

'Increasing compressed biogas share in total gas mix can reduce annual import bill by \$25b'

Press Trust of India

New Delhi

The Indian Biogas Association (IBA) has pitched for increasing the share of compressed biogas in total gas mix, saying it will help reduce the country's annual import bill by \$20-25 billion by 2030.

In a letter to Petroleum and Natural Gas Minister Hardeep Singh Puri recently, IBA suggested that in the process of attaining a gas-based economy by 2030, the Oil Ministry has to keep a strict vigil on the overall sustainability.

The industry body suggested gradually increasing the share of compressed biogas (CBG) in the overall gas mix to at least 10 per cent by 2025 and to 20 per cent in 2030.

Furthermore, the CBG-CGD (city gas distribution) synchronization plan, which was launched in April 2021 and is due for review three years later (in 2024), should be extended

for at least ten years to provide long-term certainty to players in the CBG ecosystem, it suggested.

TRANSPARENT ECOSYSTEM

Increasing the share of CBG will ensure guaranteed offtake and a transparent ecosystem for CBG producers.

It will also help fast-track setting up of CBG plants under the SATAT (Sustainable Alternative Towards Affordable Transportation) scheme, as biogas plant owners will see the value proposition for their investments, it pointed out.

For instance, it stated that the ethanol blending programme in petrol has gone up from 1.5 per cent in 2014 to 10 per cent now. By 2030, the annual import bill reductions of the government shall be \$20-25 billion (at the current LNG spot price level), and Green House Gas (GHG) reductions shall be 150 million tonne, roughly 10 per cent reduction at 2005 GHG emissions level. IBA stated that

the relaxed domestic 'gas pricing move' must go hand-in-hand with the environmental sustainability goals set by the renewable energy ministry — 45 per cent reduction in emission intensity by 2030 and net-zero emission by 2070.

Particularly for the CBG industry, wherein the offtake price of CBG is benchmarked to its closest substitute, CNG (Compressed Natural Gas), the move turns out to be a deterrent, it stated.

PETROLEUM MINISTRY'S ENERGY TRANSITION ADVISORY COMMITTEE SUBMITS FINAL REPORT

Ban Diesel 4-Wheelers in Big Cities by '27: Panel

KEY PROPOSALS Transition must be in favour of EVs, share of grid power in national energy basket should double to 40% by 2035

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New Delhi: India should ban diesel-powered four-wheelers in all cities with a million-plus population by 2027, and more than double the share of grid power in the national energy basket to 40% by 2035, the Energy Transition Advisory Committee of the petroleum ministry said in its final report.

The committee recommended setting up a group of ministers from the ministries supervising energy supply, such as petroleum, coal, power and renewables, and a larger committee of secretaries that would also include members from the ministries overseeing energy consumption. "This set-up should orchestrate creation of the roadmap and help it get adopted along with the stakeholders," the report said.

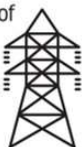
The Energy Transition Advisory Committee was set up with former petroleum secretary Tarun Kapoor as its head and executives from state-run oil companies and an oil ministry official as members. After Kapoor took over as an adviser to the Prime Minister last year, former ONGC chairman Subhash Kumar led the team in completing the report and submitting it to the petroleum ministry.

"Howsoever hard we may wish the transition to be just and orderly, it's likely to be disruptive, and painful for those caught napping. However, those who plan and prepare will be well-placed to adapt to the changes and will be able to capitalise on the new opportunities," Subhash Kumar told ET.

The overall direction for surface transport has to be in favour of EVs, the report said. "Diesel-driven four-wheelers may be eliminated as soon

Clean Energy

By 2035, share of grid power in India's energy use must rise to 40% from current 18%



Set up natural gas storage facilities to meet up to two months of national consumption



From 2024, all new registrations for city delivery vehicles to be only electric



Add no diesel city buses in urban areas

In 15 years, the share of railways should rise to 50% in national freight from 23% now



Blend LPG with alternatives such as compressed biogas & hydrogen



as possible. Therefore, a ban on diesel-powered four-wheelers in all million-plus cities and all towns with high pollution has to be enforced in five years, i.e. by 2027," the report said,

Panel says share of rlys, aggressively electrifying its tracks, should rise to 50% in national freight in 15 years from current 23%

million-plus cities, the report said. The share of railways, which is aggressively electrifying its tracks, should rise to 50% in national freight in 15 years from the current 23%, the committee said.

The share of grid power in India's

final energy consumption must rise to 40% from 18%, as a "wider use of electricity will translate into a shift towards greater use in transport, cooking and industrial applications", the report said. The target should be to have 25% of households using electricity for cooking by 2030, it added.

LPG, the dominant cooking fuel in the country, should be blended with alternatives such as compressed biogas and hydrogen, as per the report.

The committee also suggested setting up natural gas storage facilities that could meet up to two months of national consumption. India should develop its own gas price reference index on the lines of the Japan-Korea Marker, the spot LNG benchmark for North Asia, it said, arguing that it may help serve as a regional index and eventually help mitigate price volatility.

Chemicals department may be moved under ministry of petroleum

Rajeev Jayaswal

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NEW DELHI: The government may consider hiving off the department of chemicals and petrochemicals from the fertiliser ministry and bring it under the administrative control of the petroleum ministry for better synergy as India aspires to become a hub for the \$4 trillion global chemical industry, two persons aware of the matter said on Sunday.

While the idea was under discussion for some time since 2016, the petroleum ministry recently told a parliamentary panel that this could be "strategically a better option" that would require "detailed" deliberations, the persons said, requesting anonymity.

Replying to a query raised by the parliamentary standing committee on whether bringing the department of petrochemicals under the ministry of petroleum and natural gas (P&NG) would lead to better synergy in implementation of petrochemical integration projects in refineries, the oil ministry said: "Yes."

"Therefore, bringing Department of Petrochemicals under the Ministry of P&NG will be strategically a better option as it will bring better synergy in planning and implementation of petrochemical units to meet ever growing import and self-sufficiency in petrochemical," the committee's report dated March 23, 2023 said, quoting the ministry of petroleum and natural gas (MoPNG).

Spokespersons in the ministry of petroleum and natural gas, the ministry of chemicals and fertilisers and the cabinet secretariat did not respond to an emailed query on this matter.

According to an industry report, the global chemicals market was estimated to be around \$4 trillion in 2021, where India's contribution was just \$190 billion, with tremendous potential of

THE DEPARTMENT OF CHEMICALS AND PETROCHEMICALS IS CURRENTLY UNDER THE FERTILISER MINISTRY

growth with the right policy push such as a production-linked incentive (PLI) scheme. Petrochemicals are the largest sub-segment of the chemicals market. Commodity polymer and fibre intermediates are the major segments comprising almost 80% of the total petrochemical demand in India.

While the oil ministry underscored the importance of synergy between petroleum and petrochemicals, it, however, told the committee that "this needs a detailed deliberation amongst stakeholders". In fact, the department of chemicals and petrochemicals was earlier part of the petroleum ministry and it was transferred from the ministry to the chemicals and fertilizers ministry on June 5, 1991.

"Refineries are being integrated with petrochemicals to improve their profitability and sustainability to address energy transition and substitution of conventional transportation fuels by renewable in future. Refineries are major producer of petrochemical feedstock and intermediates viz., propylene, naphtha, aromatics, PTA (purified terephthalic acid), including refinery off-gases, which can also be used as feedstock..." the ministry told the committee. The panel also said in its report that the petrochemicals industry is one of the fastest growing industries in India with demand increasing at a compound annual growth rate (CAGR) of more than 8% in the last five years.

INDIA'S IMPORT OF RUSSIAN CRUDE SET A NEW RECORD IN APRIL 2023

China's renewed appetite for Urals could temper India's Russian oil buys

SUKALP SHARMA
NEW DELHI, MAY 7

CHINESE REFINERS are ramping up purchases of Russia's Urals crude—the mainstay of India's Russian oil imports—leading to competition between the two Asian neighbours, which, among other factors, could result in New Delhi's oil imports from Moscow peaking as early as this month.

In April, India's import of Russian crude set a new record of 1.68 million barrels per day (bpd), accounting for 36.4 per cent of India's total oil imports of 4.61 million bpd for the month, according to data provided by energy cargo tracker Vortexa.

In fact, India's Russian oil imports in April were higher than the combined volumes supplied by traditional heavyweights Iraq and Saudi Arabia, which used to be the top two oil suppliers to India before Russia dethroned them to become India's top source of oil. Indian refiners imported a cumulative 148 million bpd of crude oil from Iraq and Saudi Arabia in April.

But India is now testing the limits of Russian oil imports, experts believe. "India's imports of



Urals accounted for 73.6 per cent of India's Russian oil imports in April. *File*

Russian crude in April have set a new record once again, but the month-on-month increase has slowed and could possibly be peaking this month. Increased competition for Urals from China will likely put a lid on upside to India's imports of Russian crude," said Serena Huang, head of Asia-Pacific analysis at Vortexa.

Urals accounted for 73.6 per cent of India's Russian oil imports in April. India's import of Urals—a medium-sour grade of crude—appears to have plateaued, indicating a soft limit on India's ability to purchase more of this crude, given refiners' purchase commitments

for sour grades under term contracts with traditional suppliers. West Asian nations have been major suppliers of sour crudes to India, and a significant share of these supplies are under annual term contracts that have minimum purchase commitments. However, most of the Russian oil is being bought on spot basis. This means that the extent to which Urals can replace other sour crudes is limited by minimum off-take commitments under the term contracts.

To add to that, China has significantly stepped up Urals imports over the last couple of

months. The share of Urals in China's import of Russian oil was between 5.7 per cent and 8 per cent in the December-February period. However, it shot up to 27.5 per cent in March and 37.4 per cent in April, an analysis of the Vortexa data shows. In April, China imported around 1.30 million bpd of Russian oil, which included 486,000 bpd of Urals crude.

"The Chinese refiners were initially hesitant to purchase Russian Urals after the EU (European Union) ban to avoid potential negative repercussions. But in February, several (Chinese) state-owned refiners were reportedly given the green light to purchase Russian Urals on a delivered basis, which protects them against any risks associated with shipping and insurance. This in turn gave other (Chinese) refiners confidence to start buying Russian Urals as well, leading to a sharp rise in Urals imports in March and April," Huang said.

The EU banned import of Russian seaborne crude in December, and along with its major Western allies, imposed a price cap of \$60 per barrel.

The price cap prohibits Western shippers and insurers

from getting involved in trade of Russian oil if it trades above \$60 per barrel. Indian refiners started snapping up Russian oil soon after the war in Ukraine broke out, as Moscow began offering discounts. From less than 1 per cent before the war in Ukraine, the share of Russian crude in India's oil import basket shot up to over a third in the past 14 months or so.

One way for Indian refiners to further step up Russian oil imports would be by increasing import of sweeter grades of crude. In fact, the share of sweeter or low-sulphur crudes has seen an increase in India's Russian oil imports in recent months. However, increasing it further could be fraught with challenges and complexities related to payments and Western sanctions. This is because sweet crudes are generally more expensive than sour crudes, and are likely to be priced above the West's \$60 price cap. Urals, on the other hand, has mostly traded below the price cap since December.

While Indian refiners have been importing sweet crudes from Russia, the volumes have not been significant enough to cause any major payment or sanctions-related problems.



Fuel retailers tap rural mkt to expand

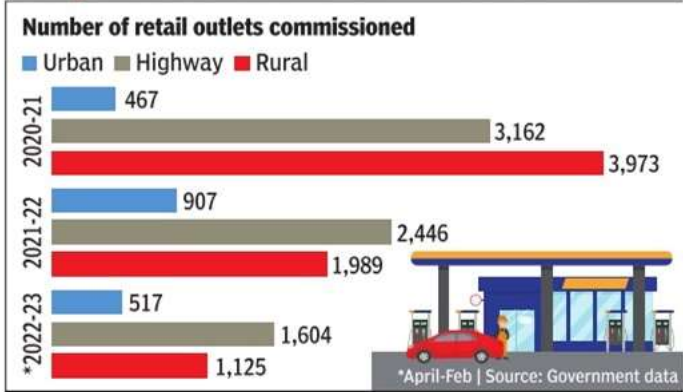
Sanjay.Dutta@timesgroup.com

New Delhi: Fuel retailers are betting on rural areas, including highways, to expand market share as electric and CNG (compressed natural gas) vehicles make inroads in urban areas amid paucity of land for setting up new petrol pumps.

Available data shows that nearly 88% of the 16,190 new petrol pumps set up by the three state-run retailers — IndianOil, Hindustan Petroleum and Bharat Petroleum — in the last three financial years were in rural areas.

Rural areas and highways shared the new petrol pumps almost equally at 7,087 and 7,212, respectively. In contrast, only 1,891, or about 12% of the new pumps, were

EVs, CNG EAT INTO URBAN SALES



re built in urban areas by the companies controlling 90% of India's fuel retail market.

Industry executives said the shift in strategy is needed as the market is evolving with the expansion of CNG and EVs, especially in urban

areas. Besides, booming real estate prices have made opening new petrol pumps in urban areas difficult.

"There are few takers for petrol pumps advertised in urban areas. Landowners find shopping arcades or residen-

tial complexes more lucrative than running petrol pumps on their plot because of sky-rocketing real estate prices," a top marketing executive at one of the oil companies said.

The second factor is expanding CNG service and EVs is eating into urban petrol and diesel sales. "Such change was first noticed when CNG came in Delhi NCR. Now, a large number of outlets also have CNG dispensers. Soon, they will be offering battery charging or swapping facilities as EVs expand," he said.

Rural areas and highways are a lucrative opportunity due to rising intercity passenger and freight traffic on the back of rapid development of highways.

MONDAY, MAY 8, 2023

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● RUSSIAN OIL PURCHASE PEAKS

Imports from OPEC hit an all-time low

AMMAR ZAIDI
New Delhi, May 7

OIL PRODUCERS CARTEL
OPEC's share in India's oil imports fell to an all-time low of 46% in April as purchases of cheaper Russian oil peaked, industry data showed.

Organization of the Petroleum Exporting Countries (OPEC) nations, mainly in West Asia and Africa, had a 72% share of all crude oil India imported in April 2022.

This slid to 46% in April 2023, according to energy cargo tracker Vortexa.

OPEC made up for as much as 90% of all crude oil India imported at one point of time but this has been sliding since Russian oil became available at discount in the aftermath of Moscow's invasion of Ukraine in February last year.

Russia continued to be the single largest supplier of crude oil, which is converted into petrol and diesel at refineries, for a seventh straight month by supplying more than one-third of all oil India imported.

The imports from Russia are now more than combined purchases from Iraq and Saudi Arabia — India's biggest suppliers in the last decade.

From a market share of less than 15 in India's import basket before the start of the Russia-Ukraine conflict in February 2022, Russia's share of India's imports rose to 1.67 million barrels per day in April, taking a 36% share.

OPEC supplied 2.1 million barrels per day out of 4.6 million bpd oil India imported in April. This gave it a 46% share, according to Vortexa.

Indian refiners in the past rarely bought Russian oil due to high freight costs. But they are now snapping up Russian cargo available at a discount to other grades after some Western nations rejected it because



CHANGING EQUATIONS

■ OPEC made up for **nearly 90% of crude** India imported at one point of time

■ According to Vortexa, India imported **just 68,600 bpd of oil from Russia** in March 2022

■ Imports from Russia now more than total purchases from Iraq and Saudi Arabia

of Moscow's invasion of Ukraine.

The purchases from Russia in March were double of 0.81 million barrels per day (bpd) of oil bought from Iraq, which had been India's top oil supplier since 2017-18. Saudi Arabia has been pushed down to No.3 spot with 0.67 million bpd supplies.

Month-on-month, purchases from Russia rose marginally from 1.64 million bpd of oil imported from the country in March. The UAE, which in March overtook the US to become the fourth largest supplier, sold 185,000 bpd, higher than 119,000 bpd oil sourced from the US.

"India's imports of Russian crude in April have set a new record once again, but the month-on-month increase has slowed and could possibly be peaking this month," said Vortexa's head of Asia-Pacific analysis, Serena Huang.

Increased competition for Urals from China will likely put a lid on upsides to India's imports of Russian crude.

"OPEC's crude market share in India has fallen to 46% last month, down from 72% a year ago, a multi-year low. OPEC may face an uphill battle in winning back the market share as refiners will ultimately be going for the crude that gives the highest margin, outside of fulfilling their term contracts," Huang said.

Russia is selling record amounts of crude to India to plug the gap in its energy exports after the European Union banned imports. In December, the EU banned Russian seaborne oil and imposed a \$60-per-barrel price cap, which prevents other countries from using EU shipping and insurance services, unless oil is sold below the cap. Industry officials said Indian refiners are using the UAE's dirham to pay for oil imported at a price lower than \$60.

According to Vortexa, India imported just 68,600 bpd of oil from Russia in March 2022 and this year the purchases have jumped to 1,678,000 bpd.

—PTI

India binges on cheap Russian oil; imports from OPEC at all-time low

PTI / New Delhi

Oil producers cartel OPEC's share in India's oil imports fell to an all-time low of 46 per cent in April as purchases of cheaper Russian oil peaked, industry data showed.

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India's OPEC oil imports at record low as Russian purchase peaks

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OUR CORRESPONDENT

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ONGC to pump KG block oil by June, ending 3-yr delay

Rituraj Baruah
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State-run Oil and Natural Gas Corp. Ltd (ONGC) is set to begin oil production in the Krishna Godavari basin by June, said Om Prakash Singh, ONGC's director of technology and field services (T&FS) in an interview.

The company's oil production from the block was scheduled to begin by March 2020, and gas by June 2019, but was delayed due to the pandemic.

ONGC initially expects to produce 10,000-12,000 barrels of oil per day, with a peak output of 45,000 bpd in the coming months.

"From KG-DWN 98/2, we will start production (of oil) shortly. By June, it will come up," Singh said in an interview.

KG-DWN-98/2, or KG-D5, block, located 35 km off the Andhra Pradesh coast, is adjacent to KG-D6. The block's discoveries are divided into three clusters, with Cluster 2 being the first to produce hydrocarbons. This cluster is further split into two blocks, 2A and 2B. Total production of oil and gas from the block is expected to reach 23.526 million metric tonnes and 50.706 billion cubic meters (BCM), respectively.

Speaking about the plans for oil and gas exploration, he said the state-run energy major has already floated tenders for rigs and global companies such as Transocean and Vantage Drilling, have submitted their bids.

Within a couple of months, the rigs would be finalized, and in another six months ONGC will announce its decision, said Singh. "Andaman is very chal-



Om Prakash Singh, director (T&FS), ONGC. BLOOMBERG

lenging, especially from logistics point of view. Its very difficult to set up a base in Andaman. We plan to deploy vessels with a helipad facility, so that, in case of any emergency, our chopper can land there. In a couple of months we will finalize the tender. After that we give six months to the contractor to mobilize it. We have to build a complete ecosystem."

Ultra deep water projects are cost intensive and expense on a well in ultra-deep water exploration will be at ₹800-1,000 crore, he added.

On 22 January, *Mint* reported that the public sector exploration and production (E&P) major plans to partner France's TotalEnergies for exploration and production of oil and

gas in the Andaman islands. In March, it had signed a memorandum of understanding with TotalEnergies for deep-water block exploration.

The project in the Andaman basin will be done under the government's National Island Exploration Project, that seeks to reduce import dependence for these natural resources. Currently, India imports 85% of its energy requirements.

Total oil and gas output from the block may reach 23.526 mn metric tonnes & 50.706 bn cubic meters, respectively

Opec pie in India's imports hits record low

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NEW DELHI

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BLOOMBERG

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Opec share in oil imports falls to 46% from 72% in last April

TIMES NEWS NETWORK

New Delhi: Opec's share in India's oil imports fell to 46% in April 2023 from 72% in the year-ago period as refiners increased the number of discounted Russian shipments, underlining the shift in global energy flow triggered by Moscow's invasion of Ukraine in February 2022.

India's Russian oil imports are more than the combined shipments from Iraq and Saudi Arabia, the largest suppliers in the last decade when Opec accounted for 90% of total crude bought by refiners. Russian oil's share spiked from less than 1% before the Ukraine conflict, as refiners lapped up heavily discounted barrels shunned

Gold imports slip 24% to \$35bn in FY23

New Delhi: India's gold imports, which have a bearing on the current account deficit, dipped 24% to \$35 billion in 2022-23 due to global uncertainties, according to commerce ministry data. Imports of the yellow metal stood at \$46.2 billion in 2021-22. Silver imports rose 6.1% to \$5.3 billion in FY23. AGENCIES

by the West in retaliation to Moscow's military move.

According to shipping market trackers, Russia has remained India's largest oil supplier for seventh straight month in April. Russian oil's share in India's imports rose to 36% at 1.6 million barrels/day, while Opec accounted for 2.1 million barrels/day out of 4.6 million barrels/day imported in April.

Agency reports quoting shipping data said oil im-

ports from Russia in March were double of 0.81 million barrels/day bought from Iraq, which had been India's top supplier since 2017-18. Saudi Arabia slid to the third position with 0.67 million barrels/day. Sequentially, imports from Russia in April were marginally higher than March shipments. The UAE, which in March overtook the US to become the fourth largest supplier, sold 185,000 barrels/day.

OPEC से कच्चे तेल का इंपोर्ट ऑल टाइम लो पर

अप्रैल में घटकर 46% पर आया, रूस से कच्चे तेल की खरीद बढ़ी

■ पीटीआई, नई दिल्ली:

भारत के कच्चे तेल के आयात में पेट्रोलियम निर्यातक देशों के संगठन (ओपेक) की हिस्सेदारी अप्रैल में घटकर अपने सर्वकालिक निचले स्तर 46 प्रतिशत पर आ गई है। उद्योग के आंकड़ों से यह जानकारी मिली है। रूस से भारत की कच्चे तेल की खरीद बढ़ने के साथ ओपेक का हिस्सा घटता जा रहा है। ओपेक मुख्य रूप से पश्चिम एशिया और अफ्रीका का भारत के कच्चे तेल के आयात में अप्रैल, 2022 में 72 प्रतिशत हिस्सा था। ऊर्जा खेप की निगरानी करने वाली 'वॉर्टेक्सा' के अनुसार, अप्रैल, 2023 में ओपेक का हिस्सा भारत के आयात में घटकर 46 प्रतिशत पर आ गया है।

OPEC का हिस्सा पहले 90% तक था



कभी ओपेक का भारत के कच्चे तेल के इंपोर्ट में 90 प्रतिशत तक हिस्सा होता था। लेकिन पिछले साल रूस के यूक्रेन पर हमने के बाद रूसी कच्चा तेल रियायती दाम पर उपलब्ध हुआ है। ऐसे में रूस की भारत के कच्चे तेल के आयात में हिस्सेदारी लगातार बढ़ रही है। कच्चे तेल को रिफाइनरियों में पेट्रोल और डीजल जैसे ईंधनों में

बदला जाता है। भारत के कुल तेल आयात में लगातार सातवें महीने रूस की हिस्सेदारी एक-तिहाई यानी 33 प्रतिशत से अधिक रही है। रूस से आयात अब इराक और सऊदी अरब से सामूहिक खरीद से अधिक हो चुका है। पिछले दशक में ये देश भारत के सबसे बड़े तेल आपूर्तिकर्ता थे। फरवरी, 2022 में रूस-यूक्रेन संघर्ष शुरू होने से पहले भारत के आयात में रूस का हिस्सा एक प्रतिशत से भी कम था। इस साल अप्रैल में भारत के आयात में रूस का हिस्सा बढ़कर 36 प्रतिशत या 16.7 लाख बैरल प्रतिदिन हो गया है।



PETROCHEMICAL DEPT COULD BE BROUGHT UNDER OIL MINISTRY

Rajeev Jayaswal

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NEW DELHI: The government may consider hiving off the department of chemicals and petrochemicals from the fertiliser ministry and bring it under the administrative control of the petroleum ministry for better synergy as India aspires to become a hub for the \$4 trillion global chemical industry, two persons aware of the matter said.

While the idea was under discussion for some time since 2016, the petroleum ministry recently told a parliamentary panel this could be "strategically a better option" that would require "detailed" deliberations, the persons said, requesting anonymity.

Replying to a query raised by the parliamentary standing committee on whether bringing the department of petrochemicals under the ministry of petroleum and natural gas (P&NG) would lead to better synergy in implementation of petrochemical integration projects in refineries, the oil ministry said: "Yes."

"Therefore, bringing Department of Petrochemicals under the Ministry of P&NG will be strategically a better option as it will bring better synergy in planning and implementation of petrochemical units to meet ever growing import and self-sufficiency in petrochemical," the committee's report said, quoting the P&NG ministry.

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Renewable Fuels

Many oil companies have been investing in biofuels for decades, especially through research efforts and venture capital spending. In recent times, they have also entered into green hydrogen and have committed to huge investments. Much of this in current times is being driven by the need to remain relevant in a post energy transition scenario

A basket of fuel options has emerged in India – ethanol, Biodiesel, Bio-CNG, methanol and Green Hydrogen – that can help address the challenge of energy security. As alternatives to conventional energy sources, they will play a huge role in taking us to the net zero goal. However, their role as mainstream alternative fuels towards the 2070 net-zero emissions target remains to be evaluated. The objective is to push future fuels into the mainstream narrative for energy security and low carbon mobility, which is required to drive towards net-zero targets.

While India is a net exporter of petroleum products, the dependency on the import of crude oil and natural gas creates a persistent sense of vulnerability. Many oil companies have been investing in biofuels for decades, especially through research efforts and venture capital spending. In recent times, they have also entered into green hydrogen and have committed to huge investments. Much of this in current times is being driven by the need to remain relevant in a post energy transition scenario and also to address concerns of environmentally-conscious large shareholding groups. Let us evaluate each of these.

Bioethanol : First Generation Feedstock: Sugarcane Juice, Sugar B-Molasses, Sugar C-Molasses, Sugar beet, Cassava, Sorghum, Corn, Sweet Potato, Grains, Petrochemical route.

Second Generation Feedstock: Lignocellulose, cellulose, forestry residues, agro-waste, wood residues, other organic wastes rich in sucrose content can be used to produce ethanol. Such feedstock is typically rich in cellulose, hemicellulose and lignin. Energy crops are also counted as second generation feedstock as they don't compete with food, and are typically cultivated on wastelands.

Third Generation Feedstock: Ethanol can also be produced from algae, but it is currently not considered economically viable.

India relies on sugarcane as the primary feedstock for its ethanol plants. Sugarcane farming is increasingly tilting towards catering to ethanol production, thanks to aggressive fuel-blending mandates from the government. Supply chain mechanism is relatively more organised and centralised with participation from large refineries, with them entering into contracts with Oil Marketing Companies (OMCs) to support national level fuel blending programmes and demand from the medical, liquor and cosmetic industry.

Feedstock is supplied by farmers to the ethanol refineries in trucks and tractors against a minimum procurement price. India produced 500 million metric tonnes of sugarcane in 2021-22. Major sugarcane producing states are UP, Maharashtra, Karnataka, Tamil Nadu, Bihar, Gujarat, Haryana, Andhra Pradesh, Punjab and Uttarakhand. Currently, around six million metric tonnes of sugar is utilised to produce ethanol. This is sourced from the surplus sugar production. India produced an estimated 23.1 million tonnes of corn in the Kharif Marketing Season (KMS) 2022-23. Major corn producing states in India are Andhra Pradesh, Karnataka, Rajasthan, Maharashtra, Bihar, Uttar Pradesh, Madhya Pradesh, Himachal Pradesh and Arunachal Pradesh.

Another grain in consideration is rice. 130 Million metric tonnes of rice was produced in 2021-22 in India. Currently, the government intends to utilise



around 17 million tonnes of surplus foodgrains, particularly surplus rice and corn apart from sugarcane molasses, for manufacturing ethanol to achieve the target of 20 per cent blending with petrol by 2025. This is necessary because the amount of sugar that can be diverted remains limited.

Bio-CNG : The organic fraction of Municipal Solid Waste (MSW), representing roughly 40-50 per cent of total mixed waste, is a suitable feedstock. Organic waste is biodegradable, therefore can be broken down into simpler gaseous and solid compounds. Other than MSW, the feedstock could also include sewage water sludge and industrial organic waste.

Non-woody agricultural waste (like paddy straw, wheat straw, bagasse, etc), animal waste (cow dung, faecal waste) and more such feedstock options exist. Cow dung, in particular, is considered a good feedstock making a rich culture for digesters in biogas/bio-CNG plants.

Urban Local Bodies collect MSW from households, hotels and industries. In a favourable case, waste goes through primary segregation, where recyclable inorganic fraction is separated by rag-pickers (who mostly belong to the informal economy). The remaining portion, consisting of non-recyclable inorganic and decomposable organic fraction, gets transported to a storage-cum-segregation facility where the inorganic fraction is removed and sent to landfills for dumping. The remaining part is almost fully organic in nature and is ready to be sent to the digester of a bio-methanation plant.

Usually stored by farmers in fallow lands, cellulose-rich agro-waste is typically harder to digest, and therefore has a lower gas yield. In India, the waste is transported to the bio-methanation plant either by the farmer or the plant agency, as per the decided contract, against a minimum price. Sewage water waste sludge is supplied by the ULBs through a wide distribution of piping networks to Sewage Treatment Plants (STPs). A co-located biogas plant is a resourceful way to dispose of the sludge.

Organic solid waste is found across all human settlements – rural and urban. In cities, MSW is the dominant form of waste, growing rapidly. According to World Bank estimates, 277.1 MMT of MSW is generated in India annually. Estimates suggest that over 1.5 million tonnes per annum (MTPA) of automotive-

grade Bio-CNG can be generated by treating MSW alone in India. India produces upto 350 MMT of agricultural waste per year. This translates to 0.12 MTPA of automotive grade bio-CNG, depending on the type of stubble. India generates upto 1.7 MMT of faecal waste per annum, 78 per cent of which is left untreated.

Biodiesel : Palm, Jatropha, Rapeseed, Soybean, Sunflower, Cottonseed, Safflower, Peanut Oil, Used Cooking Oil can be used. Biodiesel can also be prepared from hydrotreated Vegetable Oil, Animal Fat, Pongamia, and coal to oil. Algae is another source now being seriously considered.

Plant / refinery operated collection systems use cooking oil from hotel industry and energy crops collected from farmers under National Biodiesel Mission. Jatropha plantations are spread across Telangana, Rajasthan, Chhattisgarh and Andhra Pradesh primarily. In 2018,

it was reported that Jatropha occupied around 0.5 million hectares of low-quality wastelands across the country, of which 65-70 per cent were new plantations of less than three years. Used cooking oil (UCO) is being promoted under RUCO programme of the Food Safety and Standards Authority of India (FSSAI). India produces 2,700 crore liters of UCO as per the Ministry of Petroleum and Natural Gas. Palm stearin oil is currently being imported from Indonesia, primarily. It is estimated that India's annual demand for palm oil, mostly led by cooking medium requirements, is 9 million tonnes each year. Over 62 per cent of edible oil import in India constitutes palm oil.

Methanol : Oil, Natural Gas, Agricultural Waste, Forestry Residues, Municipal Solid Waste, Hydrogen, Carbon Dioxide, Natural Gas, Indian High Ash Coal, Biomass, MSW, Stranded and Flared Gases can be used. Wood was one of the earlier feedstocks for the production of methanol. The destructive distillation of wood was the method adopted. However, this biomass type was abandoned long back in favour of fossil fuel-based production. The shift was also prompted by the large requirements of wood, leading to large scale deforestation. Thanks to the shift to fossil fuel based technologies, coal and natural gas are the preferred mainstream sources, which are processed to first produce syngas and then methanol. However, given

the associated environment and carbon footprints, alternatives are being sought. Bio-methanol is methanol produced from biomass or solid waste. The production method is significantly different from that of conventional methanol. Also, renewable energy can be used to produce methanol from these sources. As the demand for green methanol rises, this combination of biomass/MSW and renewable energy can potentially lead to a shift in the methanol production method away from the present industry practice. e-methanol is another alternative where carbon dioxide is used to generate methanol with the help of electricity generated from renewable resources like wind and solar. India is a net importer of natural gas, importing 30,776 MMSCM of liquefied natural gas (LNG) in 2021-22. As per September data, natural gas was used primarily by fertiliser (32 per cent) followed by City Gas Distribution (cooking, transport etc. - 21%) and other uses like creating petrochemicals (22%). Thus, its utilisation for methanol production remains unlikely.

Abundant coal reserves in India (estimated at 319.02 billion tonnes) have driven interest towards adoption of methanol for a variety of industrial and mobility purposes. However, the exact estimates of coal availability are contested. Biomass stocks, especially crop stubble, are an easy source for bio-methanol production. However, seasonal availability and logistical issues need to be sorted out to enable its utilisation. As noted for bio-CNG, India produces up to 350 MMT of agricultural waste per year. Municipal solid waste is another option. However, the technology around it is still considered expensive.

Green Hydrogen : Water and Electricity are needed to produce Green Hydrogen. Water sourcing as feedstock would be necessary via pipelines since most plants related to green hydrogen are intended to be set up near green energy generation plants. India is officially listed as a water stressed nation. Of course, the quantum of water needed still remains debatable, ranging between 22-32 kg of water for every kilogram of hydrogen. Even desalination-based strategy is not preferred due to the high cost implications. Green hydrogen is still a frontier in some respects, given its rather modest production figures. By 2030, India estimates to produce 5MT of green hydrogen. Comparatively, India's current grey hydrogen production from natural gas is 6MT per annum. The feedstock is essentially water and the cost of production is theoretically low thanks to cheap renewable energy. This has to be accompanied by a necessary fall in the cost of electrolyzers. Globally planned announcements have taken place on targets and promised investments. However, transport and storage issues still need to be addressed suitably to ensure a larger uptake across mobility.

Water consumption is another area where concerns remain. Some pilots have started in India and announcements related to setting up of large scale production units have also been made. Some states have also made policy announcements around green hydrogen, pre-empting significant investment opportunities in this space. However, actual ground level action will take time to show results. The long distance trucking segment is emerging as a contender for deployment of hydrogen. Niche areas like shipping and aviation are other contenders.



DR J P GUPTA

The Writer & Chair, Environment & Green Hydrogen Committee, PWD Chamber of Commerce & Industry, and Co-ordinator, Bio-CNG.

Russia-Ukraine crisis boosts India-US energy trade

Rishi Ranjan Kala
New Delhi

The Russia-Ukraine war, which sent the world spiralling into an energy crisis, has strengthened the trade relationship between India and the US, particularly in the oil and gas sector, said a study by KPMG India and AMCHAM India earlier this month.

The US became the largest trade partner for India, with bilateral trade reaching \$191 billion in FY23. Both nations are expected to collaborate intensively in sectors such as defence, technology, clean energy and space, the report noted.

It points out that the Russia-Ukraine crisis and subsequent sanctions on import of Russian oil by the US strengthened the trade partnership between the two nations.

PETROLEUM PRODUCTS

"The US, historically a prominent buyer of Russian

India-US: Trade in crude oil & refined petroleum products

	Crude oil imports		Petroleum products export	
	Value (\$ billion)	Rank	Value (\$ billion)	Rank
FY23	10.18	5	6.04	3
FY22	11.31	4	5.1	4
FY21	5.4	4	1.15	5
FY20	4.9	4	2.3	2

Source: Commerce Ministry

virgin gas oil, is now purchasing it from two Indian conglomerates. Consequently, the US has emerged as the biggest purchaser of refined oil products from India (as of December 2022)," it added.

For instance, the Commerce Ministry data shows that the US imported \$2.3 billion worth of refined petroleum products from India in FY20, which fell to \$1.15 billion during the Covid-hit FY21. However, it again rose to \$5.10 billion in FY22, and further to \$6.04 billion in FY23.

In FY20, the US was the second top export destina-

tion for petroleum products from India, but its ranking declined to the fifth spot in FY21. However, the US tally rose to the fourth spot in FY22, and then to the third place in FY23.

CRUDE OIL

Triggered by OPEC+ announcement on cutting the output of crude oil, India is looking to diversify its crude sources, and is majorly focusing on limiting its reliance on West Asian crude, said the KPMG India and AMCHAM India study.

"This state of affairs has largely benefited the import of crude from the US, which

off-late has witnessed an uptick. Consequently, in the fourth quarter of FY22, the US became the fifth largest oil supplier to India," it added.

India began importing crude oil from the US in the second half of the 2017 calendar year. According to Commerce Ministry data, India imported \$4.9 billion worth of crude oil from the US in FY20, making it India's fourth top supplier. In FY21 and FY22, the US was the fourth top crude oil supplier with cargoes worth \$5.40 billion and \$11.32 billion. However, the US slipped to the fifth spot in FY23 with crude exports of \$10.18 billion.

Similarly, S&P Global Commodity Insights, in a January 2023 report, said even as the Russia-Ukraine war offered an opportunity to Indian refiners to bring in plentiful volumes of crude at discounted rates from Russia, it has not led to a fall in market share of the US, as India looks to bolster its energy ties with Washington.

ओपेक से आयात घटकर 46% पर

नई दिल्ली, एजेंसी। भारत के कच्चे तेल के आयात में पेट्रोलियम निर्यातक देशों के संगठन (ओपेक) की हिस्सेदारी अप्रैल में घटकर अपने सर्वकालिक निचले स्तर 46 प्रतिशत पर आ गई है। रूस से भारत की कच्चे तेल की खरीद बढ़ने के साथ ओपेक का हिस्सा घटता जा रहा है।

ओपेक मुख्य रूप से पश्चिम एशिया और अफ्रीका का भारत के कच्चे तेल के आयात में अप्रैल, 2022 में 72 प्रतिशत हिस्सा था। ऊर्जा खेप की निगरानी करने वाली वॉर्टेक्सा के अनुसार, अप्रैल, 2023 में ओपेक का हिस्सा भारत के आयात में घटकर 46 प्रतिशत पर आ गया है। कभी ओपेक का भारत के कच्चे तेल के आयात में 90% तक हिस्सा होता था।

‘कंप्रेसड गैस का हिस्सा बढ़ाने की जरूरत’

नई दिल्ली। नई दिल्ली। भारतीय बायोगैस संघ ने कुल गैस में कंप्रेसड बायोगैस का हिस्सा बढ़ाने की सिफारिश की है। इससे 2030 तक देश का सालाना आयात बिल 20-25 अरब डॉलर घटने की संभावना है। पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी को लिखे पत्र में आईबीए ने कहा कि 2030 तक गैस आधारित अर्थव्यवस्था प्राप्त करने की प्रक्रिया में कुल स्थिति पर कड़ी नजर रखनी होगी।

कुल गैस में कंप्रेसड गैस का हिस्सा बढ़ाने की जरूरत, आईबीए का सरकार को सुझाव

नई दिल्ली, (भाषा)। भारतीय बायोगैस संघ (आईबीए) ने कुल गैस में कंप्रेसड बायोगैस का हिस्सा बढ़ाने की सिफारिश की है। आईबीए का कहना है कि इससे 2030 तक देश का सालाना आयात बिल 20-25 अरब डॉलर घटने की संभावना है। पेट्रोलियम एवं प्राकृतिक गैस मंत्री हरदीप सिंह पुरी को हाल ही में लिखे एक पत्र में आईबीए ने सुझाव दिया है कि 2030 तक गैस आधारित अर्थव्यवस्था प्राप्त करने की प्रक्रिया में पेट्रोलियम मंत्रालय को कुल स्थिति पर कड़ी नजर रखनी होगी। उद्योग निकाय ने कुल गैस मिश्रण में कंप्रेसड बायोगैस (सीबीजी) का हिस्सा धीरे-धीरे बढ़ाते हुए 2025 तक कम से कम 10 प्रतिशत करने और 2030 तक 20 प्रतिशत करने का सुझाव दिया है।



गैस में कंप्रेसड गैस का हिस्सा बढ़ाने की जरूरत

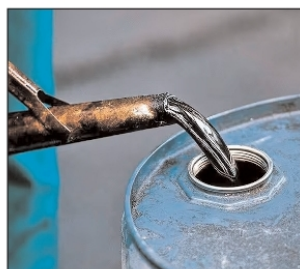
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भाषा

भारत का ओपेक से कच्चे तेल का आयात अप्रैल में घटा

एजेंसी ■ नई दिल्ली

भारत के कच्चे तेल के आयात में पेट्रोलियम निर्यातक देशों के संगठन (ओपेक) की हिस्सेदारी अप्रैल में घटकर अपने सर्वकालिक निचले स्तर 46 प्रतिशत पर आ गई है। उद्योग के आंकड़ों से यह जानकारी मिली है। रूस से भारत की कच्चे तेल की खरीद बढ़ने के साथ ओपेक का हिस्सा घटता जा रहा है। ओपेक का मुख्य रूप से पश्चिम एशिया और अफ्रीका का भारत के कच्चे तेल के आयात में अप्रैल, 2022 में 72 प्रतिशत हिस्सा था। ऊर्जा खेप की निगरानी करने वाली वॉटैक्सा के अनुसार, अप्रैल, 2023 में ओपेक का हिस्सा भारत के आयात में घटकर 46 प्रतिशत पर आ गया है। कभी ओपेक का भारत के कच्चे तेल के आयात में 90 प्रतिशत तक हिस्सा होता था। लेकिन पिछले साल रूस के यूक्रेन पर हमने के बाद रूसी कच्चा तेल रियायती दाम पर उपलब्ध हुआ है। ऐसे में रूस की भारत के कच्चे तेल के आयात में हिस्सेदारी लगातार बढ़ रही है। कच्चे तेल को रिफाइनरियों में पेट्रोल और डीजल जैसे ईंधनों में बदला जाता है। भारत के कुल तेल आयात में लगातार सातवें महीने रूस की हिस्सेदारी एक-तिहाई यानी 33 प्रतिशत से अधिक रही है।

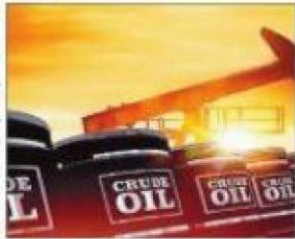


रूस से आयात अब इश्क और सउदी अरब से सामूहिक खरीद से अधिक हो चुका है। पिछले दशक में ए देश भारत के सबसे बड़े तेल आपूर्तिकर्ता थे। फरवरी, 2022 में रूस-यूक्रेन संघर्ष शुरू होने से पहले भारत के आयात में रूस का हिस्सा एक प्रतिशत से भी कम था। इस साल अप्रैल में भारत के आयात में रूस का हिस्सा बढ़कर 36 प्रतिशत या 16.7 लाख बैरल प्रतिदिन हो गया है। वॉटैक्सा के अनुसार, भारत ने अप्रैल में 46 लाख बैरल प्रतिदिन कच्चे तेल का आयात किया। इसमें ओपेक का हिस्सा 21 लाख बैरल प्रतिदिन रहा। इस तरह भारत के कच्चे तेल के आयात में ओपेक का हिस्सा घटकर 46 प्रतिशत रह गया है। दुलाई की ऊंची लागत की वजह से भारतीय रिफाइनरी कंपनियां पूर्व में यदा-कदा ही रूस का तेल खरीदती थीं। लेकिन अब वे रियायती मूल्य पर उपलब्ध रूसी कच्चे तेल की जमकर खरीद कर रही हैं।

भारत ने ओपेक देशों से घटाया कच्चे तेल का आयात

नई दिल्ली, 7 मई (एजेंसियां): भारत के कच्चे तेल के आयात में पेट्रोलियम निर्यातक देशों के संगठन (ओपेक) की हिस्सेदारी में लगातार गिरावट देखने को मिली है। अप्रैल में यह घटकर अपने अब तक के निचले स्तर 46 प्रतिशत पर आ गई है।

इंडस्ट्री के आंकड़ों से यह जानकारी मिली है। रूस से भारत की कच्चे तेल की खरीद बढ़ने के साथ ओपेक का हिस्सा घटता जा रहा है। ओपेक, मुख्य रूप से पश्चिम एशिया और अफ्रीका का भारत के कच्चे तेल के आयात में अप्रैल 2022 में 72 प्रतिशत हिस्सा था। एनर्जी कार्गो ट्रेकर 'वॉर्टेक्सा' के अनुसार अप्रैल 2023 में ओपेक का हिस्सा भारत के आयात में घटकर 46 प्रतिशत पर आ गया है। कभी ओपेक का भारत के कच्चे तेल के आयात में 90 प्रतिशत तक हिस्सा होता था। लेकिन पिछले साल रूस के यूक्रेन पर हमने के बाद रूसी कच्चा तेल रियायती दाम पर उपलब्ध हुआ है। ऐसे में रूस की भारत के कच्चे तेल के आयात में हिस्सेदारी लगातार बढ़ रही है।



कच्चे तेल को रिफाइनरियों में पेट्रोल और डीजल जैसे फ्यूल में बदला जाता है। भारत के कुल तेल आयात में लगातार सातवें महीने रूस की हिस्सेदारी एक-तिहाई यानी 33 प्रतिशत से अधिक रही है। रूस से आयात अब इराक और सऊदी अरब से सामूहिक खरीद से अधिक हो चुका है।

रूस से आयात बढ़ा, प्रतिदिन 16.7 लाख बैरल

फरवरी, 2022 में रूस-यूक्रेन संघर्ष शुरू होने से पहले भारत के आयात में रूस का हिस्सा एक प्रतिशत से भी कम था। इस साल अप्रैल में भारत के आयात में रूस का हिस्सा बढ़कर 36 प्रतिशत या 16.7 लाख बैरल प्रतिदिन हो गया है। वॉर्टेक्सा के अनुसार, भारत ने अप्रैल में 46 लाख बैरल प्रतिदिन कच्चे तेल का आयात किया। इसमें ओपेक का हिस्सा 21 लाख बैरल प्रतिदिन रहा। इस तरह भारत के कच्चे तेल के आयात में ओपेक का हिस्सा घटकर 46 प्रतिशत रह गया है। दुलाई की ऊंची लागत की वजह से भारतीय रिफाइनरी कंपनियां पहले कभी-कभार ही रूस का तेल खरीदती थीं।