markets and security Keisuke Sadamori said. "Growth in India will surpass that of China in 2027."

But in absolute terms, demand in India will still lag China's even in 2030.

"As oil demand slows in developed countries and China, India becomes the largest source of growth," said Toril Bosoni, head of oil industry and markets division, IEA.

India currently is the third largest consumer of



● **AS OIL** demand slows in developed countries and China, India becomes the largest source of growth.

● **INDIA'S OIL** demand will grow at a rapid pace by 2030.

oil behind the US and China. It imports 85 per cent of its oil needs and this dependence is likely to rise as domestic production falls.

Diesel, she said, accounts for about 50 per cent of Indian gains and 20 per cent of global demand growth to 2030.

The demand growth is despite the push for electric vehicles (EV) which make up for a small fraction of the automobiles on the road currently. "More than 5 lakh bpd of oil demand will be avoided due to increased EV penetration, energy efficiency improvements and biofuels growth. Of this, around 2 lakh bpd would be because of EV penetration," she said.

She said refinery expansions will ensure India meets domestic needs and a key exporter of transportation fuel to Asia and the Atlantic basin, she said adding Indian energy companies are targeting an additional 1 mn bpd of refinery capacity. — PTI

# India to account for 1/3rd of oil demand growth by 2030

**NEW POWER HOUSE.** Country's road-fuel dominated growth behind surge in demand

**Rishi Ranjan Kala**  
Betul (Goa)

India, the world's second largest crude oil importer, will account for one-third of the 3.2 million barrels per day (mb/d) of growth in oil demand between 2023 to 2030, surpassing China, the International Energy Agency (IEA) said on Wednesday.

India, which currently consumes roughly 5 million barrels per day (mb/d), is expected to register an increase of 1.2 mb/d in the next seven years.

The IEA, in a report, said that India is forecast to be the single largest source of global oil demand growth from 2023 to 2030, narrowly ahead of China. Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d over the forecast



**OUTLOOK.** India's demand growth will surpass that of China in 2027 THE HINDU

period, accounting for more than one-third of the projected 3.2 mb/d global gains.

## **RISING CONSUMPTION**

India's oil consumption is set to increase at a faster pace than other countries, in part, because the country is still in the initial stages of economic development, it added.

The agency expects demand to hit 6.6 mb/d in 2030,

up from 5.5 mb/d in 2023. IEA's Director Energy Markets and Security Keisuke Sadamori said that India's demand growth will surpass that of China in 2027, but the world's largest energy consumer will still be ahead of India in absolute terms.

This faster pace also reflects the emergence of a burgeoning middle class, characterised by higher living

standards and changing spending habits.

## **DIESEL LEADS GROWTH**

India's momentous economic growth story has major implications for personal mobility, business activity and, therefore, transportation demand.

The country's exceptional road-fuel dominated growth profile results from these burgeoning requirements and the centrality of road vehicles to meeting them, the IEA said. Travel by road accounts for about 90 per cent of personal mobility and 70 per cent of freight movement.

"Indeed, these shares rose in line with India's economic development in recent decades. Given the crucial importance of oil products for road fuels, this means that we anticipate the growth of India's economy to translate into continued strong growth led by diesel.



# Oil India mulls incorporating a subsidiary in GIFT City

Rituraj Baruah  
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BETUL, GOA

State-run Oil India is looking at incorporating a subsidiary at the International Financial Services Centre (IFSC) in GIFT City, Gujarat, said two people with knowledge of the development.

The move, if it takes shape, would help the company to manage its overseas assets through the planned subsidiary in India. Currently, it has subsidiaries in Singapore and the Netherlands managing its international assets. It would also help the company raise

funds.

“A plan to set up a subsidiary at GIFT City is being considered within the company. However, a decision has not been taken yet,” said a person in the know.

The development comes at a time when dividends of the company along with other energy majors with a stake in Russian assets, are stuck amid economic sanctions on Russia by the West. Currently about \$450 billion worth of dividend is yet to be received by the consortium comprising Indian Oil Corp., a subsidiary of BPCL Bharat Petroresources Ltd, and Oil India as the money is parked in a bank in Russia.



The move, if it takes shape, would help Oil India to manage its overseas assets, through the planned subsidiary in India. AP

In September, *Mint* had reported that the public sector exploration and production (E&P) major has appointed a legal and tax consultant to explore ways and means to

repatriate its \$150 million dividend stuck in Russia to India.

Queries mailed to Oil India remained unanswered till press time.

OIL entered the interna-

tional oil and gas business with its first international acquisition in Oman in 1998-99. The company's overseas E&P portfolio as on 31 March 2023 was spread over seven countries—Russia, Venezuela, Mozambique, Nigeria, Bangladesh, Libya and Gabon.

The portfolio includes three producing assets in Russia one in Venezuela, two discovered and development assets in Mozambique and Nigeria and four exploratory assets in Libya, Gabon, and Bangladesh.

For the second quarter of FY24, the company reported a net profit of ₹325.31 crore, about 81% lower than

₹1,720.53 crore a year ago.

The consideration to set up a subsidiary at IFSC, GIFT City is in line with the recent announcements of other public sector companies including oil and gas companies—ONGC Videsh and Indian Oil Corp.

The International Financial Services Centre, developed as a multi-services special economic zone at Gift City, allows domestic and multinational companies the option to shift their overseas investments onshore.

The government has provided a competitive tax structure for IFSC in a bid to develop it as a hub for international financial services activities.

# Petrochem exports face Chinese rivalry

Rituraj Baruah

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BETUL (GOA)

Indian petrochemical exports are expected to face tough competition as the country moves to boost its oil refining and petrochemicals capacity, the head of the International Energy Agency's (IEA) oil industry and markets division warned, with global markets already reeling under rising Chinese shipments.

Toril Bosoni said in an interview that currently there is severe pressure on the global petrochemical industry with China, a traditional importer of petrochemicals, expanding its domestic petchem manufacturing capacity.

She also said that domestic demand in India would be robust going ahead.

"We are seeing that this expansion and capacity in China utilizing it (oil), it's really putting pressure on other petrochemical producers in the region, that is in Europe. The European petrochemical utilization rates were the lowest they have been since the early 1970s. It's putting pressure on petrochemical producers in Asia, (South) Korea and Japan, but also in the Middle East,"



Toril Bosoni's statement gains significance as India plans to scale up its refining capacity to 450 million tonnes per annum by 2030.

Bosoni said.

"So what we are seeing now, China is importing the feedstock instead of the petrochemical products and this is changing the dynamics. And we see this to continue in the coming years. China is still adding petrochemical capacity which puts strain on petrochemical producers worldwide."

On the Indian petchem sector, the IEA official said: "If we look at the India market, the

petrochemical products, given the growth of the Indian economy and Indian manufacturing, there's definitely growth with these products in India.

**An IEA report said growth in the petrochem sector in India will be smaller than the global average during 2023-2030**

On a global level I think we will see continued competition and pressure on margins and profits."

Bosoni's statement gains significance as India plans to scale up its refining capacity

from the current 250 million tonnes per annum to 450 million tonnes per annum by 2030 and aims to become a

hub for petroleum and petrochemical products.

On Wednesday, the IEA released a report which said growth in the petrochemical sector in India will be smaller than the global average during 2023-2030.

It said globally, the biggest driver of oil demand growth over the medium term is projected to be petrochemicals, accounting for about 2.7 million barrels of additional oil product demand during 2023-2030.

"Where this demand takes place is largely the result of patterns of investment in production facilities, which typically take around five years to progress from final investment decision to commercial operations. We estimate that a combination of new plants and incremental expansions will see Indian feedstock demand rise by about 210 kb/d (thousand barrels per day) over the period," said 'India Oil Market Outlook to 2023'.

In terms of oil demand growth, the agency projected India to surpass China by 2027, with oil demand reaching 1.2 million barrels per day in 2023-30, accounting for more than one-third the projected global demand growth.



## Oil cos losing close to ₹3/ litre on diesel, profit on petrol falls

**Goa:** State-owned fuel retailers are losing close to ₹3 per litre on selling diesel while the profit on petrol has trimmed due to recent firming up of international oil prices, industry officials said.

Indian Oil Corporation, BPCL and HPCL 'voluntarily' have not changed petrol, diesel and cooking gas prices for almost two years now, resulting in losses.



REUTERS

PTI

# तेल की मांग में चीन को पछाड़ देगा भारत

## इंडिया एनर्जी वीक

जागरण ब्यूरो, पणजी: आर्थिक विकास दर के मामले में चीन से आगे चल रहा भारत कच्चे तेल की मांग में भी उससे आगे निकलने वाला है। मौजूदा स्थिति को देखते हुए अगले 20 से 30 वर्षों के दौरान दुनिया में कच्चे तेल की अतिरिक्त मांग में भारत की 25 प्रतिशत हिस्सेदारी होगी। भारत सरकार जिस तरह से आर्थिक विकास दर की रफ्तार लगातार बढ़ाने की कोशिश में है उससे यहां पेट्रोलियम उत्पादों की मांग और बढ़ सकती है। बुधवार को इंडिया एनर्जी वीक में इंटरनेशनल एनर्जी एजेंसी (आइईए) ने एक रिपोर्ट में यह बात कही।

रिपोर्ट के अनुसार, भारत में कच्चे तेल की मांग वर्ष 2023 में 54.8 लाख बैरल प्रतिदिन थी जो वर्ष 2030 तक 66.4 लाख बैरल प्रतिदिन हो जाएगी। भारत तेल खपत के मामले में अभी चीन के बाद दूसरे स्थान पर है लेकिन 2027 में चीन पीछे छूट जाएगा। संभवतः इसका एक बड़ा कारण यह है कि चीन में इलेक्ट्रिक वाहनों

● आइईए ने कहा, तेल की अतिरिक्त मांग में भारत की 25 प्रतिशत हिस्सेदारी होगी

● 2030 तक भारत की कच्चे तेल की मांग बढ़कर 66.4 लाख बैरल प्रतिदिन होगी

## स्वच्छ ईंधन को लेकर निश्चित हो वैश्विक नीति: पुरी

जिस तरह से कच्चा तेल व कोयला उत्पादक देशों ने मनमाने तरीके से कीमतों को तय किया है, वह स्वच्छ ईंधन के मामले में नहीं होना चाहिए। भारत ने वैश्विक समुदाय को इस बारे में आगाह करते हुए कहा है कि अगर स्वच्छ ईंधन की कीमतों को तय करने को लेकर निश्चित नीति नहीं बनी तो इसका उल्टा असर होगा। इंडिया एनर्जी वीक के एक सत्र में पेट्रोलियम मंत्री ने क्रूड खरीदने को लेकर दबाव बनाने वाले देशों को आगाह करते हुए कहा कि भारत अपनी ऊर्जा सुरक्षा के लिए जहां से भी जरूरत होगी, वहां से तेल खरीदेगा। पेट्रोलियम मंत्री पुरी ने कहा कि ग्रीन ईंधन की तरफ सभी को जाना है लेकिन इसकी रफ्तार इस बात से तय होगी कि कीमतों को लेकर बाजार में कितनी निश्चितता रहती है।

को तेजी से अपनाया जा रहा है। रिपोर्ट में कहा गया है कि अभी से लेकर 2030 तक वैश्विक तेल मांग बढ़ाने में भारत का सबसे ज्यादा योगदान होगा।

अमेरिका समेत विकसित देशों और चीन में तेल की मांग सुस्त होने लगी है, जो आगे चलकर घटने लगेगी। जबकि औद्योगिक विकास में तेजी आने से डीजल की मांग तेज होने जा रही है। विमानन सेवाओं का विस्तार होने से एटीएफ की मांग भी

तेज होगी। पेट्रोल की मांग की रफ्तार बहुत तेज नहीं रहेगा क्योंकि भारत में भी इलेक्ट्रिक वाहनों का प्रचलन बढ़ रहा है। फिर भी पेट्रोल की मांग सालाना आधार पर 0.7 प्रतिशत की दर से बढ़ेगा। इस रिपोर्ट का यह मतलब यह भी है कि अगर भारत घरेलू उत्पादन नहीं बढ़ाता है तो कच्चे तेल के लिए बाहरी देशों पर उसकी निर्भरता और बढ़ेगी। भारत अभी अपनी जरूरत का 86 प्रतिशत तेल आयात करता है।



# स्वदेशी उपकरण इलेक्ट्रोलाइजर से बनेगा ग्रीन हाइड्रोजन ईंधन

मनीष राणा/पणजी/ गोवा

ऊर्जा के क्षेत्र में विकास के दौरान ग्रीन हाइड्रोजन के क्षेत्र में भारत जल्द एक बड़ी उपबलधि हासिल करने की कोशिश कर रहा है। ऊर्जा को रिफाइनरी और ईंधन की दिशा में भारत बहुत तेजी से प्रगति के पथ पर बढ़ रहा है। हाइड्रोजन के निर्माण के लिए भारत पेट्रोलियम भाषा परमाणु अनुसंधान केंद्र का सहयोग लिया जा रहा है। इस उपकरण से बड़ी-बड़ी कंपनियों को हाइड्रोजन उत्पादन में मदद मिलेगी। चूंकि एक किलोग्राम हाइड्रोजन में वहन 150 किलोमीटर तक चलेंगे। इसकी लागत अन्य ईंधनों के मुकाबले कम होगी। इसका डेमो इंडिया एनर्जी वीक 2024 के दूसरे चरण में एक स्टोल पर दिखाया गया। माना जा रहा है कि आने वाले वर्षों में ग्रीन ऊर्जा के क्षेत्र में भारत जल्द बड़ी कामयाबी हासिल करेगा। इसका इस्तेमाल

कैथोड और एनोड के माध्यम से बनायी जा रही है हाइड्रोजन ऊर्जा

पब्लिक ट्रांसपोर्ट में भी किया जाएगा। जोकि वातावरण में प्रदूषण को कम करने के लिए एक पहल है। केरल के कोचीन रिफाइनरी में 500 किलोवाट ग्रीन हाइड्रोजन रिफिलिंग प्लांट लगाया जा रहा है। इसके साथ ही असम में ग्रीन हाइड्रोजन बसों को चलाया जा रहा है। कार्यक्रम के पहले दिन प्रधानमंत्री नरेंद्र मोदी ने हाइड्रोजन उपकरण और ग्रीन हाइड्रोजन ऊर्जा की समीक्षा भी की है। वहीं 2030 तक पांच मिलियन टन तक ग्रीन हाइड्रोजन उत्पादन का लक्ष्य भारत सरकार ने रखा है। इसकी मदद से भारत स्वदेशी इलेक्ट्रोलाइजर से इस क्षेत्र में भी आत्मनिर्भर बनेगा। कैथोड और एनोड के माध्यम से हाइड्रोजन ऊर्जा बनाया जा रहा है। पानी से हाइड्रोजन को अलग करता है और नमी को भी दूर करता है। वहीं, इस मौके पर भारत पेट्रोलियम के महाप्रबंधक सौरभ जैन का कहना है कि हाइड्रोजन से ऊर्जा का उत्पादन भी होना शुरू हो गया है।

# पेट्रोल-डीजल की कीमतों में कटौती पर चर्चा नहीं

चालू वित्त वर्ष में 69 हजार करोड़ का लाभ कमाने वाली कंपनियां अब कर रही घाटे में डीजल बेचने की बात

जटाप्रकाश रंजन • पणजी

गोवा के बेतूल में स्थित ओपनजीसी के कैम्पस में चल रहे इंडिया एनर्जी वीक (आईडब्ल्यू) में दुनिया के 120 देशों के प्रतिनिधि व ऊर्जा सेक्टर के विशेषज्ञ आए हुए हैं। यहां ऊर्जा सेक्टर से जुड़े हर विषय पर चर्चा हो रही है। लेकिन उस विषय पर कोई चर्चा नहीं हो रही जो सीधे तौर पर देश के करोड़ों लोगों को प्रभावित करता है। यह विषय है पेट्रोल व डीजल की खुदरा कीमतों में कटौती। वित्त वर्ष 2023-24 के पहले नौ महीनों में सरकारी क्षेत्र की तीनों तेल मार्केटिंग कंपनियों को हुए भारी मुनाफे (संयुक्त शुद्ध लाभ-करीब 69,000 करोड़ रुपये) के बावजूद उनकी तरफ से आम जनता को राहत देने की कोई बात नहीं की जा रही। कुछ हफ्ते पहले तक पेट्रोल पर 10 रुपये और डीजल पर 6 रुपये प्रति लीटर का मुनाफा कमाने वाली

● अप्रैल 2022 के बाद से नहीं हुआ है पेट्रोल-डीजल की खुदरा कीमतों में बदलाव

● पेट्रोलियम मंत्री बोले- अस्थिर वैश्विक हालातों में फैसला करना आसान नहीं



इन तीनों कंपनियों (आइओसी, बीपीसीएल व एचपीसीएल) का कहना है कि उन्हें अब डीजल बिक्री में घाटा हो रहा है।

देश में पेट्रोलियम उत्पादों के सस्ता होने की संभावना से जुड़े सवाल पर सरकारी तेल कंपनियों के अधिकारी खुल कर कुछ नहीं

बोल रहे। पेट्रोलियम व प्राकृतिक गैस मंत्री हरदीप सिंह पुरी का कहना है कि यह एक तार्किक सवाल है, लेकिन इसका जवाब तेल कंपनियां उचित समय पर देंगी। सरकार इस बारे में कोई फैसला नहीं करती। उनका कहना है कि हाल में तेल कंपनियों को जो मुनाफा हुआ है,

मई 2022 में केंद्र ने घटाया था उत्पाद शुल्क

देश में पेट्रोल और डीजल की खुदरा कीमतों में कंपनियों ने अप्रैल 2022 के बाद से कोई बदलाव नहीं किया है। अंतिम बदलाव छह अप्रैल 2022 को किया गया था। तब बताया गया था कि घरेलू बाजार में पेट्रोल की बिक्री में 17 रुपये प्रति लीटर और डीजल में 26-27 रुपये प्रति लीटर का घाटा हो रहा है। तब अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमत 120 डालर प्रति बैरल तक पहुंच गई थी। मई 2022 में केंद्र ने पेट्रोल-डीजल पर लगने वाले उत्पाद शुल्क में 10 रुपये प्रति लीटर की कटौती की थी। उसके बाद से घरेलू बाजार में कीमतें स्थिर हैं।

वह कोई बहुत ज्यादा नहीं है। वैसे भी वैश्विक हालात बहुत ज्यादा अस्थिर हैं जिसकी वजह से कोई भी फैसला करना आसान नहीं है। जहां तक बंपर मुनाफे का सवाल है तो अगर ऐसी ही स्थिति चौथी तिमाही (जनवरी-मार्च, 2024) में भी रहती है तो कंपनियों कीमतों में

संशोधन कर सकती हैं। सरकारी तेल कंपनियां किस कीमत पर तेल खरीद रही हैं और खुदरा कीमत तय करने में किस कीमत को आधार बनाया जा रहा है, यह पूरा फार्मूला ही बहुत ही उलझा हुआ है।

पेट्रोलियम मंत्रालय के डाटा को देखें तो चालू वित्त वर्ष के दौरान भारत ने जून, 2023 में सबसे सस्ती कीमत (औसत मासिक कीमत) पर 74.93 डालर प्रति बैरल की दर से क्रूड खरीदा, जबकि सबसे महंगी कीमत सितंबर, 2023 में 93.54 डालर प्रति बैरल रही है। पहले दस महीनों में सिर्फ दो महीने ही 90 डालर से ज्यादा कीमत दी गई है। जनवरी में यह कीमत 79.22 डालर प्रति बैरल रही है। कहने की जरूरत नहीं कि जब अप्रैल से सितंबर, 2023 के दौरान अंतरराष्ट्रीय बाजार में क्रूड 75 डालर के करीब था, तब सरकारी तेल कंपनियों ने खुब मुनाफा कमाया है।



## पेट्रोनेट एलएनजी ने कतर एनर्जी के साथ दीर्घकालिक अनुबंध निष्पादित किया

नई दिल्ली | भारत की प्रमुख एलएनजी टर्मिनल स्वामित्व वाली कंपनी पेट्रोनेट एलएनजी लिमिटेड (पीएलएल) ने लंबी अवधि के आधार पर कतरएनर्जी के साथ लगभग 7.5 एमएमटीपीए एलएनजी की खरीद के लिए एलएनजी बिक्री और खरीद समझौते (एलएनजी एसपीए) को सफलतापूर्वक संपन्न और निष्पादित किया है। यह 2028 तक आपूर्ति के



लिए 31 जुलाई 1999 को हस्ताक्षरित एफओबी आधार पर लगभग 7.5 एमएमटीपीए एलएनजी बिक्री और खरीद समझौते की एलएनजी आपूर्ति के लिए मौजूदा एलएनजी एसपीए के विस्तार के अनुरूप है।

## आयात से भारत में ईंधन की कीमतों को किफायती बनाए रखा

गोवा (एसएनबी)। इंडिया एनर्जी वीक



2024 के दूसरे चरण में केंद्रीय पेट्रोलियम और प्राकृतिक गैस मामलों के हरदीप सिंह पुरी ने कहा, आयात के स्रोतों के विविधीकरण और

गैस मूल्य निर्धारण तंत्र में बदलाव सहित इस क्षेत्र में भारत के हालिया सुधारों ने यह सुनिश्चित किया है कि भारत में पेट्रोल और डीजल की कीमतों में गिरावट आए, जबकि वैश्विक कीमतें बढ़ रही थी।

पुरी ने भारत ऊर्जा सप्ताह 2024 में कतर के ऊर्जा मामलों के कैबिनेट मंत्री साद शेरिदा अल काबी एवं प्राकृतिक संसाधन मंत्री के साथ वीयूसीए 'राष्ट्रों और उद्योग के लिए ऊर्जा सुरक्षा सुनिश्चित करना' नामक एक मंत्रिस्तरीय पैनल में भाग लिया। वीयूसीए का मतलब अस्थिरता, अनिश्चितता, जटिलता और अस्पष्टता है।



# ग्रीन हाइड्रोजन उत्पादन को लेकर बड़ी उम्मीद

## ■ विनोद श्रीवास्तव

बेतुल( गोवा)। एसएनबी

ऊर्जा क्षेत्र में निरंतर प्रगति के प्रयासों के बीच ग्रीन हाइड्रोजन को लेकर बड़ी उम्मीद जगी है।

ग्रीन हाइड्रोजन का उपयोग रिफाइनरी में अन्य गैसों की जगह इस्तेमाल करने तथा वाहनों में बतौर ईंधन उपयोग को लेकर अनुसंधान एवं विकास के साथ उत्पादन की नई दिशा हासिल की गई है।

भारत पेट्रोलियम ने भाभा परमाणु अनुसंधान केंद्र के साथ मिलकर इलेक्ट्रोलाइजर का निर्माण किया है। यह पूरी तरह से स्वदेशी है। इस उपकरण के निर्माण से हाइड्रोजन उत्पादन में बड़ी मदद मिलेगी। लिहाजा वर्ष 2030 तक भारत में ग्रीन हाइड्रोजन उत्पादन और उपयोग

की एक बड़ी हिस्सेदारी होगी। गोवा में आयोजित भारत ऊर्जा सप्ताह के दौरान ऊर्जा और तेल एवं प्राकृतिक गैस उत्पादन की क्षेत्र में कंपनियां काम कर रही हैं।

प्रधानमंत्री नरेंद्र मोदी ने मंगलवार को

■ स्वदेशी  
इलेक्ट्रोलाइजर के  
निर्माण से मिलेगी  
मदद

■ वर्ष 2030 तक  
पांच मिलियन टन  
ग्रीन हाइड्रोजन  
उत्पादन का लक्ष्य

इस आयोजन के शुभारंभ के उपरांत भारत के पहले स्वदेशी अल्कलाइन इलेक्ट्रोलाइजर के निर्माण को लेकर समीक्षा की। इसका निर्माण बीपीसीएल किया है। अल्काइन इलेक्ट्रोलाइजर के निर्माण से ग्रीन हाइड्रोजन के उत्पादन में लगी अन्य कंपनियों को भी मदद मिलेगी। इससे यह माना

जा रहा है कि आने वाले कुछ वर्षों में ग्रीन हाइड्रोजन के उत्पादन में प्रगति हासिल होगी और वाहनों के ईंधन के तौर पर इस्तेमाल किया जा सकेगा।

# हाइड्रोजन प्लांट और ग्रीन रिफाइनरी पर भारी निवेश करेगा रुइया ग्रुप

बेतुल (गोवा), (भाषा)।

विभिन्न कारोबारों में सक्रिय एस्सार समूह हरित हाइड्रोजन संयंत्र, दुनिया की पहली हरित रिफाइनरी और एलएनजी एवं इलेक्ट्रिक पारिस्थितिकी के निर्माण पर अरबों डालर का निवेश करेगा। समूह के एक शीर्ष अधिकारी ने यह जानकारी दी। पिछले चार वर्षों में 1,40,000 करोड़ रुपये का कर्ज चुकाने के बाद एस्सार समूह अब अपने मौजूदा कारोबारों से एक लाख करोड़ रुपये से अधिक का मजबूत राजस्व अर्जित कर रहा है।

एस्सार कैपिटल के निदेशक प्रशांत रुइया ने यहां आयोजित 'भारत ऊर्जा सप्ताह' के दौरान कहा, 'एस्सार भारत और उसके बाहर टिकाऊ वृद्धि के लिए पारिस्थितिकी तंत्र में निवेश करके पुनरुत्थान की राह बना रहा है।' उन्होंने कहा कि एस्सार समूह कार्बन कटौती, विकेंद्रीकरण और डिजिटलीकरण के तीन मुख्य विषयों पर केंद्रित होकर हरित भविष्य को आकार देने में महत्वपूर्ण भूमिका निभाना चाहता है। रुइया ने कहा, 'भारत दुनिया की सबसे तेजी से बढ़ती अर्थव्यवस्था के रूप में उभर रहा है। ऐसे में एस्सार इसकी जलवायु प्रतिबद्धताओं को पूरा करने और हरित वृद्धि को बढ़ावा देने के लिए समर्पित है।'



उन्होंने कहा कि एस्सार दुनिया के सबसे बड़े निम्न-कार्बन (नीले हाइड्रोजन) संयंत्रों में से एक और दुनिया की पहली हरित रिफाइनरी बनाने के लिए 3.6 अरब डालर का निवेश करेगा। हालांकि उन्होंने इसका अधिक ब्योरा नहीं दिया। इसके अलावा एस्सार समूह गुजरात में एक गीगावाट की हरित हाइड्रोजन परियोजना विकसित करने पर भी विचार कर रहा है। उन्होंने कहा कि हरित परिवहन के क्षेत्र में एस्सार लंबी दूरी तय करने वाले भारी ट्रकों को कार्बन उत्सर्जन से मुक्त करने के लिए एलएनजी और इलेक्ट्रिक पारिस्थितिकी तंत्र के निर्माण पर ध्यान दे रहा है।

रुइया ने हरित परिवहन और हाइड्रोजन संयंत्रों में किए जाने वाले निवेश का विवरण साझा नहीं किया। इसके अलावा समूह पश्चिम बंगाल में एक ब्लॉक से कोयले की परतों से गैस का उत्पादन भी कर रहा है। रुइया ने कहा कि कोल बेड मीथेन उद्योग में सक्रिय एस्सार ऑयल एंड गैस एक्सप्लोरेशन एंड प्रोडक्शन लिमिटेड (ईओजीईपीएल) का लक्ष्य अगले पांच वर्षों में भारत के कुल गैस उत्पादन में अपना योगदान बढ़ाकर पांच प्रतिशत करना है। उन्होंने कहा, 'इन पहलों के साथ एस्सार समूह देश के ऊर्जा बदलाव और टिकाऊ वृद्धि के दृष्टिकोण को आगे बढ़ाने में सबसे आगे है।'



# 2030 तक कच्चे तेल की मांग का बड़ा केंद्र बनेगा भारत

शुभायन चक्रवर्ती  
बेतुल, 7 फरवरी

इंटरनेशनल एनर्जी एजेंसी (आईईए) के ताजा अनुमान के मुताबिक अगले 7 साल में भारत तेल की वैश्विक मांग का सबसे बड़ा केंद्र बन जाएगा, जबकि घरेलू उत्पादन 22 प्रतिशत कम हो जाएगा।

गोवा के बेतुल में आयोजित इंडिया एनर्जी वीक 2024 में आईईए के अधिकारियों ने कहा कि इस बदलाव का व्यापक असर पड़ने की संभावना है। भारत पहले ही कच्चे तेल का दूसरा सबसे बड़ा शुद्ध आयातक बन गया है।

आईईडब्ल्यू की रिपोर्ट के मुताबिक विकसित अर्थव्यवस्थाओं और चीन में शुरुआत में सुस्ती आएगी और उसके बाद स्थिति उलट जाएगी। हाल के वर्षों में नई खोज न होने से भारत का घरेलू तेल उत्पादन उत्पादन घटकर 2030 तक 5.40लाख बैरल रोजाना हो जाएगा, जो अभी 7 लाख बैरल रोजाना है।

साल 2023 तक के आंकड़ों के मुताबिक भारत का कच्चे तेल का आयात 46 लाख



बुधवार को गोवा में आयोजित इंडिया एनर्जी वीक 2024 के दौरान श्रीलंका के बिजली और ऊर्जा मंत्री कंचना विजय शेखर से बात करते हुए केंद्रीय पेट्रोलियम और प्राकृतिक गैस एवं शहरी मामलों के मंत्री हरदीप सिंह पुरी

फोटो-पीटीआई

बैरल प्रतिदिन हो गया है, जिसमें एक दशक में 36 प्रतिशत वृद्धि हुई है।

बहुत कम मात्रा में तेल उत्पादन और निकट अवधि के हिसाब से वृद्धि की सीमित क्षमता के बीच भारत का घरेलू उत्पादन उसकी कुल जरूरतों का महज 13 प्रतिशत है। 2023 में घरेलू तेल उत्पादन औसतन करीब 7 लाख

बैरल प्रतिदिन था। पेट्रोलियम मंत्रालय के आंकड़ों के अनुसार, घरेलू खपत करीब 50 लाख बैरल प्रति दिन (बीपीडी) है। आईईए के निदेशक (ऊर्जा बाजार एवं सुरक्षा) किसुके सदामोरी ने कहा, 'त्वरित हरित ऊर्जा कदमों के बावजूद 2030 तक भारत की तेल मांग तीव्र गति से बढ़ेगी। भारत की वृद्धि दर

2027 में चीन से आगे निकल जाएगी।' हालांकि, भारत में मांग 2030 में भी चीन से पीछे रहेगी। आईईए में तेल उद्योग एवं बाजार प्रभाग की प्रमुख टोरिल बोसोनी ने कहा, 'जैसा कि विकसित देशों और चीन में तेल की मांग धीमी हो गई है, भारत वृद्धि का सबसे बड़ा स्रोत बन गया है।' भारत वर्तमान में अमेरिका और चीन के बाद कच्चे तेल का तीसरा सबसे बड़ा उपभोक्ता है। वह अपनी तेल जरूरतों का 85 प्रतिशत आयात करता है और घरेलू उत्पादन में गिरावट के कारण यह निर्भरता बढ़ने की संभावना है। आईईए ने कहा, 'भारत अबसे 2030 के बीच वैश्विक तेल मांग में वृद्धि का सबसे बड़ा स्रोत बन जाएगा, जबकि विकसित अर्थव्यवस्थाओं तथा चीन में शुरू में वृद्धि धीमी और बाद में इसके उलट रहने का अनुमान है।'

एजेंसी ने कहा है कि भारत को अपनी क्षमता बढ़ाने की जरूरत है, जिससे तेल आपूर्ति के व्यवधानों से निपटा जा सके। रणनीतिक पेट्रोलियम भंडार (एसपीआर) कार्यक्रम को मजबूत बनाकर और तेल उद्योग की तैयारियां सुधारकर ऐसा किया जा सकता है।



# एलएनजी को परिवहन ईंधन के रूप में प्रोत्साहन देने की वकालत

नई दिल्ली (भाषा)।

नीति आयोग ने मध्यम और भारी वाणिज्यिक वाहनों में परिवहन ईंधन के रूप में तरल प्राकृतिक गैस (एलएनजी) के इस्तेमाल को बढ़ावा देने के लिए वित्तीय और गैर-वित्तीय प्रोत्साहन प्रदान करने की वकालत की है।

आयोग ने 'मध्यम और भारी वाणिज्यिक वाहनों में परिवहन ईंधन के रूप में एलएनजी' शीर्षक वाली रिपोर्ट में इलेक्ट्रिक वाहन (ईवी) क्षेत्र में ऊर्जा दक्षता सेवाओं (ईईएसएल) की तरह एलएनजी ट्रक खरीदने के लिए एक मांग

एंग्रीगेटर कंपनी स्थापित करने का सुझाव दिया है। आयोग ने कहा कि भारत का तेजी से बढ़ता ट्रक बाजार उत्सर्जन को कम करने और वृद्धि के लिए निवेश को प्रोत्साहित करने की अपार संभावनाएं प्रदान करता है।



इस बाजार के 2022 के 40 लाख ट्रक से बढ़कर 2050 तक

लगभग 1.7 करोड़ ट्रक होने की उम्मीद है। आयोग ने सुझाव दिया

'प्रमुख शहरों और सड़कों को पहचानने की जरूरत है और ऐसी

कि एलएनजी को बढ़ावा देने के लिए गैर-वित्तीय प्रोत्साहन के रूप में एलएनजी वाहनों के लिए प्राथमिकता वाली लेन पहुंच प्रदान की जा सकती है। इसमें कहा गया,

प्राथमिकता वाली लेन पहुंच का परीक्षण पहले प्रमुख शहरों और सड़कों पर किया जा सकता है।' आयोग ने यह भी सुझाव दिया है कि वैकल्पिक ईंधन की स्वीकार्यता को प्रोत्साहित करने के लिए एलएनजी पर चलने वाले हेवी-इयूटी ट्रकों को शहरों में प्रवेश करने की अनुमति दी जा सकती है, जबकि डीजल ट्रकों पर प्रतिबंध लगाया जा सकता है और/या उनपर प्रवेश शुल्क लगाया जा सकता है जैसा कि दिल्ली में सभी डीजल हेवी-इयूटी ट्रकों के लिए पर्यावरण मुआवजा शुल्क (ईसीसी) लागू करके किया गया है।



# ‘बगैर योजना बदलाव से हो रहा नुकसान’

शुभायन चक्रवर्ती  
बेतुल (गोवा), 7 फरवरी

हाइड्रोकार्बन पर निर्भर अर्थव्यवस्था वाले देशों कतर और गुयाना के मंत्रियों ने इंडिया एनर्जी वीक 2024 में कहा कि तेल व गैस को खतरा बताने और बगैर किसी योजना के हरित बदलाव करने से ग्राहकों और छोटे देशों पर विपरीत असर पड़ रहा है। कतर विश्व का सबसे बड़ा प्राकृतिक गैस निर्यातक है, जबकि गुयाना हाल में विश्व के प्रमुख पेट्रोलियम उत्पादक देशों में शामिल हो गया है।

कतर के ऊर्जा मंत्री साद शेरिदा अल-काबी ने आईईडब्ल्यू के चर्चा सत्र में बोलते हुए कहा 2050 तक नेट जीरो की स्थिति में पहुंचने की योजना बनाने वाले ज्यादातर देशों के पास ऐसा करने की कोई योजना नहीं है। पश्चिमी देशों की आलोचना

करते हुए काबी ने कहा, ‘ज्यादातर देश महसूस कर रहे हैं कि वे यह लक्ष्य हासिल नहीं कर सकते और वे या तो विपरीत रुख अपना रहे हैं या इस नीतिक के आधार पर फिर से चुने जाने के सपनों में जी रहे हैं। गैर जिम्मेदार तरीके से वे कह रहे हैं कि हमें जीवाश्म ईंधन की जरूरत नहीं है, जो खुद के पांव में कुल्हाड़ी मालने जैसा है।’

अल काबी ने कहा, ‘हम बिजली के स्रोत के रूप में नवीकरणीय की बात कर रहे हैं। हालांकि यह पेट्रोकेमिकल्स की जगह नहीं ले सकता। प्लास्टिक, कपड़ा, सीसा सहित आप अपने आसपास जो कुछ देख रहे हैं वह सभी जीवाश्म ईंधन से आता है। यहां तक कि इलेक्ट्रिक कार का डैशबोर्ड भी प्लास्टिक का है।’

उन्होंने इस बात पर जोर दिया कि निकट भविष्य में प्राकृतिक गैस की

जरूरत बढ़ने वाली है और यूरोप के देश आगे चलकर रूस से ईंधन न खरीदने की अपनी नीति बदल देंगे।

मंत्री ने कहा कि महामारी के साथ उपलब्ध गैस आपूर्ति में कमी आने की वजह से गैस की कीमत बढ़ी है, जो बाजार के लिए बुरी बात है। मंत्री ने कहा, ‘यहां तक कि गैस उत्पादकों के हिसाब से यह बाजार खराब करने वाला है और इससे उन ग्राहकों पर बुरा असर पड़ता है, जो दीर्घावधि के हिसाब से बेहतर

ग्राहक हो सकते हैं।’ वाणिज्य विभाग के आंकड़ों के मुताबिक चालू वित्त वर्ष के पहले 8 महीने में भारत के कुल एलएनजी आयात में से 45 प्रतिशत कतर से आया है, उसके बाद संयुक्त अरब अमीरात

(14.1 प्रतिशत) का स्थान है। पेट्रोनेट एलएनजी ने मंगलवार को कहा कि उसने 75 लाख टन सालाना एलएनजी खरीदने के लिए कतर के साथ दीर्घावधि समझौता किया है।

**तेल व गैस को खतरा बताने और हरित बदलाव करने से ग्राहकों और छोटे देशों पर विपरीत असर पड़ रहा**

**तेल की मांग बनाम उत्पादन**

गुयाना के प्राकृतिक संसाधन मंत्री विक्रम भरत ने इसी चर्चा में कहा कि कुछ देश तेल उत्पादन रोकने की कवायद कर रहे हैं, जबकि उन्हें तेल की

मांग रोकने की कोशिश करनी चाहिए। उन्होंने कहा, ‘अगर आप उत्पादन रोक देते हैं और मांग बनी रहती है तो आप हमारे जैसे और अफ्रीका जैसे देशों में रह रहे लोगों पर दबाव बना रहे हैं।’

मई 2019 में दक्षिण अमेरिकी देश के अपतटीय जल क्षेत्र में कच्चे तेल के भंडार की खोज हुई थी, अब गुयाना रोजाना 6,50,000 बैरल तेल का उत्पादन करता है। उसने पहले ही दो फ्लोटिंग प्रोडक्शन स्टोरेज ऐंड ऑफलोडिंग (एफपीएसओ) सक्रिय किया है और 2 और एफपीएसओ अपने जल क्षेत्र में अगले 2-3 साल में बनाने पर विचार कर रहा है।

उन्होंने कहा, ‘हम 2027 तक 12 लाख बैरल रोजाना उत्पादन की ओर बढ़ रहे हैं। जब हम 10 एफपीएसओ से 20 लाख बैरल प्रतिदिन उत्पादन कर रहे हैं, हमारा देश कम कार्बन वाला है। हमारे वन की 19.6 गीगा टन कार्बन धारण क्षमता है।’ गुयाना इस धरती पर दूसरा बड़ा वन क्षेत्र वाला देश है, जहां 98 प्रतिशत जमीन घनी वनस्पतियों से ढंकी है।

# कच्चे तेल की मांग में वृद्धि का सबसे बड़ा केंद्र बनेगा भारत

■ वर्ष 2027 तक निकलेगा चीन से आगे ■ वर्ष 2030 में होगी 66 लाख बीपीडी की मांग

बेतुल (गोवा), (भाषा)।

भारत 2027 में वैश्विक स्तर पर कच्चे तेल की मांग में वृद्धि के केंद्र के रूप में चीन से आगे निकल जाएगा। अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने यह अनुमान लगाते हुए कहा है कि दुनिया की सबसे तेजी से बढ़ती प्रमुख अर्थव्यवस्था में परिवहन तथा उद्योग की खपत, स्वच्छ ऊर्जा और विद्युतीकरण पर बढ़े जोर के बावजूद इस वृद्धि को गति देगी।

पेरिस स्थित एजेंसी ने बुधवार को यहां भारत ऊर्जा सप्ताह में जारी एक 2030 तक भारतीय तेल बाजार परिदृश्य पर एक विशेष रिपोर्ट में कहा कि देश की कच्चे तेल की मांग 2023 में 54.8 लाख बैरल प्रति दिन (बीपीडी)से बढ़कर 2030 में 66.4 लाख

बीपीडी हो जाएगी। चीन वर्तमान में तेल की मांग का सबसे बड़ा चालक है और भारत इस सूची में नंबर दो पर है। रिपोर्ट में आईईए द्वारा दिए गए आंकड़े घरेलू

के बावजूद 2030 तक भारत की तेल मांग तीव्र गति से बढ़ेगी। भारत की वृद्धि दर 2027 में चीन से आगे निकल जाएगी।'



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और निर्यात के लिए कच्चे तेल को ईंधन में बदलने से संबंधित हैं। पेट्रोलियम मंत्रालय के आंकड़ों के अनुसार, घरेलू खपत करीब 50 लाख बैरल प्रति दिन (बीपीडी) है।

आईईए के निदेशक (ऊर्जा बाजार एवं सुरक्षा) किंसुके सदामोरी ने कहा, 'त्वरित हरित ऊर्जा कदमों

हालांकि, भारत में मांग 2030 में भी चीन से पीछे रहेगी। आईईए में तेल उद्योग एवं बाजार प्रभाग की प्रमुख टोरिल बोसोनी ने कहा, 'जैसा कि विकसित देशों और चीन में तेल की मांग धीमी हो गई है, भारत वृद्धि का सबसे बड़ा स्रोत बन गया है।' भारत वर्तमान में अमेरिका और चीन के बाद कच्चे तेल का तीसरा सबसे बड़ा उपभोक्ता है। वह अपनी तेल जरूरतों का 85 प्रतिशत आयात करता है और घरेलू उत्पादन में गिरावट के कारण यह निर्भरता बढ़ने की संभावना है।





**भारत व्यवस्थित तरीके से ऊर्जा  
बदलाव को लेकर भरोसेमंद  
वृद्धि की रूपरेखा के पक्ष में  
बेतुल (गोवा), (भाषा)।**

भारत ने बुधवार को व्यवस्थित तरीके से हरित ऊर्जा की ओर बदलाव के लिए एक भरोसेमंद वृद्धि रूपरेखा तैयार किए जाने की वकालत की। उसने कहा कि कोयला और पेट्रोल जैसे जीवाश्म ईंधन की आलोचना करने की जगह एक संतुलित और सार्थक बातचीत की जरूरत है। यहां भारत ऊर्जा सप्ताह में पेट्रोलियम मंत्री हरदीप सिंह पुरी ने कहा कि दुनिया का तीसरा सबसे बड़ा ऊर्जा उपभोक्ता अपनी तेल खरीद में विविधता लाने के विकल्प तलाश रहा है। इसमें रूस और वेनेजुएला में उपलब्ध अवसर का उपयोग भी शामिल है। उन्होंने कहा कि आयात के स्रोतों के विविधीकरण और गैस मूल्य निर्धारण व्यवस्था में बदलाव सहित क्षेत्र में हाल में किए गए सुधारों ने भारत में पेट्रोल और डीजल की कीमतों में गिरावट सुनिश्चित की, जबकि वैश्विक स्तर पर कीमतें बढ़ रही थी।



## एलएनजी को परिवहन ईंधन बनाने की वकालत

नीति आयोग ने मध्यम और भारी वाणिज्यिक वाहनों में परिवहन ईंधन के रूप में तरल प्राकृतिक गैस (एलएनजी) के इस्तेमाल को बढ़ावा देने के लिए वित्तीय और गैर-वित्तीय प्रोत्साहन प्रदान करने की वकालत की है।

आयोग ने 'मध्यम और भारी वाणिज्यिक वाहनों में परिवहन ईंधन के रूप में एलएनजी' शीर्षक वाली रिपोर्ट में इलेक्ट्रिक वाहन (ईवी) क्षेत्र में ऊर्जा दक्षता सेवाओं की तरह एलएनजी ट्रक खरीदने के लिए एक मांग एग्रीगेटर कंपनी स्थापित करने का सुझाव दिया है। आयोग ने कहा कि भारत का तेजी से बढ़ता ट्रक बाजार उत्सर्जन को कम करने और वृद्धि के लिए निवेश को प्रोत्साहित करने की अपार संभावनाएं प्रदान करता है। भाषा



## ऊर्जा सुरक्षा आवश्यक

अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने बुधवार को यह अनुमान जताया कि 2030 तक वैश्विक स्तर पर कच्चे तेल की मांग में कितना इजाफा हो सकता है। आईईए के मुताबिक मांग में इजाफे की सबसे बड़ी वजह भारत होगा जो सबसे बड़े तेल आयातक के रूप में चीन को पछाड़कर शीर्ष पर आ जाएगा। इस समय भारत दुनिया का तीसरा सबसे बड़ा तेल आयातक है और अनुमान है कि 2023 से 2030 के बीच यहाँ तेल की मांग में करीब 12 लाख बैरल प्रति दिन का इजाफा होगा। इस प्रकार इस अवधि में कच्चे तेल की मांग में कुल इजाफा 32 लाख बैरल प्रति दिन होगा। यानी वैश्विक स्तर पर कच्चे तेल की मांग वृद्धि में भारत करीब एक तिहाई का हिस्सेदार होगा। इस लिहाज से 2030 तक भारत में प्रतिदिन तेल की खपत 66 लाख बैरल हो जाएगी। आईईए के मुताबिक भारतीय अर्थव्यवस्था में परिवहन ईंधन के लिए मांग का बढ़ना जारी रहेगा जबकि अन्य देशों में यह या तो स्थिर है या इसमें गिरावट आ रही है।

मांग में इस बढ़ोतरी को पूरा करने के लिए भारत का विदेशी आपूर्तिकर्ताओं पर निर्भर होना उसकी अर्थव्यवस्था और सुरक्षा के लिहाज से संवेदनशील विषय है। तेल कीमतों में वैश्विक वृद्धि के कारण बाहरी खाते और राजकोषीय स्थिति में अव्यवस्था की स्थिति बन सकती है। इससे मुद्रास्फीति में इजाफा होगा, वृद्धि में धीमापन आएगा और राजनीतिक उथल पुथल भी मच सकती है।

इस बीच जीवाश्म ईंधन की आपूर्ति श्रृंखलाएं पश्चिम एशिया में भूराजनीतिक तनाव के लिए जोखिम बनी हुई हैं। ऐसे में सरकार ने जीवाश्म ईंधन के विकल्पों पर जोर देकर सही किया है। आईईए ने अनुमान जताया है कि नए इलेक्ट्रिक वाहन तथा मौजूदा ऊर्जा संसाधनों का किफायती इस्तेमाल देश में मांग वृद्धि में करीब पांच लाख बैरल की कमी लाएंगे। सरकार सौर और पवन ऊर्जा क्षमताओं की स्थापना पर भी जोर दे रही है। परंतु इसके बाद भी भारत निकट भविष्य में तेल और गैस पर निर्भर रहेगा।

इस समस्या को कम करने में दो ही बातें मदद कर सकती हैं। पहली बात, अगर घरेलू संसाधनों का सही ढंग से पता लगाया जाए और उनका समुचित इस्तेमाल किया जाए। दूसरा, अगर वैश्विक आपूर्ति श्रृंखला पर नियंत्रण किया जा सके। इसके लिए देश की बड़ी तेल एवं गैस कंपनियाँ खनन क्षेत्रों को खरीद कर सकती हैं। दोनों ही मोर्चों पर कुछ प्रगति हो रही है लेकिन वह पर्याप्त नहीं है।

मंगलवार को प्रधानमंत्री नरेंद्र मोदी ने करीब 20 बहुराष्ट्रीय जीवाश्म ईंधन कंपनियों के शीर्ष अधिकारियों से बातचीत की। इनमें बीपी, वेदांत और एक्सॉनमोबिल शामिल हैं। सरकार का लक्ष्य तेल की खोज में निजी क्षेत्र का निवेश बढ़ाने का है। बहरहाल, इस नीति में पहले किए गए प्रयासों का इरादा सरकार का राजस्व बढ़ाने का था और निवेशकों के जोखिम पर ज्यादा ध्यान नहीं दिया गया था। यह इस क्षेत्र के लिए सही तरीका नहीं है और हाल में इसमें सुधार के लिए किए गए प्रयासों को जारी रखा जाना चाहिए।

ऐसी कई वजह हैं जिनके चलते देश में तेल खनन बढ़ाया जाना चाहिए। नीति निर्माताओं को इस वजह से पीछे नहीं हटना चाहिए कि कहीं निजी क्षेत्र इससे बहुत अधिक लाभ न अर्जित कर ले। इसके अलावा भारतीय तेल कंपनियों को विदेश में भी प्रयास करने चाहिए। इस सप्ताह खबर आई कि ऑयल इंडिया लिमिटेड लीबिया में वहाँ की सरकारी तेल कंपनी के साथ मिलकर दोबारा परिचालन शुरू करने को लेकर चर्चा कर रही है। लीबिया अगले तीन से पांच वर्षों के दौरान तेल उत्पादन में प्रतिदिन 75,000 बैरल का इजाफा करने का लक्ष्य लेकर चल रहा है। कच्चे तेल की आपूर्ति श्रृंखला में ऐसे अन्य प्रयास किए जाने की आवश्यकता है। केन्द्र सरकार की ओर से इसके लिए वित्तीय और कूटनीतिक समर्थन मुहैया कराया जाना आवश्यक है। भविष्य की प्रतिस्पर्धी क्षमता और भारतीय अर्थव्यवस्था की स्थिरता ऊर्जा की टिकाऊ आपूर्ति श्रृंखलाओं पर निर्भर है। ऐसे में घरेलू सुधार और विदेशी पहुंच दोनों सरकार की प्राथमिकता होने चाहिए।

# एस्सार समूह करेगा अरबों डॉलर का निवेश

भाषा

बेतुल (गोवा), 7 फरवरी

विभिन्न कारोबारों में सक्रिय एस्सार समूह हरित हाइड्रोजन संयंत्र, दुनिया की पहली हरित रिफाइनरी और एलएनजी एवं इलेक्ट्रिक पारिस्थितिकी के निर्माण पर अरबों डॉलर का निवेश करेगा। समूह के एक शीर्ष अधिकारी ने यह जानकारी दी।

पिछले चार वर्षों में 1,40,000 करोड़ रुपये का कर्ज चुकाने के बाद एस्सार समूह अब अपने मौजूदा कारोबारों से करीब एक लाख करोड़ रुपये

## यह निवेश मुख्य रूप से हरित रिफाइनरी, हरित हाइड्रोजन संयंत्र पर किया जाएगा

से अधिक का मजबूत राजस्व अर्जित कर रहा है। एस्सार कैपिटल के निदेशक प्रशांत रुइया ने यहां आयोजित 'भारत ऊर्जा सप्ताह' के दौरान कहा, 'एस्सार भारत और उसके बाहर टिकाऊ वृद्धि के लिए पारिस्थितिकी तंत्र में निवेश करके पुनरुत्थान की राह बना रहा है।' उन्होंने कहा कि एस्सार समूह

कार्बन कटौती, विकेंद्रीकरण और डिजिटलीकरण के तीन मुख्य विषयों पर केंद्रित होकर हरित भविष्य को आकार देने में महत्वपूर्ण भूमिका निभाना चाहता है। रुइया ने कहा, 'भारत दुनिया की सबसे तेजी से बढ़ती अर्थव्यवस्था के रूप में उभर रहा है। ऐसे में एस्सार इसकी जलवायु प्रतिबद्धताओं को पूरा करने और हरित वृद्धि को बढ़ावा देने के लिए समर्पित है।' उन्होंने कहा कि एस्सार दुनिया के सबसे बड़े निम्न-कार्बन (नीले हाइड्रोजन) संयंत्रों में से एक और दुनिया की पहली हरित रिफाइनरी बनाने के लिए 3.6 अरब डॉलर का निवेश करेगा।



# 2027 में कूड की मांग में वृद्धि का सबसे बड़ा केंद्र होगा भारत

**आईईए ने कहा, स्वच्छ ऊर्जा पर जोर के बावजूद वृद्धि को मिलेगी गति**

बेतुल। भारत 2027 में वैश्विक स्तर पर कच्चे तेल की मांग में वृद्धि का सबसे बड़ा केंद्र बन जाएगा। चीन को पीछे छोड़कर भारत यह उपलब्धि हासिल करेगा। अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने कहा, स्वच्छ ऊर्जा और विद्युतीकरण पर बड़े जोर के बावजूद दुनिया की सबसे तेजी से बढ़ती प्रमुख अर्थव्यवस्था में परिवहन एवं उद्योग की खपत वृद्धि को गति देगी। हालांकि, भारत में तेल की मांग 2030 में भी चीन से पीछे रहेगी।

पेरिस की एजेंसी आईईए ने बुधवार को भारत ऊर्जा सप्ताह में जारी रिपोर्ट '2030 तक भारतीय तेल बाजार परिदृश्य' में कहा, भारत में तेल की मांग 2023 के 54.8 लाख बैरल प्रतिदिन (बीपीडी) से बढ़कर 2030 में 66.4 लाख बीपीडी पहुंच जाएगी। रिपोर्ट में आईईए के आंकड़े घरेलू और निर्यात के लिए कच्चे तेल को ईंधन में बदलने से संबंधित हैं। पेट्रोलियम मंत्रालय के आंकड़ों के मुताबिक, घरेलू खपत करीब 50 लाख बीपीडी है।

आईईए के निदेशक (ऊर्जा बाजार एवं सुरक्षा) किसुके सदामोरी ने कहा, भारत करीब 12 लाख बीपीडी की वृद्धि दर्ज करने की राह पर है। 2030 तक इसके 66 लाख बीपीडी के स्तर तक पहुंचने का अनुमान है। ब्यूरो/एजेंसी



आईईए में तेल उद्योग एवं बाजार प्रभाग की प्रमुख टोरिल बोसोनी ने कहा, विकसित देशों और चीन में कच्चे तेल की मांग धीमी हो गई है। इसके उलट, भारत वृद्धि का सबसे बड़ा स्रोत बन गया है। भारत वर्तमान में अमेरिका और चीन के बाद तीसरा बड़ा कूड उपभोक्ता है। वह 85 फीसदी तेल आयात करता है।

**विकसित देशों और चीन में मांग धीमी**

## ऊर्जा बदलाव पर भरोसेमंद रूपरेखा के पक्ष में भारत

भारत ने बुधवार को व्यवस्थित तरीके से हरित ऊर्जा की ओर बदलाव के लिए एक भरोसेमंद वृद्धि रूपरेखा बनाने की वकालत की। पेट्रोलियम मंत्री हरदीप सिंह पुरी ने भारत ऊर्जा सप्ताह में कहा, भारत अपनी तेल खरीद में विविधता लाने के विकल्प तलाश रहा है। इसमें रूस और वेनेजुएला में उपलब्ध अवसर का उपयोग भी शामिल है। मंत्री ने 'बोयूसीए दुनिया में देशों और उद्योग के लिए ऊर्जा सुरक्षा सुनिश्चित करना' विषय पर आयोजित मंत्रिस्तरीय पैनल में कहा, कोयला और पेट्रोल जैसे जीवाश्म ईंधन की आलोचना करने की जगह एक संतुलित एवं सार्थक बातचीत की जरूरत है।



हरदीप पुरी

## स्वदेशी इलेक्ट्रोलाइजर

### हरित हाइड्रोजन उत्पादन में आत्मनिर्भर बनेगा देश

ऊर्जा के क्षेत्र में निरंतर प्रगति के बीच हरित हाइड्रोजन को लेकर भारत में बड़ी उम्मीद जगी है। भारत पेट्रोलियम ने भाभा परमाणु अनुसंधान केंद्र संग मिलकर स्वदेशी इलेक्ट्रोलाइजर का निर्माण किया है। भारत पेट्रोलियम के महाप्रबंधक सौरभ जैन ने कहा, बीना रिफाइनरी में हाइड्रोजन से ऊर्जा का उत्पादन शुरू हो गया है। कोचीन रिफाइनरी में 500 किलोवाट क्षमता का हरित हाइड्रोजन रिफिलिंग प्लांट लगाया जा रहा है।

■ पीएम मोदी ने हरित हाइड्रोजन पर समीक्षा की है। इलेक्ट्रोलाइजर की मदद से भारत हरित हाइड्रोजन में भी आत्मनिर्भर बनेगा।

# एस्सार समूह हरित रिफाइनरी, हरित हाइड्रोजन संयंत्र पर अरबों डॉलर निवेश करेगा: रूइया

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विभिन्न कारोबारों में सक्रिय एस्सार समूह हरित हाइड्रोजन संयंत्र, दुनिया की पहली हरित रिफाइनरी और एलएनजी एवं इलेक्ट्रिक पारिस्थितिकी के निर्माण पर अरबों डॉलर का निवेश करेगा। समूह के एक शीर्ष अधिकारी ने यह जानकारी दी। पिछले चार वर्षों में, 40,000 करोड़ रुपए का कर्ज चुकाने के बाद एस्सार समूह अब अपने मौजूदा कारोबारों से एक लाख करोड़ रुपए से अधिक का मजबूत राजस्व अर्जित कर रहा है। एस्सार कैपिटल के निदेशक प्रशांत रूइया ने यहां आयोजित भारत ऊर्जा सप्ताह के दौरान कहा, एस्सार भारत और उसके बाहर टिकाऊ वृद्धि के लिए



पारिस्थितिकी तंत्र में निवेश करके पुनरुत्थान की राह बना रहा है। उन्होंने कहा कि एस्सार समूह कार्बन कटौती, विकेंद्रीकरण और डिजिटलीकरण के तीन मुख्य विषयों पर केंद्रित होकर हरित भविष्य को आकार देने में महत्वपूर्ण भूमिका निभाना चाहता है। रूइया ने कहा, भारत दुनिया की सबसे तेजी से बढ़ती अर्थव्यवस्था के रूप में उभर रहा है। ऐसे में एस्सार इसकी जलवायु प्रतिबद्धताओं को पूरा करने

और हरित वृद्धि को बढ़ावा देने के लिए समर्पित है। उन्होंने कहा कि एस्सार दुनिया के सबसे बड़े निम्न-कार्बन (नीले हाइड्रोजन) संयंत्रों में से एक और दुनिया की पहली हरित रिफाइनरी बनाने के लिए 3.6 अरब डॉलर का निवेश करेगा। हालांकि उन्होंने इसका अधिक ब्योरा नहीं दिया। इसके अलावा एस्सार समूह गुजरात में एक गीगावाट की हरित हाइड्रोजन परियोजना विकसित करने पर भी विचार कर रहा है। उन्होंने कहा कि हरित पस्विहन के क्षेत्र में एस्सार लंबी दूरी तय करने वाले भारी ट्रकों को कार्बन उत्सर्जन से मुक्त करने के लिए एलएनजी और इलेक्ट्रिक पारिस्थितिकी तंत्र के निर्माण पर ध्यान दे रहा है।



## मीथेन उत्सर्जन का आकलन करने को ओएनजीसी ने टोटलएनर्जीज के साथ किया समझौता

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मीथेन उत्सर्जन में कमी लाने के मकसद से सार्वजनिक क्षेत्र की ऑयल एंड नैचुरल गैस कॉर्पोरेशन (ओएनजीसी) ने फ्रांस की टोटलएनर्जीज के साथ समझौता किया है। समझौते के तहत ओएनजीसी फ्रांस की कंपनी की अत्याधुनिक तकनीक का उपयोग कर मीथेन का पता लगाने और उत्सर्जन मापने में करेगी। ओएनजीसी ने कार्बन उत्सर्जन में कमी लाने के अभियान के तहत अपने तेल और गैस परिचालन से ग्रीनहाउस गैस मीथेन के उत्सर्जन पर अंकुश लगाने का लक्ष्य रखा है। दोनों कंपनियों ने बयान में



कहा कि अब यह मीथेन उत्सर्जन का पता लगाने और मापने के लिए टोटल एनर्जीज की अग्रणी एयूएसईए (पर्यावरण मामले में उपयोग के लिए एयस्बोर्न अल्ट्रालाइट स्पेक्ट्रोमीटर) प्रौद्योगिकी का उपयोग करेगी। यह मीथेन उत्सर्जन को शून्य स्तर पर लाने के प्रयास का हिस्सा है। सहयोग समझौते पर भारत में टोटलएनर्जीज के क्षेत्रीय चेयरमैन संगकरन रत्नम

और ओएनजीसी की निदेशक (अन्वेषण) सुषमा शर्मा ने भारत ऊर्जा सप्ताह (आईईडब्ल्यू) के मौके पर हस्ताक्षर किए। बयान के अनुसार, ओएनजीसी 2030 तक भारत में अपने मीथेन उत्सर्जन को कम करने में मदद करने के लिए अंतरराष्ट्रीय प्रौद्योगिकी भागीदारों को आमंत्रित कर रही है। टोटलएनर्जीज ने 2030 तक पूरे उद्योग को शून्य मीथेन उत्सर्जन की ओर ले जाने के प्रयास में अपनी एयूएसईए प्रौद्योगिकी को साझा करने का निर्णय लिया है। इसमें कहा गया है, दोनों कंपनियां तेल एवं गैस क्षेत्र में कार्बन उत्सर्जन में कमी लाने से संबद्ध चार्टर (ओजीडीसी) से जुड़ी हुई हैं।

# भारत 2027 में कच्चे तेल की मांग में वृद्धि का सबसे बड़ा केंद्र होगा, चीन को पीछे छोड़ेगा

## भारत करीब 12 लाख बीपीडी की वृद्धि दर्ज करने की राह पर है

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भारत 2027 में वैश्विक स्तर पर कच्चे तेल की मांग में वृद्धि के केंद्र के रूप में चीन से आगे निकल जाएगा। अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने यह अनुमान लगाते हुए कहा है कि दुनिया की सबसे तेजी से बढ़ती प्रमुख अर्थव्यवस्था में परिवहन तथा उद्योग की खपत स्वच्छ ऊर्जा और विद्युतीकरण पर बड़े जोर के बावजूद इस वृद्धि को गति देगी। पेरिस स्थित एजेंसी ने बुधवार को यहां भारत ऊर्जा सप्ताह में जारी एक 2030 तक भारतीय तेल बाजार परिसर पर एक विशेष रिपोर्ट में कहा कि देश की कच्चे तेल की मांग 2023 में 54.8 लाख बैरेल प्रति दिन (बीपीडी) से बढ़कर 2030 में 66.4 लाख बीपीडी हो



जाएगी। चीन वर्तमान में तेल की मांग का सबसे बड़ा चालक है और भारत इस सूची में नंबर दो पर है। रिपोर्ट में आईईए द्वारा दिए गए आंकड़े घरेलू और निर्यात के लिए कच्चे तेल की इंधन में बदलने से संबंधित हैं। पेट्रोलियम मंत्रालय के आंकड़ों के

अनुसार, घरेलू खपत करीब 50 लाख बैरेल प्रति दिन (बीपीडी) है। आईईए के निदेशक (ऊर्जा बाजार एवं सुरक्षा) किस्कुके सदामोरी ने कहा, त्वरित हरित ऊर्जा कदमों के बावजूद 2030 तक भारत की तेल मांग तीव्र गति से बढ़ेगी। भारत की वृद्धि दर 2027 में

चीन से आगे निकल जाएगी। हालांकि, भारत में मांग 2030 में भी चीन से पीछे रहेगी। उन्होंने बताया कि आईईए में तेल उद्योग एवं बाजार प्रभाग की प्रमुख टोस्तिल थोसोनी ने कहा, जैसा कि विकसित देशों और चीन में तेल की मांग धीमी हो गई है,

भारत वृद्धि का सबसे बड़ा स्रोत बन गया है। भारत वर्तमान में अमेरिका और चीन के बाद कच्चे तेल का तीसरा सबसे बड़ा उपभोक्ता है। उन्होंने बताया कि वह अपनी तेल जरूरतों का 85 प्रतिशत आयात करता है और घरेलू उत्पादन में गिरावट के कारण यह निर्भरता बढ़ने की संभावना है। आईईए ने कहा, भारत अब और 2030 के बीच वैश्विक तेल मांग में वृद्धि का सबसे बड़ा स्रोत बन जाएगा, जबकि विकसित अर्थव्यवस्थाओं तथा चीन में शुरू में वृद्धि धीमी और बाद में इसके उलट रहने का अनुमान है। रिपोर्ट में कहा गया, भारत करीब 12 लाख बीपीडी की वृद्धि दर्ज करने की राह पर है इसके 2030 तक 66 लाख बीपीडी तक पहुंचने का अनुमान है।