

RIL seeks access to ATF pipelines

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Reliance, which produces a fourth of India's aviation turbine fuel (ATF), wants access to storage depots outside the Delhi airport as well as to pipelines leading to Mumbai, Bengaluru, and Hyderabad airports. It currently supplies small volumes of ATF when compared with supplies made by state-owned firms.

The firm made the suggestion in its comments to oil regulator PNGRB's draft regulation calling for supply of ATF in all existing and future airports through pipelines that can be accessed by any supplier so as to bring in competition and cut fuel cost. **PTI**

Refiners to seek better terms as Russia cuts discount on oil

The strategy involves leveraging India's position as the world's third-largest crude oil buyer

Utpal Bhaskar
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NEW DELHI

India, in the first such move, has brought together state-owned and private oil refiners to jointly negotiate for deeper discounts and better terms with Russian suppliers, including Russia's largest oil company Rosneft PJSC.

The government-led joint sourcing strategy involves leveraging India's position as the world's third-largest crude oil buyer to get better discounts on Russian oil, which have dropped to about \$3 per barrel from a high of \$10 earlier, said two people aware of the development.

The calibrated strategy—involving Indian Oil Corp. (IOC), Bharat Petroleum Corp. Ltd (BPCL), Hindustan Petroleum Corp. Ltd (HPCL), Reliance Industries Ltd (RIL), and HPCL Mittal Energy Ltd (HMEL)—may help save on India's significant oil import bill, they said, requesting anonymity.

Russia, facing sanctions by the West over its Ukraine invasion, is now India's top supplier of crude oil. The discounts Russia offered on its oil saved India billions of dollars. But those discounts have fallen in recent months.

"The discount on Russian oil is coming down. While the Russians are tough negotiators, we have an advantage as



Indian refiners are looking to get Russian suppliers, including Rosneft PJSC, the largest oil company in Russia, to continue supplying oil at deeper discounts.

we are speaking to them as one," one of them said. "Our point is simple: If they don't offer more discounts to India as a market, then we can look elsewhere. A lot of oil is flowing."

Energy security is key to India's national security. It imports more than 80% of the oil it needs, and is vulnerable to any increase in global prices, which can stoke inflation and widen the trade deficit.

Spokespersons for India's petroleum and natural gas ministry, IOC, BPCL, HPCL, HMEL and RIL did not reply to queries emailed on Friday afternoon.

"Currently we do not have the infor-

mation mentioned in your enquiry," a spokesperson for Rosneft said in an emailed response. "However, we believe that the commodity price should be formed on market principles rather than determined by individual groups or organizations."

India has been calling for a global consensus on "responsible pricing", which assumes significance as the influential Opec+ cartel, which includes Russia, has been limiting its crude supplies.

The Vienna-based Organization of the Petroleum Exporting Countries' (Opec's) crude-oil production fell by

48,000 barrels a day to 26.575 million barrels a day in April, according to a WSJ report. Opec and its allies have extended their output cuts until the end of June, which many analysts expect could be stretched to the second half of 2024 to boost prices, the report added. Data from India's ministry of commerce show the country imported crude worth \$46.48 billion from Russia in 2023-24, about 50% higher than the \$31.02 billion worth of crude imported from that country in FY23. India's share of imports from Russia was a third of its total oil import bill in value terms.

Consequently, India's oil import bill in FY24 shrank 13.35% from a year earlier to \$139.85 billion. India effectively saved about \$7.9 billion in the first 11 months of FY24 owing to cheaper imports from Russia, rating agency Icria said in a recent report.

In FY22, before the Ukraine crisis broke, Russian oil accounted for only 2% of India's total oil imports.

State-run ONGC Videsh Ltd (OVL), Bharat Petroresources Ltd, Indian Oil Corp. and Oil India Ltd (OIL) have invested \$16 billion in Russia till date.

Another Indian consortium comprising OIL, IOC, and Bharat Petroresources owns 29.9% of LLC Taas-Yuryakh (Taas-Yuryakh Neftgazodobycha). OVL has also acquired the Siberian deposits of the UK's Imperial Energy Corp.



**LAST WORD*****RIL seeks access to ATF pipelines, storages of PSU oil firms***

PTI / New Delhi

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IIM Ranchi concludes 3-day MDP organised for IOCL Personnel



The Indian Institute of Management Ranchi successfully concluded its three-day Management Development Programme (MDP) on Saturday, culminating in a valedictory ceremony held at its premises. The programme, which ran from May 16 to May 18, 2024, was tailored for the personnel of Indian Oil Corporation Limited (IOCL), with a primary focus on enhancing skills related to "Professional Etiquettes, Ethics at Workplace & Public Dealing, Emotional Quotient & Emotional Intelligence." 25 senior officers of IOCL were the participants of the MDP. Sanjeev Kumar Choudhary, Executive Director & State Head, Bihar-Jharkhand, IOCL, graced the

ceremony as the Chief Guest and commended the programme's objective of advancing and refining participants' knowledge. Choudhary emphasized the importance of adapting to diverse audiences in professional interactions. He urged participants to integrate the learnings from the programme into their work and personal lives, encouraging them to cultivate versatility in their approach to business. Additionally, he stressed the significance of customer grievance & feedback, communicate with the public and deal with peers & seniors. He also urged that the personnel should work with different departments and one has to become all-rounder in business perspective.

IndianOil exports premium fuel XP100 to Sri Lanka



India's energy major, IndianOil, exported its first-ever parcel of the superior 100 octane premium fuel, XP100 from Jawaharlal Nehru Port Trust (JNPT) on Saturday. Tailored for premium high-end vehicles, XP100 is set to offer superior performance for its customers in Sri Lanka. This milestone of exporting XP100 to Sri Lanka symbolises IndianOil's ambition to become a global energy player, recognized not just for the scale of operations but also for the quality of products and contributions to a sustainable future.

Flagging off the inaugural shipment, V. Satish Kumar, Director (Marketing), IndianOil stated "Today marks a momentous occasion as another one

of our products moves out to conquer new markets in Sri Lanka. This is the third time we are taking a product offshore, showcasing our potential to send quality products from India to the world."

Sujoy Choudhary, Director (Planning & Business Development) and Chairman Lanka IOC shared "This is a historic day as we flag off our premium product XP100 to Sri Lanka. We have drawn up comprehensive promotional schemes to ensure this product gets wider visibility and acceptability."

The event was attended by Girish Thomas, GM (Traffic), JNPA, Lanka IOC team, IndianOil employees and port authorities.

Oil Firms Blamed for Ethanol Stock Pile-up



**Kirtika Suneja &
Sanjeev Choudhary**

New Delhi: Ethanol distilleries in the country are faced with high and rising stock of the bio-fuel amid a demand-supply imbalance that, they allege, is because state-run oil marketing companies (OMCs) are not buying sufficient quantities.

Two executives at OMCs, however, said they are buying as much ethanol as is required to meet the target of blending 15% ethanol in petrol. "The stock at ethanol producers is rising as OMCs are unable to lift enough quantity," said an ethanol industry executive who didn't want to be identified. "This could be due to limited storage capacity at OMCs' depots," the person added. State-run oil marketing companies Indian Oil, Hindustan Petroleum, and Bharat Petroleum purchase ethanol from diverse producers to blend it with petrol at their depots before supplying the fuel to pumps.

India's ethanol production capacity was about 13.80 billion litres per year in November 2023, of which 8.75 billion litres were molasses-based and about 5.05 billion litres grain-based

These companies did not respond to ET's request for comment until press time Sunday.

But two OMC executives, who didn't want to be identified, said their firms were on course to meet the blending target of 15% for the current year. They said the current trouble in the ethanol industry was an outcome of rapid enhancement in biofuel production capacity in the country. Ethanol company executives confirmed massive capacity buildup in the industry. "A lot of ethanol production capacity has been added in recent years, but OMCs need a limited quantity to meet their 15% blending target for the current year," an ethanol industry executive said.

**FOR FULL REPORT, GO TO
www.economictimes.com**

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OMCs not buying enough quantities leading to demand-supply imbalance

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India’s ethanol production capacity was about 13.80 billion litres per year in November 2023, of which 8.75 billion litres were molasses-based and about 5.05 billion litres grain-based,



ISTOCK

according to government data. The production capacity was about 4.20 billion litres in 2014.

Some ethanol industry executives also attributed the current problem to the government’s decision to cap the quantity of B-heavy molasses—a byproduct of sugar production—that can be used as feedstock for producing ethanol this year in a bid to ensure adequate sugar availability. “OMCs haven’t yet been able to collate the quantity of B-heavy molasses-based ethanol each distillery can produce and offer to OMCs,” the executive quoted above said.

“Once that is done, OMCs may issue tenders for procurement of ethanol.” Some ethanol producers are also unhappy with a recent policy of OMCs to give preference to ethanol suppliers from the same state where the depot is located, disregarding the distance between the depot and the distillery.

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Reliance seeks access to jet fuel pipelines, storages of PSU oil companies

PRESS TRUST OF INDIA
New Delhi, May 19

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While the fuel market is open, airplanes at the country's busiest airports are fed by pipelines that were built by state-owned Indian Oil Corporation (IOC), Bharat Petroleum Corporation (BPCL) and Hindustan Petroleum Corporation (HPCL) over decades.

Reliance, which has been for more than a decade now seeking access to pipelines that supply ATF to airports, especially at Mumbai, said "the common carrier pipeline scope (which gives third parties access to pipelines built by PSUs) should encompass the associated storage facilities and pumping stations at



ON A HIGH

■ **17.12 million tonne of ATF produced, 8.2 million tonne consumed** in the country and rest exported; ATF demand rose by 11.8% in FY24

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the 'off-site' oil terminal facilities as they form an integral part of the ATF supply chain". "This will promote a competitive market for supply and distribution of ATF to the airport 'on-site' storage facilities," it said.

Out of the 17.12 million tonne of aviation turbine fuel (ATF) produced by public and private sector refineries, 8.2 million tonne is consumed within the country and the rest is exported. Reliance's twin refineries at Jamnagar produce close to 5 million tonne of ATF, a large part of it is exported.

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At Delhi International Airport, the country's biggest hub of airlines, IOC and BPCL supply the bulk of the 2.7 million kilo-

litres per annum jet fuel requirement. This is because they not just own the pipeline but also storages outside the airport. Third parties have access to pipelines going into the airport but in absence of storage they can't supply much.

Reliance said it was "necessary to declare off-site ATF storage facilities at Bijwasan (outside the airport) as common user facility so other suppliers or interested airlines can position ATF at the facility through rail wagons and use the common carrier pipeline from Bijwasan".

For Mumbai, the second biggest hub, the firm wanted two ATF pipelines of HPCL and BPCL that bring fuel from the two refineries of the PSUs, to be operated on a common carrier basis by giving other companies the right to use them.



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SUPPLY CHAIN

Reliance, which has been for more than a decade now seeking access to pipelines that supply ATF to airports, especially in Mumbai, stated that "the common carrier pipeline scope (which gives third parties access to pipelines built by PSUs) should encompass the associated storage facilities and pumping stations at the 'off-site' oil terminal facilities as they form an integral part of the

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mon carriers but resist the same for old ones which they built for meeting captive requirements.

PNGRB panel to come up with report on natural gas infra as part of Vision 2040

Richa Mishra
Hyderabad

A deterrent for India to successfully shift to natural gas/liquefied natural gas as a favoured fuel has been lack of a strategy to achieve the target. To ensure the gas networks are not underutilised and demand and supply is in sync, the Petroleum & Natural Gas Regulatory Board (PNGRB) has constituted a

committee to examine various aspects of the value chain including pricing.

Gas demand is directly linked to supply.

PROPER STRATEGY

A senior official in the PNGRB told *businessline* that “a need has been felt to have a proper strategy for the growth of the gas sector as well as to ensure that the infrastructure created is not underutilised.”

The seven-member committee, headed by former Chairperson of PNGRB, DK Sarraf, was constituted earlier this month.

The government has set the target to increase the share of natural gas in the country's energy basket from the present 6 per cent to 15 per cent by 2030.

PNGRB has been mandated to develop infrastructure for transportation of natural gas to consumers



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across the country. “It requires a structured approach and cannot be looked at in

silos,” a committee member said. When asked wasn't it late in the day to look for a structured approach, the PNGRB official said, “It is good to have a vision statement. The committee so constituted will come out with a report on ‘Vision 2040 – Natural Gas Infrastructure in India,’ looking at the demand and supply in the medium term (2040) and natural gas infrastructure in India.”

The committee will submit its report within three months from the date of its first meeting.

The terms of reference include examining various aspects of the entire gas value chain like gas/LNG prices, re-gasification charges, transportation charges, taxes, competition from alternative fuels and advancement of technology.

It will also look at likely availability of gas from do-

mestic sources viz., imported gas. On the infrastructure front, it has been asked to look at required re-gasification capacity, pipeline infrastructure and its capacity to support higher consumption of natural gas and connectivity to demand centres.

“We have to ensure that the infrastructure so created, does not lie idle, or run below capacity. More importantly, we have to see the demand for such infrastructure in the

areas where it is being created,” the official said.

CGD DISTRIBUTION

This exercise becomes more important as the government is pushing for the sector. Also, as the PNGRB goes about inviting bids for creating City Gas Distribution networks and other gas networks, it is pertinent to know what is the demand and how the supply will be managed, an official said.

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PTI ■ NEW DELHI

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For Mumbai, the second biggest hub, the firm wanted two ATF pipelines of HPCL and BPCL that bring fuel from the two refineries of the PSUs in the city, to be operated on a common carrier basis by giving other companies the right to use them.

For Bengaluru, which is home to the third largest airport in the country, Reliance wanted tie-in connection to the common carrier pipeline from the upcoming ATF tank farm at PL's marketing terminal at Devangonthi as bringing products through tanker trucks to the airport fuel farm was not feasible in view of traffic woes. While the pipeline supply to Hyderabad airport is operated on a common carrier open access basis, Reliance wanted the capacity of the pipeline to be increased to accommodate future demand and allow access to the storage tanks and rail wagon unloading facilities at Malkapur. It made similar

suggestions for Kochi and Lucknow airports.

"Pipelines are an efficient, economical and safe mode of bulk transportation from supply installations to demand centres and these measures (proposed by PNGRB) will promote competition, ensure compliance with environmental and safety statutes and avoid infructuous investments by optimum utilisation of product storage and pipeline infrastructure," Reliance said. Such competition, it said, will benefit airline companies, which incur one-third of their cost on fuel.

The Petroleum and Natural Gas Regulatory Board (PNGRB) had invited comments from the public and various stakeholders including oil marketing companies (OMCs), airport operators, and airlines operators for development of aviation turbine fuel (ATF) pipelines connecting various greenfield and brownfield existing and upcoming airports in India.

Kochi Port turns green as LNG powered carrier sails across

KUMAR CHELLAPPAN ■ KOCHI

The Vallarpadom Container Terminal at Kochi, one of the biggest ports in Asia “turned green” on Sunday as 365 meter long container carrier sailed into the jetty to unload giant containers. It is not because of jealousy that the port turned green but the kind of fuel which is being used to power the ship’s engines. Instead of conventional diesel, the ship is powered by LNG (Liquefied Natural Gas) which is eco-friendly and fuel efficient, Captain Bhaskar Kunji, chief pilot of Kochi Port Trust, told the Pioneer.

Hitherto all ships that berthed in Kochi were sailing on diesel. “I will not say this is the first LNG powered ship that has called on Kochi as the LNG meant for the terminal near the Port have seen some containers that use the gas as fuel. But this is the first time a container powered by LNG calls on Kochi Port,” said Bhaskar who led the ship from outer sea to the Port through the complex shipping channel.

The advantage with LNG is that it is fuel efficient as well as less polluting than diesel. “Moreover, the ships could switch over to diesel in the



eventuality of the LNG getting exhausted mid-way. We rate this as a game changer in global shipping business,” said Bhaskar.

The Ship MSC ROSE (owned by Aponte family based in Italy and has headquarters in Switzerland) has the capacity to carry 15,500 TEU (Twenty Equivalent Unit, a measure of the cargo capacity used in shipping parlance).

One TEU means volume of a 20 foot long inter modal container (19.1 foot long and eight foot wide) metal box. “You are in for major surprises because much bigger container carriers are on their way to India since the last three-four years because of the changed economic scenario. India is a major player in global trade and it is the impact of the development that such carriers call on ports in India,” said a shipping executive working with a foreign company.

Good reason for all to turn green and go green

IOC exports premium fuel XP100 to Sri Lanka

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India's first 100 octane petrol XP100 is domestically developed, leveraging the company's indigenous Octamax Technology.

Designed for high-end vehicles, XP100 is distinguished by its exceptional anti-knock properties is engineered to enhance engine performance, faster acceleration, smoother drivability and improved fuel economy.

Its advanced formulation reduces engine deposits and emissions in high compression ratio engines, optimising vehicle performance and longevity while minimizing maintenance.

Exceeding IS-2796 specifications, XP100 is also eco-friendly fuel with significantly reduced tailpipe emissions. The event was attended by Girish Thomas, GM (Traffic), JNPT, Lanka IOC team, IndianOil employees and port authorities. MPOST

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OUR CORRESPONDENT

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इंडियन ऑयल, एनबीसीसी के शेयर होल्ड कर सकते हैं

सवाल-जवाब

स्नेहा पोद्दार, एवीपी रिसर्च, मोतीलाल ओसवाल फाइनेशियल सर्विसेस

क्या मैं इंडिजीन, एसआरएम कॉन्ट्रैक्ट्स होल्ड कर सकता हूँ? - दीप चड्ढा
लाइफ साइंस इंडस्ट्री के लिए डिजिटल-बेस्ड कमर्शियलाइजेशन सर्विसेज में इंडिजीन की लगभग मोनोपॉली है। इसके सॉल्यूशंस और विशेषज्ञता को देखते हुए भविष्य में तेज ग्रोथ की उम्मीद है। आप इसे होल्ड कर सकते हैं। एसआरएम कॉन्ट्रैक्ट्स पर हमारी कोई राय नहीं है।
इंडियन ऑयल 179, एनबीसीसी 140 रु भाव पर हैं। क्या करूं? - वैभव सोनी
आप दोनों शेयर होल्ड कर सकते हैं। रिफाइनिंग सेगमेंट में इंडियन ऑयल का प्रतिस्पर्धी कंपनियों के बीच दबदबा है। अगले दो साल में कंपनी कई नए प्रोजेक्ट्स शुरू करेगी। इससे ग्रोथ और बढ़ेगी। एनबीसीसी को उम्मीद से ज्यादा मजबूत टेंडरिंग एक्टिविटी का फायदा मिलेगा।

मैंने सोनाटा सॉफ्टवेयर 297 रु के भाव ले रखा है, क्या करूं? -अमित आहूजा
सोनाटा से टीसीएस और कोफोर्ज में स्विच करने की सलाह देंगे। टीसीएस शानदार ऑर्डर बुक के कारण अच्छी स्थिति में है। बीएफएसआई की ठहरी मांग नियर टर्म में इसकी ग्रोथ को रफ्तार देगी। लॉन्ग टर्म के लिहाज से कोफोर्ज भी अच्छी स्थिति में है। दुनिया के लीडिंग ब्रांड्स के साथ लंबी अवधि के कई कॉन्ट्रैक्ट से इसे फायदा मिलेगा।

अदाणी पोर्ट्स, पावर, टोटल गैस पर क्या राय है? -शंकर लाल सुतार
अदाणी पोर्ट्स होल्ड कर सकते हैं। देश का कार्गो वॉल्यूम 2-3 गुना बढ़ने की उम्मीद है। इसका कंपनी को फायदा मिलेगा। लेकिन अदाणी पावर और टोटल गैस के शेयर पर हमारी कोई राय नहीं है।

टीआरएस होल्डिंग्स लॉन्ग टर्म के लिए कैसा शेयर है? -प्रकाश छाजेड़
माफ कीजिए, इस स्टॉक को लेकर हमारी कोई राय नहीं है।

सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों की एटीएफ पाइपलाइन तक पहुंच चाहती है रिलायंस

एजेंसी ■ नई दिल्ली

रिलायंस इंडस्ट्रीज लिमिटेड चाहती है कि उसे सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों की पाइपलाइन और भंडारण (स्टोरेज) तक पहुंच मिले। इन पाइपलाइन और स्टोरेज का निर्माण सार्वजनिक क्षेत्र की कंपनियों ने पिछले कई साल में किया है। इनका इस्तेमाल वे डिपो और तेल रिफाइनरी से हवाई अड्डों तक विमान ईंधन की आपूर्ति के लिए करती हैं। रिलायंस इन सुविधाओं तक पहुंच से एशिया के कुछ व्यस्त हवाई अड्डों पर ईंधन कारोबार में बड़ी हिस्सेदारी हासिल करना चाहती है। देश के कुल विमान ईंधन (एटीएफ) उत्पादन में रिलायंस की हिस्सेदारी 25 प्रतिशत है। रिलायंस दिल्ली हवाई अड्डे के बाहर के स्टोरेज डिपो के अलावा मुंबई, बंगलुरु और हैदराबाद हवाई अड्डों



तक जाने वाली पाइपलाइन तक पहुंच चाहती है। सार्वजनिक क्षेत्र की कंपनियों द्वारा की जाने वाली एटीएफ आपूर्ति की तुलना में फिलहाल रिलायंस की हिस्सेदारी काफी कम है। पेट्रोलियम क्षेत्र के नियामक भारतीय पेट्रोलियम एवं प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) ने पाइपलाइन द्वारा सभी मौजूदा और भविष्य के

हवाई अड्डों पर एटीएफ की आपूर्ति के बारे में नियमों के मसौदे पर टिप्पणियां मांगी है। नियामक ने कहा है कि प्रतिस्पर्धा बढ़ाने और ईंधन की लागत को कम करने के लिए सभी आपूर्तिकर्ताओं को आपूर्ति के लिए इन पाइपलाइन तक पहुंच मिलनी चाहिए। पीएनजीआरबी के मसौदे पर रिलायंस ने यह सुझाव दिया है। हालांकि, देश

का ईंधन बाजार मुक्त है लेकिन देश के व्यस्त हवाई अड्डों पर एटीएफ की आपूर्ति दशकों से सार्वजनिक क्षेत्र की पेट्रोलियम कंपनियों इंडियन ऑयल कॉर्पोरेशन (आईओसी), भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) और हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड (एचपीसीएल) द्वारा बनाई गई पाइपलाइन से की जाती है। रिलायंस, जो एक दशक से अधिक समय से विशेष रूप से मुंबई के हवाई अड्डों पर एटीएफ की आपूर्ति करने वाली पाइपलाइन तक पहुंच की मांग कर रही है, ने कहा है कि एयरलाइन के लिए पाइपलाइन के दायरे (जो सार्वजनिक क्षेत्र की कंपनियों द्वारा निर्मित पाइपलाइन तक तीसरे पक्ष को पहुंच प्रदान करता है) में भंडारण सुविधाओं तथा ऑफ साइट टर्मिनल सुविधाओं तक पंप स्टेशनों को शामिल किया

जाना चाहिए, क्योंकि ए एटीएफ आपूर्ति श्रृंखला का महत्वपूर्ण हिस्सा है। रिलायंस का कहना है कि इससे यह हवाई अड्डे पर ऑन-साइट भंडारण सुविधाओं के लिए एटीएफ की आपूर्ति और वितरण को एक प्रतिस्पर्धी बाजार को बढ़ावा मिलेगा। सार्वजनिक और निजी क्षेत्र की रिफाइनरियों द्वारा उत्पादित 1.71 करोड़ टन एटीएफ में से 82 लाख टन की खपत देश में होती है और बाकी का निर्यात किया जाता है। जामनगर में रिलायंस की दो रिफाइनरी करीब 50 लाख टन का उत्पादन करती हैं जिसका एक बड़ा हिस्सा निर्यात किया जाता है। देश में विमान से यात्रा करने वाले लोगों की संख्या तेजी से बढ़ रही है, जिससे एटीएफ की मांग में भी बढ़ोतरी हो रही है। 31 मार्च, 2024 को समाप्त वर्ष में एटीएफ की मांग 11.8 प्रतिशत बढ़ी है।



नायरा एनर्जी की पेट्रोल बिक्री 48 प्रतिशत बढ़ी

नई दिल्ली। देश की निजी क्षेत्र की सबसे बड़ी ईंधन खुदरा कंपनी नायरा एनर्जी ने 2024 के कैलेंडर साल की पहली तिमाही में पेट्रोल की बिक्री में 48 प्रतिशत की बढ़ोतरी दर्ज की है। वही इस दौरान कंपनी के निर्यात में गिरावट आई है। उन्होंने बताया कि तिमाही के दौरान कंपनी ने विशेष रूप से ईंधन की स्थानीय मांग को पूरा करने का प्रयास किया है।