FINANCIAL EXPRESS, Delhi, 27.2.2024
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VESSELS OF RUSSIAN SHIPPING MAJOR SANCTIONED

At least 3 tankers slated to deliver Russian crude oil

SUKALP SHARMA
New Delhi, February 26

AT LEAST THREE tankers scheduled to deliver crude oil to Indian refiners over the next few weeks are among the 14 vessels that were sanctioned along with Russia's state-owned shipping major Sovcomflot by the United States (US) on Friday for purportedly transporting Russian oil priced above the West's $60-per-barrel cap, as per ship tracking data and shipping fixtures. According to the US Department of the Treasury's Office of Foreign Assets Control (OFAC), the 14 vessels are ultimately owned by Sovcomflot.

One of the tankers—Georgy Maslov—is scheduled to reach Sikka port later this week, ship-tracking data shows. India's largest private sector refiner Reliance Industries (RIL) uses the Sikka port for importing crude. Another sanctioned tanker—Anatoly Kolodkin—is scheduled to deliver crude at the Sikka port in April.

Earlier this month, Anatoly Kolodkin had delivered crude at the Vadinar port, close to the Nayara Energy (NEL) refinery. Both NEL and state-owned refining giant Indian Oil Corporation (IOC) use the Vadinar port for taking crude oil deliveries. NS Captain—another tanker among the 14 that were sanctioned on Friday—is scheduled to deliver oil at the Vadinar port in March and April.

While industry insiders do not anticipate any major problem with these specific deliveries as Washington has allowed 45 days for the newly-sanctioned tankers to offload crude oil, it is being seen as a signal that the US is getting stricter about the price cap, which was imposed in December 2022 by the Group of Seven (G7) countries and their allies. The stated objective of the price cap is to limit Russia's oil revenue while keeping the international oil market adequately-supplied, and prevent supply and price shocks. Given that India takes delivery of nearly four dozen cargoes of Russian crude a month and a large number of tankers involved in Russian oil trade, the actual impact of the latest sanctions on Russian oil flows may be limited.

RIL and IOC did not respond to requests for comments on the matter till press time, while NEL said: "We would like to clarify that the oil tankers mentioned in the query are not scheduled to deliver any crude oil to Nayara Energy. Nayara Energy is an Indian company and remains committed to be strictly in compliance with all relevant and applicable regulations."

According to industry sources, once the 45-day period is over, Indian refiners are likely to be unwilling to accept crude oil hauled on sanctioned tankers and Indian banks are unlikely to process payments for such cargoes. To be sure, Russian oil is bought by Indian refiners on a delivered basis, which means that freight and insurance are managed by the seller, and the Indian buyers pay the all-inclusive landed price of crude. Also, India is not a signatory to the price cap regime, and has even voiced its opposition to the cap being selective and aimed at specific buyers, given that it applies only to seaborne Russian crude and not on oil supplied through pipelines to other geographies. Nevertheless, the government does not want Indian refiners to brazenly flout the G7 price cap or accept deliveries on sanctioned tankers in order to avoid secondary sanctions themselves, sources said.

Over the past couple of months, there have been instances of tankers headed for India being sanctioned by the US for price cap evasion, leading to Indian refiners refusing to accept the cargoes.

But beyond that, the Indian government has maintained that buying discounted Russian crude has been in the interest of India's energy security and should not be looked at from a geopolitical lens. In fact, Petroleum Minister Hardeep Singh Puri and External Affairs Minister S Jaishankar have even said that India's purchase of large quantities of Russian crude brought balance and stability in the global energy markets and eased extreme price and supply volatility internationally.

Indian refiners ramped up Russian oil purchases in the aftermath of Moscow's February 2022 invasion of Ukraine. As the West started weaning itself off Russian energy supplies, Russia began offering deep discounts on its crude oil, which Indian refiners began lapping up. Prior to the war in Ukraine, Russia was a marginal player in India's oil imports, but is now New Delhi's biggest source of crude. India is the world's third-largest consumer of crude oil and depends on imports to meet over 85% of its requirement.


One of the tankers—Georgy Maslov—is scheduled to reach Sikka port later this week. REUTERS

BUSINESS LINE, Delhi, 27.2.2024
Page No. 10, Size:(7.95)cms X (10.93)cms.

Crude oil extends losses on interest rate outlook

London: Crude oil prices fell on Monday, extending losses on market views that higher than expected inflation could delay cuts to high interest rates that have been capping growth in global fuel demand. Brent crude futures fell 46 cents, or 0.6 per cent, to $81.16 a barrel by 1210 GMT. REUTERS

India may face 10% VAT under CBAM regime

SHIVA RAJORA
New Delhi, 26 February

Production in India may implicitly face tariffs to the tune of 10.5 per cent value-added tax (VAT) if the European Union's (EU's) Carbon Border Adjustment Mechanism (CBAM) comes into effect, according to a study by the Asian Development Bank (ADB) published on Monday.

CBAM is a carbon tariff on carbon-intensive products like steel, cement and some electricity imported to the EU. Legislated as part of the European Green Deal, it comes into effect in 2026, with reporting starting in 2023.

The report titled 'Decarbonising Global Value Chains' notes that CBAM's impact on the economy depends a great deal on the carbon intensity of production in products covered by the CBAM. The carbon intensity is driven by various factors, including the energy mix in production and the production technology in different economies and regions.

"Regions in developing Asia and Eastern Europe often have some of the highest emissions intensities, given different production techniques and heavy reliance on coal as a source of energy across much of developing Asia. [Thus] under the assumption of a carbon price of €100 per metric tonne of CO2, current CO2 intensities in developing Asia would be the equivalent of a value-added tax of between 3 per cent and 12 per cent when considering the aggregate economy, with the rates being relatively high for India, China, and central and west Asia," the study notes.

Correspondingly, China and South Korea are expected to face tariff equivalent of 11.4 per cent VAT and 4.88 per cent VAT, respectively. In India, sectors like ferrous metals (787 per cent) are expected to be worst impacted, followed by mineral products (161 per cent), electricity (159.7 per cent), petrochemicals (29.4 per cent) and non-ferrous metals (23 per cent). The study also notes that the impact of CBAM will depend on developing Asian countries' exports to the EU of products covered.

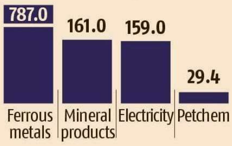
"The EU is generally not the primary market for CBAM products originating from developing Asia, though the tariff equivalents can be large in some cases. In only a couple of cases does the EU account for more than 10 per cent of core CBAM exports from developing Asia," the study said.

Meanwhile, the study also notes that while extending CBAM to other regions can lead to substantial reductions in CO2 emissions, it can come at the cost of a significant decline in global trade and the estimated macroeconomic effects of extending it to other regions will be distinct to each region.

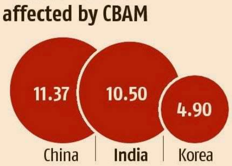
FACING THE HEAT

Value-added tax equivalent of a carbon price of 100 per metric tonne of CO_2 (%)

Top 4 sectors of India to be affected by CBAM



Asian countries affected by CBAM



Source: ADB report

ECONOMIC TIMES, Delhi, 27.2.2024
Page No. 11, Size:(15.37)cms X (16.02)cms.

IOC Scraps Green H_2 Plant Tender as Bidders Cry Foul

Industry players said the tender document was skewed in favour of an IOC JV

Kalpana Pathak & Arijit Barman

Mumbai: Indian Oil Corporation (IOCL) has cancelled a tender for building its first green hydrogen plant at its Panipat refinery in Haryana.

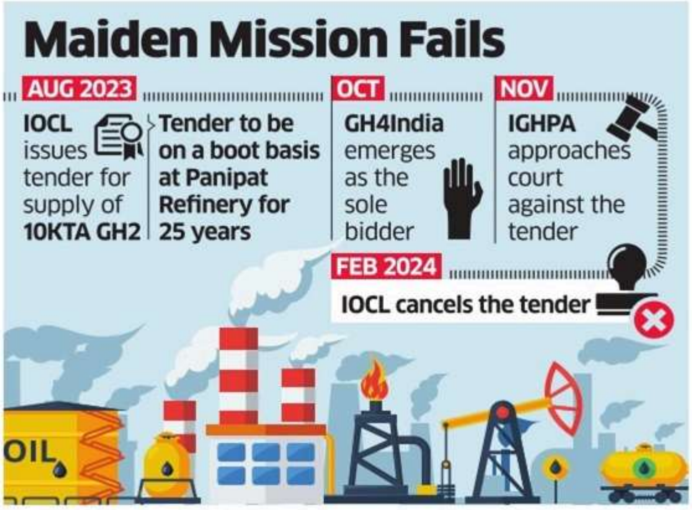
This follows controversies over alleged conflict of interests with prospective bidders moving court to challenge the bid process, which eventually saw a solo bid from an IOCL-led consortium.

In a cancellation corrigendum issued on February 21, IOCL said the tender stands cancelled.

Last August, IOCL had invited bids for setting up a green hydrogen generation unit of 10KTA (thousand tonnes per annum) capacity on a build, own, operate, transfer (boot) basis at its Panipat refinery for 25 years. The tender gained importance as this was the first time the price of green hydrogen was to be decided through a bidding or a market driven exercise in India, and thus was touted as a major milestone was the country's hydrogen mission.

The selected bidder was to deliver hydrogen gas in 30 months from the date the project is awarded. The project would have included 75 MW of electrolyser capacity, generating 300 MW of clean energy and a total capex of $400 million said industry participants.

At 10 KTA capacity, this was to be among the largest green hydrogen plants in India. Green hydrogen is key in meeting India's net-zero emissions target by 2070, as announced by Prime Minister Narendra Modi at the climate summit (COP26) in Glasgow.



However, industry players cited several clauses in the bid document that they argued defeated a level playing field and was heavily skewed in favour of GH4India Pvt. Ltd, an equal joint venture between IOCL, engineering major Larsen & Toubro (L&T), and renewable energy company ReNew. The JV was formed in 2022-2023 for the development of green hydrogen and its derivatives, including green ammonia and methanol, besides production assets and associated renewable assets through any model of ownership and operatorship.

The key bone of contention was the right of first refusal clause incorporated in the tender notice. It said, the tender will be evaluated on the lowest Levelized Cost of Hydrogen (LCOH) basis after conducting a reverse auction mechanism. The IOCL JV was also allowed to bid and become the lowest bidder during reverse auction.

"Alternatively, in case IOCL JV (GH4 India Private Limited) bids for the tender but does not participate in the reverse auction or fails to become the lowest bidder, it would be allowed to match the LCOH of lowest bidder determined through reverse auction process," said the bid document which ET has reviewed.

Most industry players said such a clause goes against the government's public procurement rules as a public sector undertaking (IOCL) was advocating a public-private JV to have the first right of refusal. "This is a direct conflict of interest. The procurer IOCL is also a 33.4% equity shareholder in the JV company that was getting preferential treatment in a global tender process," said the CEO of a global industrial gas company who evaluated the tender but did not bid eventually, on condition of anonymity. "This defeats the spirit of competitive bidding."

"The right of first refusal clause kept companies away. Such a clause discourages competitive bidding. The tender was unfair," he said.

Email queries to IOCL, L&T and Renew remained unanswered till press time.

According to the right of first refusal clause, IOCL would have got preferential right to purchase excess green hydrogen generated. In case IOCL does not confirm the purchase within 60 days, the operator is free to offer the hydrogen gas to third-party customers. However, the price offered to them cannot be lower than what was offered to IOCL.

As part of additional instructions to bidders, IOCL had said it reserves the right to accept a bid other than the lowest and to accept or reject any bid in whole or part, or to reject all bids with or without assigning any reasons. "Such decision by IOCL shall bear no liability whatsoever consequent upon such decisions," the document said.

Industry players also demanded this clause be scrapped for transparency. Industry players also demanded a take or pay clause in case IOCL failed to offtake the contracted amount annually.

BUSINESS LINE, Delhi, 27.2.2024
Page No. 10, Size:(14.45)cms X (24.34)cms.

Natural gas: Go short if prices dip below ₹128

Gurumurthy K
bl. research bureau

Natural Gas prices witnessed a corrective rise in line with our expectations last week. The Natural Gas Futures contract traded on the MCX rose to a high of ₹148.30 per mmBtu. However, after this rise, the price has come down again. The Natural Gas Futures contract is currently trading at ₹138.50 per mmBtu

The broader trend is down. The rise seen last week was just a correction within that. The reversal from the high of ₹148.30 indicates that the broader downtrend is still intact. The Natural Gas Futures contract has risen back again today. This keeps alive the chances of seeing one more leg of rise before the broader downtrend resumes.

Immediate resistance is at ₹141. A break above it can take the contract up to ₹148 and even ₹156 again. But ₹156 is a strong resistance where a trendline as well as a moving average is poised. That will make the price rise beyond ₹156. As such, we can expect the Natural Gas contract can turn down again and fall back to ₹130-128. An eventual break below ₹128 will drag the contract down to ₹120-115 in the coming weeks.

Traders can take fresh short positions on a break below ₹128. Keep a stop-loss at ₹132. Trail the stop-loss down to ₹126 as soon as the contract falls to ₹124. Move the stop-loss down to ₹123 when the price touches ₹121. Exit the shorts at ₹120.

MCX Natural gas

STATESMAN, Delhi, 27.2.2024
Page No. 8, Size:(10.31)cms X (7.91)cms.

Oil India announces first-ever global partner roadshow in UAE

STATESMAN NEWS SERVICE
NEW DELHI, 26 FEBRUARY

The Oil India Limited (OIL) on Monday announced its first-ever global partner roadshow 'Confluence: Where Energy and Opportunity Converge'.

The event is scheduled to take place on 28th February in Abu Dhabi, UAE, the Ministry of Petroleum and Natural Gas said.

The roadshow will be hosted by the Chairman and Managing Director of OIL, along with Director, Operations and senior officials of OIL. The ministry has said this event signals OIL's commitment to aggressive growth and international collaboration.

OIL has set its sights on ambitious production targets: 4 MMT oil and 5 BCM gas annual production by FY26. With a target to generate 12 Billion USD in revenue by 2030, the company plans to invest 4.8 Billion USD across a range of activities: ramping up exploration efforts, enhancing field development and expediting production.

Additionally, OIL is set to expand aggressively across offshore Indian regions.

The event will serve as a critical platform to outline OIL's detailed procurement strategies for the upcoming one to five years, offering a unique platform for partners to engage, ideate, and expedite the partner onboarding process.

Additionally, the event highlights OIL's focus on building strong relationships with its partners to explore new business opportunities in the energy industry. It is anticipated to attract over 50 plus leading companies from the energy services industry.

The focus will be on spearheading innovation, sustainability, and strategic alliances, with OIL aiming for setting new industry standards through collaborative efforts on a global scale, the Ministry of Petroleum and Natural Gas highlighted.

BUSINESS STANDARD, Delhi, 27.2.2024
Page No. 4, Size:(24.90)cms X (10.77)cms.

Oil regulator for opening ATF pipelines at airports

Oil regulator PNGRB has proposed supplying aviation turbine fuel or 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. Currently, only a limited number of airports are linked with pipelines. PTI

ASIAN AGE, Delhi, 27.2.2024
Page No. 7, Size:(9.29)cms X (4.48)cms.

Oil regulator plans pipelines for aviation fuel

FC CORRESPONDENT
NEW DELHI, FEB. 26

Oil regulator Petroleum and Natural Gas Regulatory Board (PNGRB) plans to supply jet fuel or aviation turbine fuel (ATF) in all existing and future airports through pipelines, which can be accessed by any supplier. Currently, the jet fuel is transported by road and rail network and only a limited number of airports are linked with pipelines.

Even if pipelines are present, they are accessible only to the company that has laid the pipeline.

PNGRB has invited comments from stakeholders including oil-marketing companies (OMCs), airport operators, and airlines operators for development of ATF pipelines connecting existing and upcoming airports.

"Pipelines are the cheapest mode of transport of liquid fuels with road transport being quite costly. And looking at the high share of ATF price in airline costs, provision of the pipeline could bring down the cost of air travel," the regulator said in a notice inviting comments.

AS PER government data, domestic air passenger traffic rose by compounded annual growth rate of 8.9 per cent between 2012-13 and 2022-23

"There are a few other ATF pipelines which are being operated by the OMCs, which also need to be declared as common/contract carriers," the regulator said, adding that this move will enable other OMCs to utilise these pipelines.

Transporting ATF by any other means than pipeline results in logistical inefficiencies, increased expenses, and disruptions in the supply chain.

As per government data, domestic air passenger traffic rose by compounded annual growth rate of 8.9 per cent between 2012-13 and 2022-23, while international passenger traffic grew by 3.1 per cent over the same period.

Open ATF pipelines at airports: PNGRB

Oil regulator Petroleum and Natural Gas Regulatory Board (PNGRB) has proposed supplying jet fuel or 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.

Currently, ATF is transported by road and rail network and only a limited number of airports are linked with pipelines. Even where pipelines are there, they are not on an open access basis which means only the company that has laid it can supply jet fuel to airlines.

The PNGRB has 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. While the fuel market is open in the airport premises, in the absence of a common carrier pipeline the objective of this open market cannot be achieved. PTI

MORNING STANDARD, Delhi, 27.2.2024
Page No. 10, Size:(13.93)cms X (20.61)cms.

AVIATION FUEL

PNGRB proposes pipelines for ATF supply to airports

ENS ECONOMIC BUREAU @ New Delhi

THE Petroleum and Natural Gas Regulatory Board (PNGRB) has proposed supplying jet fuel or ATF (aviation turbine fuel) to all existing and future airports through pipelines that can be accessed by any supplier.

As per the regulatory body, the move will bring in competition and cut fuel costs. PNGRB has invited comments from the public and various stakeholders, including oil marketing companies (OMCs), airport operators, and airline operators, for the development of aviation turbine fuel (ATF) pipelines. Currently, jet fuel is transported by road and rail networks, and only a limited number of airports are linked to pipelines.

"Pipelines are the cheapest mode of transport of liquid fuels, with road transport being quite costly. And looking at the high share of ATF price in airline costs, provision of the pipeline could bring down the cost of air travel," the regulator said in a notice inviting comments. It said in the absence of a common carrier pipeline, the objective of this open market cannot be achieved. The PNGRB also mentioned that there are a few other ATF pipelines that are being operated by the OMCs, which also need to be declared as common or contract carriers.

"This move will enable other OMCs to utilise these pipelines for transporting their products, fostering competitiveness within the industry." Transporting ATF by any other means than the pipeline results in logistical inefficiencies, increased expenses, and disruptions in the supply chain.

MILLENNIUM POST, Delhi, 27.2.2024
Page No. 9, Size:(21.46)cms X (19.82)cms.

PNGRB proposes supplying ATF through pipelines at all airports

Currently, aviation turbine fuel (ATF) is transported by road and rail network & only a limited number of airports are linked with pipelines

OUR CORRESPONDENT

NEW DELHI: Oil regulator PNGRB has proposed supplying jet fuel or 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.

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The Petroleum and Natural Gas Regulatory Board (PNGRB) has 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.

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While the fuel market is open in the airport premises, in the absence of a common carrier pipeline the objective of this open market cannot be achieved.

"There are a few other ATF pipelines which are being operated by the OMCs, which also need to be declared as common/contract carriers," the regulator said. "This move will enable other OMCs to utilize these pipelines for transporting their products, fostering competitiveness within the industry".

Further, to ensure security of supply there may be desirability of more than one pipeline supply to major airports. Additionally, existing pipelines need to be declared as common carriers especially due to historical domination of government owned ATF marketing companies so as to allow private marketers get access, it said.

This will cater to rising fuel demand of the aviation sector.

Domestic air passenger traffic rose by compounded annual growth rate of 8.9 per cent between 2012-13 and 2022-23. International passenger traffic grew by a slower 3.1 per cent over the same period. During fiscal year 2022-23 (April 2022 to March 2023), India saw a 47.1 per cent surge in ATF consumption, correlating with heightened air traffic. The previous year was marred by the pandemic that shut businesses.

Transporting ATF by any other means than pipeline, results in logistical inefficiencies, increased expenses, and disruptions in the supply chain, PNGRB said. "The absence of an ATF pipeline exacerbates these issues, hindering the sector's competitiveness and sustainability."

PNGRB said it is seeking comments from stakeholders to gather insights for effective development of ATF pipelines across the aviation infrastructure in the country.

It asked stakeholders to identify key airports requiring ATF pipeline connectivity, assess potential demand over the next 30 years, identify ATF supply source, evaluate potential routes for pipeline construction and assess the need for single or multiple common/contract carrier ATF pipelines to ensure redundancy and operational reliability.

"The views and suggestions received will help PNGRB in initiating suo moto bidding processes or assisting entities in identifying potential projects," the notice said.

In recent times, PNGRB has authorized two new ATF pipelines for connecting upcoming greenfield international airports -- one from IndianOil's JNPT terminal to Navi Mumbai international airport and the second from Bharat Petroleum's Piyala terminal to Noida International Airport, Jewar as common/contract carrier pipeline through bidding process.

In the past, PNGRB has also declared IndianOil's existing Devangonthi to Devanahalli ATF pipeline for connecting Bangalore airport as a common/contract carrier. Another ATF pipeline from Malkapur to Hyderabad Airport is under bidding process.

INDIAN EXPRESS, Delhi, 27.2.2024
Page No. 15, Size:(13.31)cms X (11.72)cms.

VESSELS OWNED BY RUSSIAN SHIPPING MAJOR SANCTIONED BY THE US

Three of 14 sanctioned tankers slated to deliver Russian crude oil to India

SUKALP SHARMA
NEW DELHI, FEBRUARY 26

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VIRAT VAIBHAV, Delhi, 27.2.2024
Page No. 15, Size:(16.52)cms X (24.34)cms.

सिंधिया आज हरित हाइड्रोजन संयंत्र का उद्घाटन करेंगे

एजेंसी ■ नई दिल्ली

केंद्रीय इस्पात मंत्री ज्योतिरादित्य सिंधिया मंगलवार को जिंदल स्टेनलेस लिमिटेड (जेएसएल) द्वारा स्थापित स्टेनलेस स्टील उद्योग की पहली हरित हाइड्रोजन परियोजना का उद्घाटन करेंगे। अधिकारियों ने सोमवार को यह जानकारी देते हुए कहा कि इस्पात मंत्री कंपनी की हरित हाइड्रोजन परियोजना का उद्घाटन वीडियो कॉन्फ्रेंसिंग के माध्यम से करेंगे। उन्होंने बताया कि इसके साथ ही जेएसएल भारत की पहली ऐसी स्टेनलेस स्टील कंपनी बन जाएगी जिसने वाणिज्यिक स्तर पर इस प्रकार का संयंत्र स्थापित किया है। एक अधिकारी ने कहा, यह परियोजना एक अत्याधुनिक हरित हाइड्रोजन इकाई है जिसका लक्ष्य कार्बन उत्सर्जन को लगभग 2,700 टन सालाना की कमी लाना है। 20 साल में इस परियोजना से 54,000 टन कार्बन-डाई-ऑक्साइड उत्सर्जन को कम करने में मदद मिलेगी। देश की सबसे बड़ी स्टेनलेस स्टील कंपनी ने अगस्त, 2022 में हरियाणा के हिसार में हरित हाइड्रोजन संयंत्र स्थापित करने के लिए हाइजेनको इंडिया प्राइवेट लिमिटेड के साथ साझेदारी की घोषणा की थी।

VIRAT VAIBHAV, Delhi, 27.2.2024
Page No. 15, Size:(8.12)cms X (14.49)cms.

हवाई अड्डों पर पाइपलाइन के जरिये हो एटीएफ की आपूर्ति

एजेंसी ■ नई दिल्ली

पेट्रोलियम क्षेत्र के नियामक पीएनजीआरबी ने सभी मौजूदा एवं भावी हवाई अड्डों पर विमान ईंधन (एटीएफ) की आपूर्ति पाइपलाइन के जरिए करने का प्रस्ताव दिया है ताकि प्रतिस्पर्धा लाकर ईंधन लागत में कमी लाई जा सके। फिलहाल एटीएफ को सड़क और रेल नेटवर्क के जरिए हवाई अड्डों तक पहुंचाया जाता है और सीमित हवाई अड्डे ही पाइपलाइन से जुड़े हुए हैं। इन पाइपलाइन तक पहुंच सिर्फ उन कंपनियों की ही है जिन्होंने उन्हें बिछाया है। पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) ने एटीएफ आपूर्ति पाइपलाइनों के विकास के लिए आम लोगों और पेट्रोलियम विपणन कंपनियों (ओएमसी), हवाई अड्डा परिचालकों और एयरलाइंस से टिप्पणियां आमंत्रित की हैं। नियामक ने बयान में कहा, पाइपलाइन तरल ईंधन के परिवहन का सबसे सस्ता साधन है और सड़क परिवहन काफी महंगा है। विमानन लागत में एटीएफ की उंची हिस्सेदारी को देखते हुए पाइपलाइन का प्रावधान हवाई यात्रा की लागत को कम कर सकता है। हालांकि, हवाई अड्डा परिसर में ईंधन बाजार खुला हुआ है लेकिन एक साझा वाहक पाइपलाइन न होने से इस खुले बाजार का मकसद हासिल कर पाना मुमकिन नहीं है। नियामक ने कहा, कुछ ऐसी एटीएफ पाइपलाइन भी हैं जिनका संचालन तेल कंपनियां कर रही हैं। उन्हें भी सामान्या अनुबंध वाहक घोषित करने की जरूरत है। यह कदम अन्य ओएमसी को अपने उत्पादों के परिवहन के लिए इन पाइपलाइनों का इस्तेमाल करने, उद्योग के भीतर प्रतिस्पर्धा को बढ़ावा देने में सक्षम करेगा। इसके अलावा, आपूर्ति की सुरक्षा सुनिश्चित करने के लिए प्रमुख हवाई अड्डों के लिए एक से अधिक पाइपलाइन से आपूर्ति वांछनीय हो सकती है। इससे विमानन क्षेत्र की बढ़ती ईंधन मांग को पूरा किया जा सकेगा।