ECONOMIC TIMES, Delhi, 29.1.2024
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No Impact Seen on Oil Flows, Only Freight Rates Up: HPCL Chief

New Delhi: The ongoing attacks on shipping vessels by Houthi militants in the Red Sea have not impacted the flow of crude oil to India but freight has gone up due to rerouting via the Cape of Good Hope, Hindustan Petroleum Corporation Ltd (HPCL) chairman Pushp Kumar Joshi said.

India, the world's third-biggest oil importer, gets a bulk of its Russian supplies through the Red Sea. Russian supplies made up for over 35% of India's total crude imports in 2023, amounting to 1.7 million barrels per day.

Russian ships and cargoes are not being prime targets of the attacks at this stage however rerouting of ships around the southern tip of Africa instead of transiting through the Suez Canal and Red Sea has led to ships taking longer voyages, resulting in the shortage of ships and rise in freight charges.

In a post-third quarter earnings call with investors, Joshi said

COMPANY PHOTO

Pushp Kumar Joshi

HPCL has tied up crude oil supplies till mid-April and it does not see any supply disruptions.

HPCL meets 44-45% of its crude oil needs on term contracts with national oil companies such as those in Saudi Arabia and Iraq. The remaining is on the spot or from the current market, he said.

"Term crude has not been impacted (due to the Red Sea crisis)," he said, adding the spot imports are on DES basis where the shipping is arranged by the supplier. "The spot supplies too are not impacted." —**PTI**

ECONOMIC TIMES, Delhi, 29.1.2024
Page No. 13, Size:(3.84)cms X (15.40)cms.

Domestic Gas Demand to Rise 6% in 2024: IEA

New Delhi: India's natural gas demand is expected to rise by 6 % in 2024 with a rise in consumption in fertiliser units, power generation and industrial sectors, according to the International Energy Agency (IEA).

Following the 7% year-on-year decline observed in 2022, India's primary gas supply rose by 5 % in 2023, with growth primarily driven by the petrochemical, power generation, refinery and industrial sectors.

"Natural gas demand in India is expected to increase by 6 per cent in 2024, mainly supported by higher gas use in industry (including in the fertiliser sector) and stronger gas burn in the power sector amid the development of its national pipeline grid and city gas infrastructure," IEA said Gas Market Report released last week.

India's natural gas demand had risen to 64 billion cubic meters in 2023.

Liquefied natural gas (LNG) imports rose by 7 % on the year to 29 billion cubic meters last year, with import dependency at 44 per cent of the nation's natural gas consumption. Domestic production was up 6 per cent on the year to 35 billion cubic meters on the back of a rise in output from Reliance Industries' KG-D6 block. "We expect India to increase its LNG imports in 2024 by 7 %, fuelled by demand from the power and fertiliser sectors, as the country plans to stop importing urea by 2025," IEA said. –**PTI**

गेल GAIL
TIMES OF INDIA, Delhi, 29.1.2024
Page No. 17, Size:(10.62)cms X (13.31)cms.

Houthi hit on Russian crude forces traders to assess risks

A missile attack on Friday on a tanker taking Russian fuel through the Gulf of Aden may prove to be a defining moment for an oil market that had previously been somewhat immune to months of Houthi militants' attacks on merchant trade.

Why the calm? Because much of the oil flowing through the Red Sea and Suez Canal came from Russia and — so the theory went — it might be safe. The Houthis themselves signaled Russian ships had nothing to fear, and Moscow is an ally of their sponsor Iran. Oil tankers generally had been largely spared.

But Friday's attack made one thing clear: whatever assurances Yemen's Houthis offer, they don't extend to a ship's cargo if the vessel itself has even a tenuous link to the US, UK or Israel. The Houthis had said they were targeting Israeli assets because of the war in Gaza, and then extended their reach to US and UK vessels after those countries launched airstrikes in Yemen.

The attack means that a greater slice of the 3 million barrels a day of Russian crude oil and fuel that has been flowing through the Red Sea to reach customers in Asia could be at risk. And Russian volumes matter to the global market — despite sanctions imposed because of Moscow's own war in Ukraine. With oil prices popping about $2 higher on Friday, here are some of the questions that oil traders will be considering when they return to their desks on Monday morning.

Will Red Sea Transit Stop?

This is unlikely, either for trade in general or to the flow of petroleum in particular.

The decision to transit depends mainly on four things: the willingness of the owner, that of the crew and the charterer — and profit.

Is Russian Oil a Target?

Probably not. The international maritime database Equasis lists the manager of the Marlin Luanda — the tanker that got attacked — as a firm called Oceonix Services Ltd. in London. For the Houthis, that may have been enough of a link. But fuel on the Marlin Luanda was different to a lot of Russian petroleum in one crucial way: it was being hauled using western service providers as it was priced within cap allowed by US sanctions. BLOOMBERG

'No disruption in flows to India'

New Delhi: The Red Sea attacks have not impacted the flow of crude oil to India but freight has gone up due to rerouting via the Cape of Good Hope, HPCL chairman Pushp Kumar Joshi said. India, the world's third-biggest oil importer, gets a bulk of its Russian supplies through the Red Sea. AGENCIES

'Auto, electronics mfg vulnerable'

New Delhi: Longer disruptions at the Red Sea trade route may hurt manufacturing lines of sectors like electronics, automobiles, chemicals, consumer goods & machinery, economic think tank GTRI has said. It said companies relying on just-in-time manufacturing can be vulnerable. AGENCIES

INDIAN EXPRESS, Delhi, 29.1.2024
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'Gravity-based structures are the future for offshore LNG regasification units'

NORWAY'S CROWN LNG, which plans to build a 7.2-mtpa (million tonnes per annum) offshore liquefied natural gas (LNG) regasification terminal in Andhra Pradesh's Kakinada, believes that gravity-based structures (GBS) are the answer to conventional offshore LNG terminals—floating storage regasification units (FSRUs)—in harsh weather conditions. Kakinada terminal will be India's first, and possibly the world's second, GBS LNG terminal, offering round-the-year operations—something FSRUs cannot offer in rough waters. The final investment decision (FID) of the $1-billion project is expected in 2025 and the facility is likely to be commissioned in 2028, according to Crown LNG's Chief Executive Officer SWAPAN KATARIA.

In a freewheeling interaction with SUKALP SHARMA, Kataria provides insights into the GBS technology, purported advantages over conventional LNG terminals, and updates on the Kakinada project's progress. *Edited excerpts*:

THE EXPRESS INTERVIEW

WITH SWAPAN KATARIA
CHIEF EXECUTIVE OFFICER, CROWN LNG

What exactly is a GBS?

It is essentially a concrete structure with a ballast section at the bottom with empty concrete blocks. The section acts as a balloon when empty, helping the structure float. At the location where you want to base it, you fill it up with gravel, making the structure heavy enough to sink and sit on the seabed. So, it is not bolted or held by cables. Gravity is holding it. It is engineered in a way that it sits there for 40-50 years without budging even an inch. The LNG terminal is built over that GBS. GBSs have been utilised mostly for upstream oil projects. So far, only one has been built for LNG—Adriatic LNG—in Italy. And the only liquefaction facility (which converts gas to LNG) would be Russia's Arctic LNG 2.

Apart from round-the-year operations, what are the advantages of GBS units vis-à-vis FSRUs and land terminals?

There are quite a few. GBS LNG units offer a safer working environment because sea wave volatility does not affect its structural stability. The other advantage is no extra pressure on ports. It has an offshore landfall point and the pipeline to land is from under the seabed. So, it doesn't need a large footprint on land. A GBS unit can be hauled to another offshore location and handed over to another operator. So, the economic life of the asset is much longer and it can be evacuated to a new market if, for any reason, it cannot continue to operate at the initial location. For international financiers, that is an attractive proposition.

Despite advantages, why have GBS LNG units not taken off in a big way?

I think it is a mix of multiple factors. LNG is relatively a new market that has picked up in the last two decades. It's not something that has grown over the last 100 years, like oil. The Koreans were really fast in developing FSRUs. Most people took the path of least resistance and ended up following that model (FSRUs) or set up land-based terminals. Everybody went after benign waters or areas where breakwater could be easily built for an FSRU. But those vanilla locations are now gone and developers have to contend with harsh weather conditions.

In terms of project costs, how does a GBS regasification unit compare with other types of LNG terminals?

If a land-based terminal costs $120, a GBS unit would cost $100, and an FSRU's core cost would be $70-80. For an FSRU, there will be additional costs like breakwater. All costs, including those needed to make conditions benign for FSRUs, would be much higher. For land-based terminals, dredging may be required from time to time—an additional ongoing cost. GBS units don't have these overheads.

Earlier you had planned to close the FID by 2022-end, but it has been delayed. What is the current status and estimated timeline?

It has been a moving target as approvals took more-than-expected time. We are completing the remaining part of the engineering, with which we will finalise the design and the EPC (engineering, procurement, construction) contract. That will be followed by final negotiations with potential users. All this will take 15-18 months and we are hoping to get this (FID) done by mid-2025. The construction would then start. It is a 30-month construction, with another three-six months for commissioning. So, 2028 is what we are targetting for project completion.

Which companies have shown interest in using the terminal? At what stage are the negotiations?

I cannot name any potential customer at this stage, just that they include India's oil and gas majors and we would have a mix of government and private companies. Talks with government companies could take longer as there may be some approvals required. We are obligated to maintain 15 per cent capacity for spot and short-term cargoes, which means we can offer about 6.1 mtpa. We plan to place about 3.5-4 mtpa on 20-year contracts, and the rest on 10-year contracts.

We are only giving regasification as a service, and not buying the molecule (LNG) and then selling it.

FULL INTERVIEW ON www.indianexpress.com

PIONEER, Delhi, 29.1.2024
Page No. 10

No disruption in oil flows to India, only freight up due to Red Sea crisis: HPCL

PTI ■ NEW DELHI

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India gas demand to rise 6 per cent in 2024: IEA

PTI ■ NEW DELHI

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Natural gas extracted from below surface and seabeds is used to make fertiliser, generate electricity, convert into CNG to run automobiles, piped to households for cooking purposes and used as fuel and feedstock in industries.

India's domestic production is insufficient to meet demand and so the fuel is imported as LNG in cryogenic ships.

Power companies imported 2.32 billion cubic meters of LNG in 2023, making up around 9 per cent of total imports and up by 76 per cent on the year.

In November 2023 India approved mandatory blending of compressed biogas into the domestic gas supply. The mandate will be set at 1 per cent of total compressed natural gas and domestic piped natural gas consumption from 2025, and raised gradually to 5 per cent from 2028-29.

On reforms, IEA said, "India continued to advance gas market reforms in 2023. The country introduced a unified pipeline tariff system on April 1, which could benefit consumers located far from domestic gas supply sources and/or LNG terminals. In addition to the market reforms, India is considering establishing strategic gas reserves to enhance gas supply security".

The Petroleum and Natural Gas Regulatory Board (PNGRB) introduced the Unified Tariff (UFT) policy in April 2023 to create a single, consistent and fair tariff structure for natural gas transport across the country. The UFT policy will apply to a network of 21 pipelines, representing around 90 per cent of pipelines in operation or under construction. The price of transporting gas consists of two components - a fixed unified tariff based on the levelised cost of service of the entire pipeline network, and a variable zonal factor depending on distance.

"The UFT policy aims to create a more stable, competitive and transparent pricing regime, which should benefit both gas supply and demand.

India's gas demand to rise 6% in 2024: IEA

INDIA'S NATURAL GAS demand is expected to rise by 6% in 2024 with a rise in consumption in fertiliser units, power generation and industrial sectors, according to the International Energy Agency (IEA).

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BUSINESS STANDARD, Delhi, 29.1.2024
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Sanctions on Russian shipping firms worry Indian refiners

Enhanced enforcement of sanctions by Western powers may increase procurement costs and reduce the appeal of discounted Russian crude

S DINAKAR
Amritsar, 28 January

Fresh US sanctions on Russian shipping companies threaten to hurt supplies of oil this year to Moscow's second-biggest customer — Indian refiners.

Enhanced sanctions enforcement by western powers will eventually increase procurement costs and reduce the appeal of discounted Russian crude, which accounts for a third of India's oil imports, industry officials said.

Indian oil firms are staring at uncertainty after US placed shipping operators Sun Ship and Hennesea Holdings under fresh sanctions

For now, Indian oil companies are staring at uncertainty after Washington placed Dubai-based shipping operators Sun Ship Management and Hennesea Holdings under fresh sanctions. These are over violating the $60 a barrel price-cap rule imposed by the G-7 in December 2022, industry officials said.

China has escaped unscathed because oil trade between Moscow and Beijing is marked in yuan, whereas Indian refiners are hard pressed to convince Indian banks to process payments in UAE dirhams or US dollars for supplies on sanctioned ships. Russia is not accepting Indian rupees.

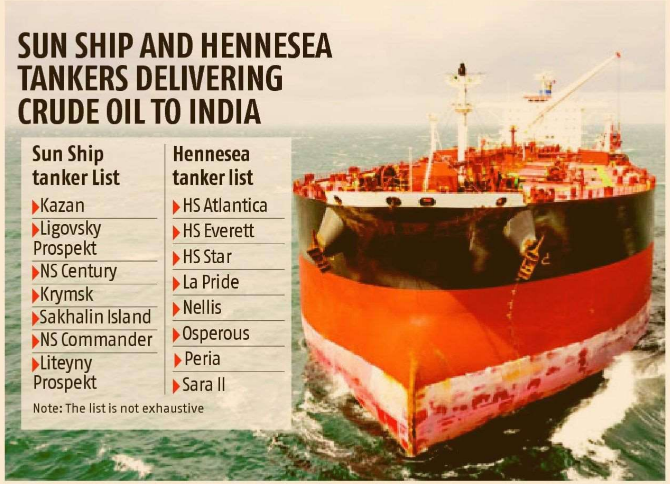
Both Sun Ship and Hennesea operate a combined 110 ships, which supply to Chinese and Indian crude buyers, and product markets. And, over 50 ships from both shippers have discharged crude cargoes at Indian ports over the last few months, according to research based on shipping records and industry officials.

"Definitely an issue," said Vandana Hari, a Singapore-based energy expert. "Whether this worsens or becomes a constant hurdle will depend entirely on whether the US keeps up with the crackdowns," added Hari, the founder of Vanda Insights.

India received Russian oil cargoes via 51, 58 and 55 tankers in October, November and December, respectively, according to data from Vortexa. Several cargoes were supplied by ships owned by Sun Ship and Hennesea.

The question that New Delhi faces is if Washington's policing will disrupt the growing oil ties between Russia and India. India has raised its share of Russian crude to around 39 per cent in 2023 from 16 per cent in 2022, disregarding Washington's pressure. "In the Russian case, it's a question of price cap, and it's also a question of some of its shipping entities coming under adverse notice of others," oil minister Hardeep Singh Puri recently told Bloomberg Television in Davos.

The oil ministry and Sun Ship Management did not reply to a *Business Standard* mail seeking comments. Hennesea could not be reached. The impact of sanctions is somewhat visible



on trade flows. Companies led by Reliance Industries and Rosneft-owned Nayara Energy bought 1.56 million barrels a day of Russian crude this month. This is around 32 per cent of the country's total imports, data from market intelligence agency Kpler show.

That compares to a 37 per cent share in November, prior to the two new sanction notifications by the Office of Foreign Assets Control (OFAC), an arm of the US Treasury Department, and a record 46 per cent in May 2023.

State-run refiners like Indian Oil and Bharat Petroleum are facing a dwindling share of Russian crude this month. It is because they have less flexibility with Russian imports compared to private refiners, refining officials said.

Hennesea is the latest major shipping company to come under Washington's radar for sanctions violations on January 18, with 18 vessels carrying crude and products under investigations by the OFAC, the US agency said. Of them, at least eight vessels were used to supply Indian refiners in the last few months, according to calculations based on data from market intelligence agencies Kpler and Vortexa. That number rises if you add the 42 tankers under Sun Ship that were also used to supply oil to India in the past one year.

Last month, eight of Sun Ship's tankers, including Kazan, Ligovsky Prospekt, NS Century, Krymsk and Sakhalin Island, among others, had to turn back from Indian destinations and move towards China and Singapore after OFAC imposed sanctions on December 20.

Dubai-based Sun Ship, owned by UAE and Russian nationals, owns, manages and operates a fleet of 92 oil, crude oil, LNG and chemical vessels, according to the company's website.

Indian Oil, the ultimate beneficiary of the premium grade, light, sweet Sokol cargoes aboard those tankers, was forced to buy much more expensive crude of a similar grade from Nigeria. It was to substitute Sokol, according to ship tracking data and industry officials.

Nigerian oil costs at least $8/bbl over Sokol, according to pricing data. The trading and operations desks of state refiners are increasingly concerned over renewed efforts by Washington to police the trade, two refining sources said.

Indian refining officials said that OFAC must give an advance notice of a month or two before enforcing sanctions. Otherwise, it causes inconvenience to buyers as ships are left stranded on high seas because banks refuse payments. An issue over payments is not just related to lighter and sweeter grades like Sokol and ESPO that typically trade over the G-7 mandated $60/barrel price cap. They are also related to cheaper, sour and higher sulphur oil like Urals, which trade below $60/bbl. Indian banks refuse to process payments for any tankers that fall under OFAC, a refining official said. Moreover, if several tankers go offline, then freight costs increase, placing more pressure on Russian trade and discounts, another official said. He added that shipping costs have firmed up over the week. Clarksons Securities said the Red Sea conflict has already sent rates higher by a third on the week.

A refining official in Delhi explained the modus operandi of a typical Russian trade. Once the crude trading department at a state refiner agrees to a trade, the operations department contacts the shipper for documentation on the vessel. Typically, the shipper provides an IQ-88 form, a 5-6 page document where details on ownership, operators and physical details of the ships are mentioned. These details are vetted by the operations department, including details of sanctions imposed by the US, UK and EU, and any sanction violations will be green flagged to the supplier. The tankers are rejected if they are under any form of sanctions, because Indian banks will not honour payments for deliveries on sanctioned ships, the official said.

In the past, Indian refiners and Russian traders have found a way out of supply issues and sanctions. For instance, when oil prices surged to $90/bbl and Urals traded over $70/bbl, traders adjusted invoices to show that trades were done below $60/bbl on free-on-board (FOB) terms to receive payments. Similarly, when Mumbai-based Gatik Ship Management, which had over 40 tankers supplying crude to India, came under sanctions, the company dissolved. However, the tankers continued plying under different flags and ownership structures.

ASIAN AGE, Delhi, 29.1.2024
Page No. 7, Size:(9.33)cms X (4.33)cms.

Natural gas demand to increase 6% in 2024

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"We expect India to increase its LNG imports in 2024 by 7 per cent, fuelled by demand from the power and fertiliser sectors, as the country plans to stop importing urea by 2025," IEA said.

On reforms, IEA said, "India continued to advance gas market reforms in 2023. The country introduced a unified pipeline tariff system on April 1, which could benefit consumers located far from domestic gas supply sources and/or LNG terminals," — *PTI*

MILLENNIUM POST, Delhi, 29.1.2024
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India's gas demand to rise 6% in 2024, says Int'l Energy Agency

India's natural gas demand had risen to 64 billion cubic meters in 2023

OUR CORRESPONDENT

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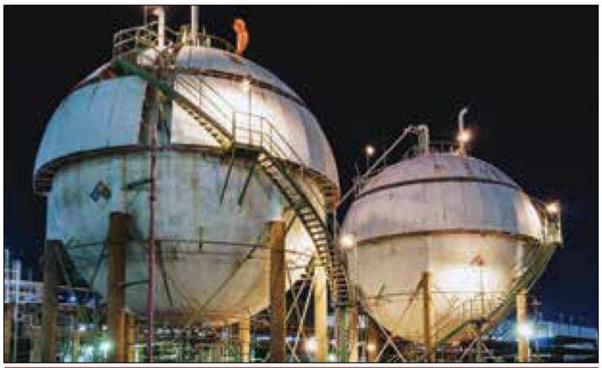

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Highlights

- » Liquefied natural gas imports rose by 7% on the year to 29 billion cubic meters last year
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The price of transporting gas consists of two components - a fixed unified tariff based on the levelised cost of service of the entire pipeline network, and a variable zonal factor depending on distance.

"The UFT policy aims to create a more stable, competitive and transparent pricing regime, which should benefit both gas supply and demand. It is expected to assist the government in achieving the 'One Nation One Grid One Tariff' model," it said.

The IEA said India has approved a National Green Hydrogen Mission in January 2023. The mission sets a target for at least 5 million tonnes a year of green hydrogen production by 2030, "with potential to reach 10 million tonnes with growth of export markets". It proposes two distinct financial incentive schemes to support domestic manufacturing of electrolysers, as well as the production of green hydrogen.

The initial outlay of the mission is around $2.4 billion.

MILLENNIUM POST, Delhi, 29.1.2024
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Red Sea Crisis: 'No disruption in oil flows to India, only freight up'

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HPCL, he said, has "already tied up crude requirements till fiscal year end (in March) and the first couple of weeks of April." "Crude oil supplies have not seen any disruption as of now. This has definitely impacted the freight rates and freight rates have travelled northward."

Spot imports include opportunity crude such as Russian oil which is sold at a discount because some western nations have shunned it due to Moscow's February 2022 invasion of Ukraine.

"So far as supply is concerned, I am quite confident that supply requirements are being met. We also have to see how this situation unfolds in the next few weeks, basis that we will have to take a call but as far as the procurement side is concerned, I am already in a comfortable situation till March 31 and two weeks of April," he said.

Joshi said HPCL has tied up both term and spot supplies including opportunity crude till mid-April. "We are not experiencing any disruption there.".

On Russian imports, he said Russian oil made up for 30 per cent of all crude oil imported by HPCL in 2023.

While the supplies are not being impacted, the rerouting of ships could inflate insurance costs and crimp refining margins.

Shippers are avoiding the Red Sea and Bab al-Mandab Strait after a US-led coalition struck Iran-backed Houthi militants in northern Yemen. This however has impacted diesel exports to Europe. Longer voyages have hit diesel cargo cost, which has increased by $850,000-1 million.

Due to the rerouting of a voyage through the Cape of Good Hope instead of going through the Suez Canal, shipments from India to the US will take an additional 10-14 days, while shipments from Europe/the Mediterranean will take 20-25 days.

Highlights

- In a post-third quarter earnings call with investors, Joshi said HPCL has tied up crude oil supplies till mid-April and it does not see any supply disruptions
- HPCL, he said, has 'already tied up crude requirements till fiscal year end (in March) and the first couple of weeks of April'
- On Russian imports, he said Russian oil made up for 30 per cent of all crude oil imported by HPCL in 2023

MORNING STANDARD, Delhi, 29.1.2024
Page No. 10, Size:(7.26)cms X (7.25)cms.

Red Sea crisis: No impact on crude supply to India, says HPCL head

ENS ECONOMIC BUREAU @ New Delhi

THE ongoing attacks on shipping vessels by Houthi militants in the Red Sea have not impacted the flow of crude oil to India but have elevated the price of freight, said Pushp Kumar Joshi, the chairman of Hindustan Petroleum Corporation Ltd. (HPCL).

During a post-third quarter earnings call with investors, Joshi attributed the increase in freight costs to the need to reroute shipping vessels via the Cape of Good Hope.

However, he also assured that the company doesn't anticipate any supply disruptions, as HPCL has secured crude oil supplies until mid-April 2024. Joshi explained that the company fulfills 44–45% of its crude oil requirements through term contracts with national oil companies like those in Saudi Arabia and Iraq, while the remainder is sourced from spot purchases or the current market.

"Crude oil supplies have not seen any disruption as of now. This has definitely impacted the freight rates, and freight rates have traveled northward," said Joshi.

Regarding supply, he said that the company is quite confident that its requirements are being met. "We also have to see how this situation unfolds in the next few weeks; based on that, we will have to make a decision. But as far as the procurement side is concerned, I am already in a comfortable situation till March 31 and two weeks into April," he added.

Following a US-led coalition strike on Iran-backed Houthi militants in northern Yemen, shipping companies are avoiding the Red Sea and Bab al-Mandab Strait. Due to the rerouting of voyages through the Cape of Good Hope instead of the Suez Canal, shipments from India to the US will take an additional 10–14 days, while shipments from Europe and the Mediterranean will take 20–25 days.

Regarding Russian imports, he mentioned that Russian oil accounted for 30% of all crude oil imported by HPCL in 2023. Meanwhile, HPCL posted a standalone net profit of ₹529 crore in the third quarter of the financial year 2023–24, marking an increase of more than three times compared to the same period last year.

DAINIK JAGRAN, Rastriya Sanskaran, 29.1.2024
Page No. 2, Size:(2.92)cms X (3.77)cms.

57 गांवों में उपलब्ध होगा पीएनजी कनेक्शन

नई दिल्ली : पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) के अध्यक्ष अनिल कुमार जैन ने नजफगढ़ के पास ढांसा गांव में इंद्रप्रस्थ गैस लिमिटेड (आइजीएल) की घरेलू पीएनजी आपूर्ति का उद्घाटन किया। आइजीएल ने 31 मार्च तक नजफगढ़ और कापसहेड़ा क्षेत्र के 57 गांवों में पीएनजी कनेक्शन प्रदान करने की अपनी परियोजना का शुभारंभ ढांसा गांव से किया है। (जासं)

DAINIK JAGRAN, Delhi, 29.1.2024
Page No. 10, Size:(18.80)cms X (7.69)cms.

फसल के अवशेष से तैयार बायो हाइड्रोजन बनेगी ईंधन का विकल्प

जागरण विशेष

पुणे स्थित आघारकर अनुसंधान संस्थान ने विकसित की कम लागत वाली स्वदेशी तकनीक

वैभव तिवारी ● फरीदाबाद

देश में स्वच्छ ईंधन की तरफ बढ़ते कदमों को पुणे स्थित आघारकर अनुसंधान संस्थान के नवोन्मेष ने गति प्रदान की है। संस्थान ने फसल के अवशेष से कम लागत में बायो हाइड्रोजन बनाने की विधि खोजी है। इससे पर्यावरण संरक्षण के लिए जीवाश्म ईंधन का प्रयोग कम करने में मदद तो मिलेगी ही, सरकार के 'वेस्ट टू वेल्थ' की नीति को भी प्रोत्साहन मिलेगा।

<< फरीदाबाद में संपन्न भारत अंतरराष्ट्रीय विज्ञान महोत्सव में बायो हाइड्रोजन बनाने की प्रक्रिया की जानकारी लेते इसरो चीफ एस. सोमनाथ (बाएं से दूसरे) ● जागरण

लैब में बनाई हाइड्रोजन व बायोगैस

डा. सुमित के अनुसार, भारत अंतरराष्ट्रीय विज्ञान महोत्सव में आघारकर अनुसंधान संस्थान के स्टाल पर पहुंचकर इसरो प्रमुख एस सोमनाथ ने भी बायो हाइड्रोजन बनाने की पूरी प्रक्रिया की जानकारी ली थी। संस्थान की लैब में इस तकनीक से हाइड्रोजन व बायोगैस बनाने का सफल प्रयोग हो चुका है। इसके बाद ही इसे बाजार में लाने की तैयारी चल रही है।

यह अभूतपूर्व प्रक्रिया कम लागत, कम श्रम के साथ उच्च गुणवत्ता वाले हाइड्रोजन का उत्पादन करती है। पर्यावरणीय नवोन्मेष में यह बड़ी उपलब्धि है।

– **प्रशांत के ढाकेफलकर**, निदेशक, आघारकर अनुसंधान संस्थान, पुणे

तीन चरण की प्रक्रिया: ग्रीन हाइड्रोजन बनाने की इस प्रक्रिया में पहले चरण में हाइड्रोजन, दूसरे चरण में बायो गैस व तीसरे चरण में कृषि के लिए खाद बनाई जाती है। यह हाइड्रोजन ईंधन वाहनों को संचालित करने के साथ उद्योगों में भी प्रयोग किया जा सकता है। संस्थान ने केपीआइटी टेक्नोलाजीज लिमिटेज कंपनी को तकनीक के प्रयोग का लाइसेंस देकर हाइड्रोजन बाजार में लाने की तैयारी में है।

अंतरराष्ट्रीय विज्ञान महोत्सव में प्रदर्शन: हाल ही में हरियाणा के फरीदाबाद में आयोजित भारत अंतरराष्ट्रीय विज्ञान महोत्सव में पहुंचे आघारकर अनुसंधान संस्थान के विज्ञानी डा. सुमित डागर बताते हैं कि आमतौर पर फसल के अवशेष को अधिक तापमान व महंगे विशेष एंजाइम के साथ मिलाकर बायो हाइड्रोजन बनाई जाती है। यह प्रक्रिया बहुत महंगी होती है। इसके अलावा पानी से अलग करके भी हाइड्रोजन बनाई जाती है, लेकिन हमारे संस्थान ने नई तकनीक खोजी है। इसमें बैक्टीरिया का ऐसा समूह तैयार किया गया है, जो खुद ही एंजाइम बनाते हैं। इससे अलग से महंगे एंजाइम लेने की जरूरत नहीं पड़ती है और बायो हाइड्रोजन बनाने की प्रक्रिया आसान होने के साथ में किफायती हो जाती है।

अतिरिक्त सामग्री पढ़ने के लिए स्कैन करें।

HARI BHOOMI, Delhi, 29.1.2024
Page No. 3, Size:(8.97)cms X (17.01)cms.

ढांसा गांव में पाइप लाइन से प्राकृतिक गैस की आपूर्ति शुरूः गहलोत

नई दिल्ली। ढांसा गांव में पाइप लाइन से प्राकृतिक गैस की आपूर्ति शुरू होने पर दिल्ली के परिवहन मंत्री और स्थानीय विधायक कैलाश गहलोत ने ग्रामवासियों को बधाई दी और सभी ग्रामवासियों से अपील की कि जल्द से जल्द कनेक्शन लेकर इस सुविधा का लाभ लें। अपनी विधानसभा नजफगढ़ के गांव ढांसा में पाइप लाइन से प्राकृतिक गैस की आपूर्ति शुरू होने पर मंत्री कैलाश गहलोत ने गांव की महिलाओं से रविवार को बातचीत की। जिसकी तस्वीरें उन्होंने सोशल मीडिया मंच एक्स पर भी शेयर कीं। गहलोत ने एक्स पर लिखा कि ढांसा गांव को बधाई।

DAINIK JAGRAN, Delhi, 29.1.2024
Page No. 4, Size:(13.78)cms X (5.98)cms.

एनसीआर में एक जुलाई से सिर्फ स्वच्छ ईंधन वाली बसें ही चल सकेंगी

संजीव गुप्ता • नई दिल्ली

इस वर्ष की सर्दी भले काफी प्रदूषित रही हो, लेकिन वायु गुणवत्ता प्रबंधन आयोग (सीएक्यूएम) की कोशिश है कि अगली सर्दी इससे साफ हो। इस दिशा में सख्त कदम उठाने की शुरुआत भी कर दी गई है। सबसे महत्वपूर्ण कदम सार्वजनिक परिवहन को स्वच्छ ईंधन पर लेकर आना। दिल्ली में सभी बसें सीएनजी से चल रही हैं, अब एक जुलाई से राष्ट्रीय राजधानी क्षेत्र (एनसीआर) के सभी जिलों की बसें भी स्वच्छ ईंधन पर दौड़ेंगी। सीएक्यूएम ने इस संबंध में राज्य सरकारों को लिखित निर्देश दिया हैं।

सीएक्यूएम के अनुसार हरियाणा के सभी शहरों में कनेक्टिविटी देने वाली बसें और दिल्ली आने वाली बसें एक नवंबर 2023 से ही साफ ईंधन पर कर दी गई हैं। यहां सिर्फ इलेक्ट्रिक, सीएनजी और बीएस-6 डीजल बसें चल सकती हैं। एक जनवरी 2024 से राजस्थान के गैर एनसीआर इलाकों से दिल्ली में आने वाली सभी बसें भी इलेक्ट्रिक, सीएनजी अथवा बीएस-6 डीजल की कर दी गई हैं।

उत्तर प्रदेश के आठ एनसीआर जिलों में राज्य परिवहन की 874 बसें चल रही हैं। एक जनवरी तक इनमें से कम से कम 250 बसें बीएस-6 डीजल की होने की बात थी। बाकी बसें भी एक अप्रैल 2024 तक बीएस-6 डीजल की होगी।


इलेक्ट्रिक बस • सौ. इंटरनेट मीडिया

हरियाणा, राजस्थान और उत्तर प्रदेश परिवहन निगम की सभी बसें इलेक्ट्रिक, सीएनजी या बीएस-6 डीजल पर चलेंगी

इसके अलावा राज्य सरकार की 1433 बसें गैर एनसीआर इलाकों से दिल्ली और एनसीआर के दूसरे राज्यों में चल रही हैं। यह बसें एक जुलाई 2024 तक बीएस-6 डीजल को अपना लेंगी। यानी एक जुलाई 2024 से हरियाणा, राजस्थान, उत्तर प्रदेश से दिल्ली एनसीआर में आने वाली सभी बसें या तो इलेक्ट्रिक, सीएनजी अथवा बीएस-6 डीजल की होंगी। सीएक्यूएम का मानना है कि इससे सार्वजनिक परिवहन के कारण होने वाले वायु प्रदूषण में व्यापक कमी आएगी।

दूसरी तरफ अगली सर्दी में दिल्ली एनसीआर को डीजल जनरेटर के प्रदूषित धुएं से भी मुक्त करने की तैयारी है। जानकारी के मुताबिक इस बार ग्रेप में इमरजेंसी इस्तेमाल पर 31 दिसंबर तक की ही छूट दी गई थी। सीएक्यूएम के अनुसार यह वन टाइम छूट थी और इसे आगे नहीं बढ़ाया गया। एक जनवरी 2024 से डीजल जनरेटर पहले से तय किए नियमों के अनुरूप ही चल रहे हैं। मतलब अब 19 केवी से कम पोर्टेबल डीजल जनरेटर ग्रेप के दौरान नहीं चल सकेंगे। 19 केवी से 125 केवी क्षमता के जनरेटर तभी चल सकेंगे जब वह दोहरे ईंधन पर आधारित हों। जिन जगहों पर गैस या पीएनजी की आपूर्ति नहीं है वहां इन्हें आपात स्थिति के लिए ही इस्तेमाल किया जा सकेगा। 125 से 800 केवी के जनरेटर तभी चल सकेंगे, जब दोहरे ईंधन या फिर प्रमाणित रूप से रेट्रो फिटेड होंगे। वहीं, 800 केवी क्षमता के बड़े जनरेटर तभी चल सकेंगे जब उनमें एमिशन कंट्रोल मैकेनिज्म होगा।

PUNJAB KESARI, Delhi, 29.1.2024
Page No. 8, Size:(25.74)cms X (12.92)cms.

पैट्रोलियम मंत्री पुरी ने ओएनजीसी डिजिटल कारपोरेट विजुअलाइजेशन सैंटर का किया उद्घाटन

नई दिल्ली, (पंजाब केसरी): माननीय पेट्रोलियम एवं प्राकृतिक गैस और आवास एवं शहरी मामलों के मंत्री, हरदीप सिंह पुरी ने आज नई दिल्ली में ओएनजीसी के अत्याधुनिक डिजिटल कॉर्पोरेट विजुअलाइजेशन सेंटर 'ओएनजीसी दर्पण' का उद्घाटन किया। भारत में यह अपनी तरह का पहला डिजिटल हब, वास्तविक समय (रीयल टाइम) के आधार पर ओएनजीसी के तेल एवं गैस कुओं और ड्रिलिंग इकाइयों (अपतटीय सहित) की निगरानी कर सकेगा।

अत्याधुनिक निगरानी से मानवीय हस्तक्षेप और डाउनटाइम को कम करने संचालन को अनुकूलित करने और पूर्वानुमानित रख-रखाव (प्रेडिक्टिव मेंटेनेंस) में मदद मिलेगी।पेट्रोलियम एवं प्राकृतिक गैस मंत्री ने डिजिटल कॉर्पोरेट विजुअलाइजेशन सेंटर ओएनजीसी दर्पण का उद्घाटन किया। उद्घाटन के मौके पर पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय के सचिव पंकज जैन, उद्योग संवर्धन एवं आंतरिक व्यापार विभाग (डीपीआईआईटी) के सचिव राजेश कुमार सिंह और ओएनजीसी के अध्यक्ष एवं मुख्य कार्यकारी, अरुण कुमार सिंह उपस्थित थे।

गैस की मांग छह फीसद तक बढ़ने का अनुमान

नई दिल्ली (भाषा)। उर्वरक इकाइयों, बिजली उत्पादन और औद्योगिक क्षेत्रों में खपत बढ़ने के साथ भारत की प्राकृतिक गैस की मांग 2024 में छह प्रतिशत बढ़ने का अनुमान है। अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने यह जानकारी दी। भारत में प्राकृतिक गैस की आपूर्ति 2022 में सालाना आधार पर सात प्रतिशत घट गई थी, हालांकि 2023 में इसमें पांच प्रतिशत की बढोतरी हुई। इस दौरान मुख्य रूप से पेट्रोरसायन, बिजली उत्पादन, रिफाइनरी और औद्योगिक क्षेत्रों से मांग बढ़ी।

आईईए ने पिछले सप्ताह जारी गैस बाजार रिपोर्ट में कहा, 'भारत में प्राकृतिक गैस की मांग 2024 में छह प्रतिशत बढ़ने की उम्मीद है। यह मांग मुख्य रूप से उर्वरक क्षेत्र सहित उद्योग में अधिक गैस उपयोग और बिजली क्षेत्र में मजबूत खपत से समर्थित है।' इसके अलावा राष्ट्रीय पाइपलाइन ग्रिड और शहरी अवसंरचना के विकास से भी गैस क्षेत्र को बढ़ावा मिल रहा है। भारत की प्राकृतिक गैस मांग 2023 में बढ़कर 64 अरब घन मीटर हो गई थी। आईईए ने कहा कि भारत का एलएनजी आयात 2024 में सात प्रतिशत बढ़ने का अनुमान है।

RASHTRIYA SAHARA, Delhi, 29.1.2024
Page No. 13, Size:(15.86)cms X (26.64)cms.

एचपीसीएल ने कहा, लाल सागर संकट से तेल आपूर्ति में व्यवधान नहीं, लागत बढ़ी

नई दिल्ली (भाषा)।

हिंदुस्तान पेट्रोलियम कॉरपोरेशन लिमिटेड (एचपीसीएल) के चेयरमैन पुष्प कुमार जोशी ने कहा कि लाल सागर में हुती विद्रोहियों द्वारा माल ढुलाई जहाजों पर किए जा रहे हमलों से भारत में कच्चे तेल की आपूर्ति पर कोई असर नहीं पड़ा है। उन्होंने कहा कि हालांकि, रास्ता बदलकर अपेक्षाकृत लंबे 'केप ऑफ गुड होप' मार्ग अपनाने के कारण माल ढुलाई की लागत बढ़ गई है।

तीसरे सबसे बड़े तेल आयातक भारत में रूस से तेल की आपूर्ति लाल सागर मार्ग से होती है। पिछले साल भारत के कुल कच्चे तेल के आयात में रूसी आपूर्ति 35 प्रतिशत से अधिक थी, जो प्रति दिन 17 लाख बैरल थी। रूसी जहाज और मालवाहक फिलहाल हमलों का मुख्य लक्ष्य नहीं है। हालांकि, स्वेज नहर और लाल सागर के माध्यम से आवागमन के बजाए अफ्रीका के दक्षिणी सिरे के आसपास का मार्ग अपनाने से जहाजों को लंबी यात्राएं करनी पड़ रही हैं, जिससे जहाजों की कमी हो गई है और माल ढुलाई लागत में वृद्धि हो गई है।

चालू वित्त वर्ष की तीसरी तिमाही के नतीजे आने के बाद निवेशकों के साथ एक बातचीत में जोशी ने कहा कि एचपीसीएल ने अप्रैल के मध्य तक कच्चे तेल की आपूर्ति तय कर दी है और उसे आपूर्ति में कोई बाधा नहीं दिख रही है। उन्होंने कहा कि एचपीसीएल अपनी कच्चे तेल की 44-45 प्रतिशत जरूरतों को सऊदी अरब और इराक की राष्ट्रीय कंपनियों से किए गए करार के जरिए पूरा करती है।

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DAINIK TRIBUNE, Delhi, 29.1.2024
Page No. 13, Size:(18.22)cms X (12.40)cms.

अम्बाला में पाइप नेचुरल गैस को लगाने का कार्य तेज

एचपी द्वारा सेक्टर 9 के 2 घरों में लगाई गई पाइप नेचुरल गैस

अम्बाला शहर, 28 जनवरी (हप्र)

जिला अम्बाला में पाइप नेचुरल गैस को लगाने का कार्य तेजी से किया जा रहा है। पेट्रोलियम नेचुरल गैस (पीएनजी) रेगुलेटरी बोर्ड द्वारा गणतंत्र दिवस के मौके पर पूरे भारत में पाइप नेचुरल गैस ड्राइव अभियान का शुंभारभ किया। इसी कड़ी में हिंदुस्तान पेट्रोलियम आयल द्वारा सेक्टर 9 अंबाला शहर में दो घरों में पाइप नेचुरल गैस को लगाने का काम किया गया। हिंदुस्तान पेट्रोलियम आयल गैस के एरिया हैड अवनीत घनारा ने बताया कि दोनों घरों में एलपीजी की जगह पाइप नेचुरल गैस लगाने का काम किया गया। उन्होंने बताया कि सरकारी कार्यालयों के साथ-साथ उनके सरकारी आवासों पर अन्य जगहों पर इस गैस को लगाने का कार्य किया जा रहा है। उन्होंने बताया कि पाइप नेचुरल गैस काफी सुरक्षित एवं किफायती है। इसके लिए किसी तरह की स्टोरेज, बुकिंग व डिलीवरी की जरूरत नहीं है जितनी गैस चलेगी, मीटर के माध्यम से उसका बिल आएगा और बिल की अदायगी होते ही गैस उपलब्ध रहेगी। यह 24 घंटे उपलब्ध है। अभियान के तहत मानव चौक अम्बाला शहर नजदीक पेट्रोल पंप के पास आयोजत एक रैली को अतिरिक्त पुलिस अधीक्षक दीपक कुमार ने झंडी दिखाकर रवाना किया। उन्होंने इस मौके पर कंपनी द्वारा पाइप नेचुरल गैस को लगाने के कार्य की सराहना करते हुए लोगों को इस गैस को लगवाने के लिए प्रेरित भी किया। यह रैली मानवचौक से शुरू होकर अग्रसैन चौक, बेटी बचाओ बेटी पढ़ाओ चौक, आईटीआई चौक, प्रेमनगर, इंको, माडल टाऊन, जंडली, सेक्टर 9, 10 व 8 होते हुए वापस शिव शक्ति सेंटर पर आकर संपन्न हुई।

VIRAT VAIBHAV, Delhi, 29.1.2024
Page No. 15, Size:(24.92)cms X (20.81)cms.

लाल सागर संकट से तेल आपूर्ति में व्यवधान नहीं, लागत बढ़ी : एचपीसीएल प्रमुख

एजेंसी ■ नई दिल्ली

हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड (एचपीसीएल) के चेयरमैन पुष्प कुमार जोशी ने कहा कि लाल सागर में हुती विद्रोहियों द्वारा माल ढुलाई जहाजों पर किए जा रहे हमलों से भारत में कच्चे तेल की आपूर्ति पर कोई असर नहीं पड़ा है। उन्होंने कहा कि हालांकि, रास्ता बदलकर अपेक्षाकृत लंबे केप ऑफ गुड होप मार्ग अपनाने के कारण माल ढुलाई की लागत बढ़ गई है। तीसरे सबसे बड़े तेल आयातक भारत में रूस से तेल की आपूर्ति लाल सागर मार्ग से होती है। पिछले साल भारत के कुल कच्चे तेल के आयात में रूसी आपूर्ति

35 प्रतिशत से अधिक थी, जो प्रति दिन 17 लाख बैरल थी। रूसी जहाज और मालवाहक फिलहाल हमलों का मुख्य लक्ष्य नहीं हैं। हालांकि, स्वेज नहर और लाल सागर के माध्यम से आवागमन के बजाय अफ्रीका के दक्षिणी सिरे के आसपास का मार्ग अपनाने से जहाजों को लंबी यात्राएं करनी पड़ रही हैं, जिससे जहाजों की कमी हो गई है और माल ढुलाई लागत में वृद्धि हो गई है। चालू वित्त वर्ष की तीसरी तिमाही (अक्टूबर-दिसंबर, 2023) के नतीजे आने के बाद निवेशकों के साथ एक बातचीत में जोशी ने कहा कि एचपीसीएल ने अप्रैल के मध्य तक कच्चे तेल की आपूर्ति तय कर दी है और उसे आपूर्ति में कोई बाधा नहीं दिख रही है। उन्होंने कहा कि एचपीसीएल अपनी कच्चे तेल की 44-45 प्रतिशत जरूरतों को सऊदी अरब और इराक की राष्ट्रीय कंपनियों से किए गए करार के जरिए पूरा करती है।

VIRAT VAIBHAV, Delhi, 29.1.2024
Page No. 15, Size:(16.97)cms X (24.25)cms.

भारत की गैस मांग 2024 में छह प्रतिशत बढ़ने का अनुमान

एजेंसी ■ नई दिल्ली

उर्वरक इकाइयों, बिजली उत्पादन और औद्योगिक क्षेत्रों में खपत बढ़ने के साथ भारत की प्राकृतिक गैस की मांग 2024 में छह प्रतिशत बढ़ने का अनुमान है। अंतरराष्ट्रीय ऊर्जा एजेंसी (आईईए) ने यह जानकारी दी। भारत में प्राकृतिक गैस की आपूर्ति 2022 में सालाना आधार पर सात प्रतिशत घट गई थी, हालांकि 2023 में इसमें पांच प्रतिशत की बढ़ोतरी हुई। इस दौरान मुख्य रूप से पेट्रोरसायन, बिजली उत्पादन, रिफाइनरी और औद्योगिक क्षेत्रों से मांग बढ़ी। आईईए ने पिछले सप्ताह जारी गैस बाजार रिपोर्ट में कहा, भारत में प्राकृतिक गैस की मांग 2024 में छह प्रतिशत बढ़ने की उम्मीद है। यह मांग मुख्य रूप से उर्वरक क्षेत्र सहित उद्योग में अधिक गैस उपयोग और बिजली क्षेत्र में मजबूत खपत से समर्थित है। इसके अलावा राष्ट्रीय पाइपलाइन ग्रिड और शहरी अवसंरचना के विकास से भी गैस क्षेत्र को बढ़ावा मिल रहा है। भारत की प्राकृतिक गैस मांग 2023 में बढ़कर 64 अरब घन मीटर हो गई थी। आईईए ने कहा कि भारत का एलएनजी आयात 2024 में सात प्रतिशत बढ़ने का अनुमान है।