



ONGC News as on 18 December 2024 (Print & Online)

Headline: Powergrid and ONGC sign agreement on green hydrogen

हरित हाइड्रोजन पर पावरग्रिड और ओएनजीसी में करार



नई दिल्ली (वि)। पावर ग्रिड कॉर्पोरेशन ऑफ इंडिया लिमिटेड (पावरग्रिड) ने ग्रीन हाइड्रोजन और स्वच्छ ऊर्जा परियोजनाओं पर सहयोग के लिए ओएनजीसी के साथ समझौता किया है।

पावरग्रिड के निदेशक (कार्मिक) डॉ. यतींद्र द्विवेदी और ओएनजीसी के निदेशक (रणनीति और कॉर्पोरेट मामले) सहित दोनों कंपनियों के वरिष्ठ अधिकारियों की उपस्थिति में समझौता ज्ञापन पर हस्ताक्षर किए गए। पावरग्रिड 30 नवंबर 2024 तक 280 सब स्टेशनों, 1,78,975 सीकेएम ट्रांसमिशन लाइनों और 5,45,961 एमवीए की ट्रांसफार्मेशन क्षमता को कमीशन कर संचालित कर रही है।

व्यावसायिक गतिविधि

Pawan Hans to deploy Dhruv NG choppers for ONGC in ₹2,000-cr deal

TAKING FLIGHT. It will be the first offshore operation for the civilian version of the HAL-built military helicopter

Rohit Vaid
New Delhi

State-owned helicopter services provider Pawan Hans (PHL) will deploy 'Made-in-India' chopper Dhruv NG (Next Generation) for offshore operations after bagging a ₹2,000-crore global contract from ONGC.

Sources confirmed to *businessline* that the oil explorer had awarded the ₹2,141-crore contract to PHL for a period of 10 years after a global bidding process.

Besides Pawan Hans, the contract promotes Dhruv NG, the ultra-modern 'Made in India' helicopter manufactured by HAL.

'ONGC's Crew Change Contract' is to deploy four Dhruv NG helicopters by Pawan Hans for offshore op-

erations. "It is a unique opportunity for India to display its ability to produce, certify and operate a fully indigenous civilian helicopter with world-class features," sources told *businessline*. "This will also offer an excellent opportunity to Indian MSMEs and vendors to participate in the production of this indigenous platform."

CIVILIAN VARIANT

Notably, *businessline* in November had reported that the PHL planned to deploy the Dhruv NG helicopter for offshore operations.

Indigenously developed, HAL's Dhruv NG is the civilian variant of the 'Advance Light Helicopter ALH Mk III' helicopters used by the defence forces. Over 335 helicopters are operational as of the date, with a proven re-



HOMEGROWN CRAFT. HAL's Dhruv NG is an indigenously developed helicopter, a civil variant of the Advance Light Helicopter Mk III used by the defence forces. AKHILA DASARAJAN

cord. The civilian version of the helicopter is powered by 'Shakti' engines and features a civil-certified glass cockpit.

FIRST OFFSHORE OPS

Even though the civilian ver-

sion has been in service since 2003, this will be the first time the chopper will be deployed in offshore operations.

Presently, only Agusta Leonardo, Airbus Eurocopter,

and Bell choppers are used in production flying.

Earlier this year, Pawan Hans had offered to provide the services of Dhruv NG for ONGC's offshore operations. Pawan Hans has been a key player in the Indian offshore industry, providing services to ONGC, British Gas, HOECL, Petro Gas, and others.

At present, the helicopter services provider has a fleet of 46. It provides services to sectors like oil and gas exploration, police and parapublic, utilities, VIP and corporate, and passenger transport.

PHL plans to replace 17 old choppers and has asked for funds from the Centre for this. Per sources, the ALH Civil Dhruv-NG is a "reliable and cost-effective product" for PHL.



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Indian cos raise enquiries for US indexed LNG

Indian consumers are seeking to diversify their sourcing contracts by balancing US Henry Hub-linked LNG purchases with oil linked contracts, prompting companies like Gail, BPCL, HPCL to offer the same.



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US-indexed LNG catches fancy of Indian firms on Trump's return

By **Srinivas**
New Delhi, 17 December

Nearly 23 years after GAIL, a state-run gas distributor, had agreed to source 8.4 million tonnes of LNG from two American projects at Henry Hub-linked prices, companies are taking the same path under short-term contracts and based on the same formula.

This coincides with the return of Donald Trump to United States US presidency. Trump, in his earlier tenure, had pushed New Delhi to boost sourcing of crude oil and LNG from the US, and also encourage Indian city gas utilities and industrial consumers to purchase contracts linked to Henry Hub-linked, state-run refiners Bharat Petroleum and Hindustan Petroleum, and IGL, India's biggest city gas utility, also to secure among them a combined 4 million tonnes of LNG a year, with supplies

starting in 2025-26 under a mix of short- and medium-term contracts, industry officials said.

GAIL awarded Qatar Energy this week a contract for 80 standard thousand tonnes of LNG cargo under a five-year supply tender, which closed this month. That transaction is a second US-linked transaction of LNG shipment from April 2023 to March 2025, sources said.

GAIL declined to comment.

The impending Trump administration will look India to boost purchases of oil and LNG to shrink growing trade surplus, industry officials said.

An official in a top refiner said the availability of discounted Russian crude oil reduced the attractiveness of US crude oil grades. But LNG is an attractive option, officials said, because US gas competes well with supplies from West Asia. Petronet LNG, a state-run firm, was asked to pursue



an LNG supply-cum-investment deal with a US developer on Washington's prodding during Trump's previous term. But his departure put cold water on a proposed deal.

Henry Hub-based LNG pricing is cheaper than oil-linked alternatives. Supplies of Henry Hub-linked LNG delivered to India will cost around \$9 per million

British thermal units (Btu) based on current levels, freight, and production costs, according to industry officials. The GAIL tender had sought supplies at 1.5 per cent of Henry Hub in addition to a constant. Transport costs from the US are around \$2.50 per million Btu and the cost of liquefying gas for transportation in LNG is around \$5 per million Btu. Industry

sources said.

Petronet LNG pays \$10-11 per million Btu for oil-linked term volumes from Qatar, according to a company official. LNG in the spot market costs around \$5 per million Btu. Bharat Petroleum is seeking 1 million tons a year of LNG from 2027 for around 10 years to supply an expanding city gas business, preferably indexed

to Henry Hub, to balance other supply contracts linked to oil, an official said. Hindustan Petroleum has issued a tender for purchasing 1 million tons a year for 15 years for a 5-million-tonne-a-year facility in Chittam in Odisha on the west coast, with Henry Hub pricing options open, a company official said.

Hindustan Petroleum has awarded a contract to GAIL to supply a compression rig for Chittam in January.

IGL, the country's biggest CNG supplier, is taking a first stab at direct LNG import instead of relying on supplies from other state-run oil companies like GAIL at the Indian Gas Exchange. A company official said, IGL used to secure over 6 million cubic metres of subsidised APM administered price mechanism gas a day in April 2023 but New Delhi has shifted allocation to 4.5 million cubic

metres a day, analysts said. IGL wants to directly import the volumes on Henry Hub-linked term because they come closer to the price of APM gas, a senior company official said.

Regulated by Indian firms also coincide with new LNG production capacity of around 140 million tons coming on stream globally by 2028, much of it in the US, according to the industry data. India is likely to import 27.25 million tons of LNG this financial year, of which around a fifth is intended to Henry Hub, and the rest to crude oil, according to the oil ministry data.

To put proposed Henry Hub-linked volumes in context, they will account for another 35 per cent of India's LNG purchases.

Henry Hub pricing is attractive because it reduces reliance on oil-linked LNG pricing, the official from the top refiner said.

- Henry Hub-linked LNG costs around \$9/Mbtu, cheaper than oil-linked alternatives (\$6-7/Mbtu) and spot market prices (\$5/Mbtu)
- GAIL awarded Qatar Energy a contract for 80 LNG cargoes (3.6 million tonnes) over five years starting April 2025
- IIGL, India's largest CNG supplier, plans direct LNG imports to offset subsidised gas allocation cuts
- Deal coincides with Donald Trump's return, edging past US pressure to boost crude oil and LNG imports
- Bharat Petroleum, Hindustan Petroleum, and IGL seek LNG deals to secure a combined 4 mt annually between 2025-2028

BITTER CHILL PILL

LNG, or chilled natural gas, is a \$29 billion opportunity. So, what is keeping the sales low?



LEADING LNG RETAIL OUTLET PLAYERS



LEADER
INDRAPRASTHA GAS
A significant portion of the LNG demand in India is met by the imports of liquefied natural gas (LNG) from overseas. The demand for LNG is projected to rise sharply in the coming years, driven by the need for cleaner energy and the growing industrial sector. However, the current market is characterized by low sales and high competition, leading to a bitter pill for many stakeholders.

The market is currently dominated by a few large players, with Indraprastha Gas (IGL) and Natural Gas being the leading retail outlet players. The market share of these players is shown in the chart above. The market is also characterized by a high level of competition, with many small players entering the market.

The market is also characterized by a high level of volatility, with prices fluctuating significantly. This is due to a number of factors, including changes in global supply and demand, and the impact of geopolitical events. The market is also characterized by a high level of risk, with many players facing significant challenges.

The market is also characterized by a high level of investment, with many players investing heavily in infrastructure and technology. This is expected to lead to a more competitive and efficient market in the future.

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HPCL's Barmer refinery to begin processing in Jan

With 9 mt crude oil refining capacity, facility to produce 2.4 mt petrochemicals

SUBHAYAN CHAKRABORTY
New Delhi, 17 December

With pre-commissioning of multiple units already being done, Hindustan Petroleum Corporation Ltd (HPCL)'s upcoming 9 million metric tonnes per annum (mtpa) capacity refinery in Rajasthan's Barmer may begin processing crude oil in the first month of 2025, official sources said. However, while mechanical completion of the entire petrochemical complex stands at 82 per cent, the plan to double capacity within the first 12 months is on schedule, they added.

"Work on the refining units have been completed. Production testing will begin in January. Commissioning activities will take place from March onwards," a highly placed source said. The refinery will have a total of 29 process units, including a 4.8 mtpa vacuum distillation unit, and 1.8 mtpa naphtha hydrotreater unit, and these units are at different stages of completion.

Announced in 2013, India's largest greenfield, integrated refinery and petrochemical complex, the Rajasthan Refinery Project (RRP), has seen the deadline being extended multiple times. The Paradip Refinery, operated by



REPRESENTATIVE IMAGE

BUILDING BLOCKS

₹5,150 cr:
Expected contribution to public exchequer

₹12,250 cr:
Estimated product exports

35,000: Workers directly engaged; up to 1 lakh indirect jobs

₹43,129 cr:
Initial cost
₹72,000 cr:
Final cost

Source: Centre

state-run Indian Oil Corporation (IOC), was the last standalone refinery commissioned in India in 2016 with an installed annual capacity of 15 million tonnes (mt). Since then, many refiners have pursued expansion projects, but HPCL Rajasthan Refinery Limited (HRRL) will be the first standalone refinery to be developed. It will produce more than 2.4 mt of petrochemicals. It is also set to house the world's largest unit for polypropylene, a common thermoplastic, and swing unit for polyethylene, to make more than 30 different polymer grades, and produce BS-VI grade petrol and diesel.

The complex will operate at 75 per cent-80 per cent of capacity in the first year as various units get commissioned, officials said. It is designed to run with over 83 per cent of imported medium-grade crude and the remaining being domestic crude, with Russian Urals grade crude being a favourite choice, S&P Global Commodity Insights believes.

"The refinery will try to diversify its crude basket for better security as future tightening of Russian barrels cannot be ruled out. The Arabian and Basrah grades are next in the top three crude types that the refinery will use," Abhishek Ranjan, South Asia oil research

lead at S&P Global Commodity Insights, said. HPCL also wants to cater to oil produced at the nearby Mangala oilfield operated by Cairn in the district, given that it has a dedicated pipeline to the same.

Ups and downs

Construction of RRP is being overseen by HRRL, a joint venture between HPCL and the Rajasthan government, incorporated in 2013. While HPCL owns 74 per cent of the equity in HRRL, the state government, which owns the rest 26 per cent stake, has repeatedly pointed out spiralling cost overruns and delays with the project.

MEGA PLAN

○ **Sep, 2013:** The then UPA Chairperson Sonia Gandhi lays foundation stone

○ **Jan, 2018:** PM Narendra Modi announces the commencement of work

○ **Dec, 2022:** Initial deadline

○ **Dec, 2024:** Deadline for commissioning earlier announced by HPCL

अगले माह से बाड़मेर में रिफाइनिंग

महत्वाकांक्षी परियोजना बाड़मेर रिफाइनरी और पेट्रोकेमिकल हब का मकैनिकल काम 82 प्रतिशत पूरा

शुभायन चक्रवर्ती
नई दिल्ली, 17 दिसंबर

राजस्थान के बाड़मेर में कच्चे तेल के शोधन का कार्य 2025 के पहले महीने से शुरू हो सकता है। आधिकारिक सूत्रों ने कहा कि हिंदुस्तान पेट्रोकेमिकल्स कॉर्पोरेशन लिमिटेड (एचपीसीएल) की आगामी 90 लाख टन सालाना (एमएमटीपीए) क्षमता की रिफाइनरी की कई यूनिट की प्री-कमिशनिंग का काम पूरा किया जा चुका है। उन्होंने कहा कि पूरे पेट्रोकेमिकल कॉम्प्लेक्स का मकैनिकल निर्माण कार्य 82 प्रतिशत पूरा हो चुका है और निर्धारित समय से 12 महीनों के भीतर क्षमता को दोगुना करने की योजना है।

उच्च पदस्थ सूत्र ने कहा, 'रिफाइनिंग यूनिट का काम पूरा किया जा चुका है। प्रोडक्शन को लेकर परीक्षण जनवरी में शुरू होगा। मार्च और उसके बाद से कमिशनिंग गतिविधियां शुरू हो जाएंगी।' इस रिफाइनरी में 29 प्रोसेस यूनिट होंगी, जिनमें 4.4 एमएमटीपीए की वैक्यूम डिस्टिलेशन यूनिट और 1.8 एमएमटीपीए क्षमता की नैफ्था हाइड्रोड्रीटर यूनिट शामिल हैं। इन्हें पूरा किए जाने का काम विभिन्न चरणों में है।

देश की सबसे बड़ी एकीकृत नई



रिफाइनरी और पेट्रोकेमिकल कॉम्प्लेक्स, राजस्थान रिफाइनरी प्रोजेक्ट (आरआरपी) की घोषणा 2013 में की गई थी।

इसका काम पूरा करने की तिथि कई बार बढ़ाई गई। सरकार द्वारा संचालित इंडियन ऑयल कॉर्पोरेशन (आईओसी) की पारंपरिक रिफाइनरी भारत की अंतिम एकल रिफाइनरी है, जहां 2016 में उत्पादन शुरू हुआ था। इसकी सालाना क्षमता 150 लाख टन है। इसके बाद से कई रिफाइनरी ने विस्तार परियोजनाओं पर काम किया, लेकिन एचपीसीएल राजस्थान रिफाइनरी लिमिटेड (एचआरआरएल) पहली एकल रिफाइनरी होगी, जो विकसित की जा रही है। यह रिफाइनरी 24 लाख

टन से ज्यादा पेट्रोकेमिकल्स का उत्पादन करेगी। यह विश्व की सबसे बड़ी पॉली प्रोपलीन की इकाई होगी, जहां 30 से ज्यादा अलग अलग पॉलिमर ग्रेड का निर्माण और बीएस-6 ग्रेड के पेट्रोल व डीजल का उत्पादन होगा। अधिकारियों ने बताया कि विभिन्न इकाइयों के चालू होने के बाद यह परिसर पहले वर्ष में 75 से 80 प्रतिशत क्षमता पर काम करेगा। एसरेंडपी ग्लोबल कर्पोरेटि इन्साइट्स का मानना है कि रिफाइनरी को 83 प्रतिशत से अधिक आधुनिक मध्यम श्रेणी के कच्चे तेल और शेष घरेलू कच्चे तेल के साथ चलाने के लिए डिजाइन किया गया है, जिसमें रूसी यूराल ग्रेड का कच्चा तेल पसंदीदा विकल्प होगा।

यू रही निर्माण की चाल

- **सितंबर 2013** : तत्कालीन संयुक्त प्रगतिशील गठबंधन की चेयरपर्सन सोनिया गांधी ने आधारशिला रखी
- **जनवरी, 2018** : नरेंद्र मोदी द्वारा फिर से उद्घाटन करने पर काम शुरू हुआ
- **दिसंबर, 2022** : रिफाइनरी का काम पूरा करने की प्रारंभिक समय सीमा तय की गई
- **दिसंबर, 2024** : एचपीसीएल द्वारा पहले कमिशनिंग की समय सीमा घोषित

एसरेंडपी ग्लोबल कर्पोरेटि इन्साइट्स में साउथएशिया ऑयल रिसर्च के प्रमुख अभियेक रंजन ने कहा, 'रिफाइनरी अपने क्रूड ऑइल के विविधीकरण का प्रयास करेगी, जिससे बेहतर सुरक्षा सुनिश्चित हो सके क्योंकि भविष्य में रूसी तेल की कमी की संभावना से इनकार नहीं किया जा सकता है। अरबियन और बसरा ग्रेड अगली शीर्ष तीन कच्चे तेल की श्रेणी है, जिसका इस्तेमाल होगा।'

एचपीसीएल, बाड़मेर में केवर्न द्वारा संचालित निकटवर्ती मंगला तेल क्षेत्र से उत्पादित तेल की आपूर्ति भी चाहती है, क्योंकि इसके लिए उसके पास एक समर्पित पाइपलाइन है।

आए कई उतार चढ़ाव

आरआरपी का निर्माण एचपीसीएल राजस्थान रिफाइनरी लिमिटेड (एचआरआरएल) द्वारा किया जा रहा है, जो एचपीसीएल और राजस्थान सरकार के बीच 2013 में स्थापित एक संयुक्त उद्यम है। एचआरआरएल में एचपीसीएल की हिस्सेदारी 74 प्रतिशत है, वहीं शेष 26 प्रतिशत हिस्सेदारी राजस्थान सरकार की है। परियोजना में देरी के कारण इसकी लागत में वृद्धि हुई है।

अब तक देश में एक स्थान पर सबसे ज्यादा निवेश से स्थापित रिफाइनरी को तैयार करने की नई अंतिम तिथि 2022 तय की गई थी। एचआरआरएल ने तब यह भी कहा था कि सभी वैधानिक अनुमतियां मिलने की अंतिम तिथि से 4 वर्षों के भीतर परियोजना पूरी कर ली जाएगी।

एक अधिकारी ने कहा, 'महामारी के कारण परियोजना के मुख्य कंपोनेंट में से एक, 9 मुख्य रिफाइनरी इकाइयों और चार मुख्य पेट्रोकेमिकल इकाइयों के निर्माण में पहले के अनुमान से अधिक समय लगा है।'

भारत में तेल की बढ़ती मांग को देखते हुए केंद्र सरकार कच्चे तेल के शोधन की क्षमता बढ़ाकर 450 एमएमटीपीए करने पर काम कर रही है, जो अभी 250 एमएमटीपीए है।

Private aviation is releasing more than its 'fair share' of emissions

Scientists analysed flight data from the ADS-B Exchange platform and focused on five recent global events which were accompanied by international travel. They found some 47% of all these flights were for distances shorter than 500km and around 19% were in fact for distances shorter than 200km. About 5% spanned less than 50km

Monika Mondal

If the aviation sector were a country, it would be among the world's top 10 greenhouse gas-emitting nations.

Air travel is one of the most polluting modes of travel for its relatively higher carbon dioxide and nitrogen oxide emissions and the effects of vapour trails and gases it deposits in the atmosphere.

But even within air travel, private jets and chartered planes have a higher carbon footprint per passenger. According to a 2021 report of the European Federation for Transport and Environment, private jets are five- to 14-times more polluting per passenger than commercial flights and 50 times more than trains.

A recent study in *Nature* reported emissions increased by 46% between 2019 and 2023, especially thanks to private aviation. The number of aircraft increased from 25,993 in December 2023 to 26,454 in February 2024 and is expected to grow further. According to the paper, "Private aviation contributed at least... about 3.6 tonnes of CO₂ per flight."

More millionaires in India

As of March 2024, 112 private planes were registered in India. According to the paper, India has very few aircraft per lakh population (0.01) compared to Malta (46.50), the U.S. (5.45), Switzerland (3.76), the U.K. (0.78), Brazil (0.43), France (0.36), and Russia (0.1). China has a comparable 0.02.

"But India is actually among the top 20 countries in terms of private aircraft ownership and the highest among low-middle-income countries," Ramya Natarajan, a research scientist at the Centre for Study of Science, Technology, and Policy (CSTEP), a think-tank in Bengaluru, said. "This isn't surprising because India, while still a developing country, has the third highest number of billionaires in the world and also has a rapidly growing millionaire population."

Despite nascent efforts to decarbonise the aviation industry, solutions like sustainable aviation fuels (SAFs), hydrogen, and electrification haven't been easy to implement at a large scale.

Private flight usage

In the study, researchers from institutes in Sweden, Germany, and Denmark analysed flight data from the ADS-B Exchange platform and focused on five recent global events accompanied by international travel.

These events were the World Economic Forum in Switzerland; the Super Bowl in the U.S.; the COP28 climate talks in the U.A.E.; the Games Film Festival in



As of March 2024, 112 private planes were registered in India. Representative photo: OAH/LEHET

France; and the 2022 FIFA World Cup in Qatar. In many cases, the researchers found the same aircraft units were used for these events.

Some 47% of all these flights were for distances shorter than 500km. Around 19% were in fact for distances shorter than 200km; many of them were actually empty or used to deliver goods. About 5% of the flights spanned less than 50km — a distance otherwise easily covered by road or rail.

The study also reported that the use of private aircraft for leisure destinations like Ibiza in Spain and Nice in France peaked in June-August, which is summer in the northern hemisphere, and especially over the weekends.

Around 69% of private aviation was concentrated in the U.S.

The researchers also estimated that another 8,500 jets will be delivered to private parties in the next 10 years, although how many will end up in India is unknown. "How many additional private flights might be added every year as India becomes a wealthier, developed country? Can India afford to take the U.S. route? What would the overall impact of such lifestyle choices be?" Natarajan asked.

Air travel and India's emissions

In the last decade, the Indian government launched the policies 'Ude Desh Ka Aam Nagrik' (UDAN) to enhance rural connectivity and 'Nextgen Airports for



In India, the alcohol-to-jet pathway seems most likely in the medium term. However, planning is needed to avoid negative land-use change and groundwater implications. Demand for SAF should not incentivise sugarcane or maize

Bharat Nirman' (NABH) to increase airport capacity by more than five times.

Indian airplane operators have also been testing low-carbon fuels. In 2018, for example, SpiceJet operated a flight from Uttarakhand to New Delhi on aviation fuel blended with oil from seeds of the jatropha plant, to the tune of 25% by volume. In 2023, Air Asia flew a flight from Pune to New Delhi powered by SAF blended with aviation turbine fuel (ATF) based on indigenous feedstock and supplied by the Indian Oil Corporation, Ltd. But these attempts have not translated into the commercialisation of SAF due to its limited availability and efficiency. According to one April 2024 estimate, it also costs "at least 120%" more than conventional jet fuel for reducing emissions by at least 27%.

Apart from SAFs, both experts and lawmakers have discussed hydrogen and electrification as possible alternatives to kerosene, which is used in aviation for its

high energy density. Hydrogen packs three-times more energy in the same mass but handling it is a nightmare. Engineers will need to redesign, remodel, and restructure aircraft bodies as well as the fuel storage, transportation, and fuelling facilities at airports to use hydrogen-based fuels in aviation. Likewise, electrification is currently a poor solution due to issues of battery weight, flight stability, and its dependency on other economies for its raw materials, industry experts have said.

"In India, the alcohol-to-jet pathway seems most likely in the medium term, given that we already have a good ethanol production supply chain," Natarajan said. "However, this should be carefully planned to avoid negative land-use change and groundwater implications. A demand for SAF should not incentivise increased cultivation of sugarcane or maize. Instead, only surplus sugar should be used."

However, Natarajan added, the work of her and her peers at CSTEP suggests there is hope. "If by the year 2050, only surplus sugar is converted to ethanol and ethanol is fully used to make aviation fuel, instead of blending with petrol as we do currently, then we can meet almost 15-20% of the aviation fuel demand of 2050," she said.

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THE GIST

Private jets are five to 14 times more polluting than commercial flights and 50 times more than trains. Future reports emissions increased by 46% because of private aviation

India is among the top 20 countries in terms of private aircraft ownership. India though a developing country has the third highest number of billionaires and a rapidly growing millionaire population

Hydrogen and electrification are being discussed as alternatives to kerosene. Hydrogen packs three times more energy but handling is a nightmare. Electrification is beset by issues like weight, flight stability, and raw materials



Oil washes up on Black Sea coast

Moscow, Dec. 17: Spilled oil has washed up along "tens of kilometres" of the Russian Black Sea coast after two tankers were badly damaged in a storm at the weekend, a local governor said.

Veniamin Kondratyev, the governor of Russia's southern Krasnodar region, said on his *Telegram* channel that fuel oil had been found along the coast from the districts of

Temryuk to Anapa.

"This morning, while monitoring the shoreline, stains of fuel oil were discovered," he said.

The *Volgoneft 212* tanker split in half on Sunday in the Kerch Strait, between the Black Sea and the Sea of Azov, while the *Volgoneft 239* ran aground 80 metres (87 yards) from the shore near the port of Taman in the strait.

The more than 50-year-

old ships were carrying some 9,200 metric tonnes (62,000 barrels) of oil products in total, Russian news agency *TASS* reported, raising fears it could become one of the largest environmental disasters to hit the region in years.

A video posted on *Zvezda TV's Telegram* channel on Tuesday showed a black, oil-like substance along the coast of the Black Sea resort of Anapa, sou-

theast of the Kerch Strait.

The video showed oil-like stains along a beach strewn with tree branches. Meanwhile, a video broadcast by the state TV channel *Vesti* showed several birds covered with oil flapping their wings and struggling to fly. Russia's natural resources and ecology ministry said on Monday that fuel oil from the ships had leaked into the sea. — *Reuters*

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Date :18 December 2024	Page : 8



● THE GREEN TRANSITION

Union renewable energy minister Pralhad Joshi

“ India is one of the world's most promising nations in the clean energy space...India is not only witnessing an energy revolution but also becoming the renewable energy capital of the world

India doubles renewable power capacity addition in Apr-Nov

BLOOMBERG



New Delhi: India's renewable energy capacity addition almost doubled to 15GW during the April-November period of this fiscal year compared to a year ago, Union new and renewable energy minister Pralhad Joshi said on Tuesday. "Today, India is one of the world's most promising nations in the clean energy space," Joshi said, addressing the CII International Energy Conference and Exhibition 2024 in New Delhi.

PTI

India's oil imports rebound in Nov with refineries back in full swing

SUKALP SHARMA

NEW DELHI, DECEMBER 17

AFTER HITTING a 12-month low in October, India's crude oil imports in November recovered as most of the country's refineries were back operating at optimum capacity following the maintenance shutdown season, and demand for fuels and other petroleum products also picked up.

Consequently, import volumes from the top five source markets—Russia, Iraq, Saudi Arabia, the United Arab Emirates (UAE), and the United States (US)—grew sequentially, per ship tracking data. Within this group, the UAE and the US registered the highest growth in percentage terms.

India's oil imports had declined to a yearly low in October amid maintenance-related shutdowns at some refineries and the geopolitical crisis in West Asia, which had fanned fires of volatility in international oil prices. The oil prices have trended lower since and are relatively stable as well, which evidently contributed to higher imports.

In November, Indian refiners cumulatively imported 4.69 million barrels per day (bpd) of crude, up 6.6 per cent month-on-month, according to provisional vessel tracking data from international

INDIA'S TOP SOURCE MARKETS FOR CRUDE IN NOV

Supplier	Volume (mn bpd)	Market Share
Russia	1.79	38.1%
Iraq	0.88	18.7%
Saudi Arabia	0.62	13.2%
UAE	0.43	9.2%
US	0.22	4.7%

Source: Kpler

commodity market analytics firm Kpler.

Supplies from Russia—India's largest source market for crude—rose nearly 2 per cent sequentially to 1.79 million bpd, accounting for over 38 per cent of India's total oil imports in November. Oil import volumes from Iraq were sequentially higher by 1.2 per cent at 0.88 bpd. The growth was the lowest—0.4 per cent—for Saudi Arabia. India's oil imports from Saudi Arabia stood at 0.62 million bpd in November. Iraq and Saudi Arabia accounted for 18.7 per cent and 13.2 per cent of India's crude oil imports in November.

Oil imports from the UAE in November rose 15.1 per cent sequentially to 0.43 million bpd, while those from the US were higher by almost 31 per cent at 0.22 million bpd.

"Indian imports have rebounded after the annual lows

seen in October. Russia remained the largest supplier overall, with volumes to India being quite range-bound lately. India's buying of Iraqi barrels has been just as stable, too, with India nominating a fix 860,000-870,000 bpd for the past three months. Saudi Arabia, on the other hand, continues to struggle with another month where it lagged Russia and Iraq by a wide margin," said Viktor Katona, head of crude analysis at Kpler. Among the top suppliers, Saudi Arabia has been hurt the most in terms of market share erosion due to Russia's rise as India's mainstay for crude, as Riyadh's crude has generally been priced at a significant premium to oil from Russia and even Iraq.

Prior to the war in Ukraine, Iraq and Saudi Arabia were the top two suppliers of crude oil to India.

FULL REPORT ON
www.indianexpress.com

Online

Headline	Make-in-India: Pawan Hans to deploy Dhruv NG choppers for ONGC in ₹2,000-cr deal		
Publication	Creative Bharat	Edition	Online Coverage
Published Date	18 Dec 2024		

Make-in-India: Pawan Hans to deploy Dhruv NG choppers for ONGC in ₹2,000-cr deal

<https://creativebharat.com/make-in-india-pawan-hans-to-deploy-dhruv-ng-choppers-for-ongc-in-%e2%82%b92000-cr-deal/>

India's State-owned helicopter services provider Pawan Hans (PHL) will deploy the Make-in-India' chopper Dhruv NG for offshore operations after bagging a 2,000 crore global contract from the national energy explorer ONGC, sources told businessline

Sources confirmed to businessline that the contract worth 2,141 crore has been awarded to PHL for a period of ten years after a global bidding process.

Besides, Pawan Hans, the contract promotes the Dhruv NG, the ultra-modern Made in India' helicopter manufactured by HAL.

The ONGC's Crew Change Contract is for deployment of four Dhruv NG helicopters by Pawan Hans for offshore operations of ONGC.

It is a unique opportunity for India to display its ability to produce, certify and operate a fully indigenous civil helicopter with world-class features in the civil aviation offshore sector, sources told businessline

This will also offer an excellent opportunity to Indian MSMEs and vendors to participate in the production of this indigenous platform.

Civilian variant

Notably, businessline in November had reported that the PHL planned to deploy the Dhruv NG helicopter for offshore operations.

HAL's Dhruv NG is an indigenously developed helicopter. It is the civilian variant of the Advance Light Helicopter ALH Mk III' helicopters used by the Indian defence forces.

These military helicopters have a proven record, with over 335 helicopters operational as of the date. The civilian version of the military helicopter is powered by the Shakti' engines and features a civil-certified glass cockpit.

Even though the civilian version has been in service since 2003, this will be the first time the chopper will be deployed in offshore operations.

Presently, only Agusta-Leonardo, Airbus/Eurocopter, and Bell choppers are used in production flying.

Earlier this year, Pawan Hans had offered to provide the ultra-modern Made in India' helicopters for ONGC's offshore operations.

Pawan Hans has been a key industry player in the Indian offshore industry, providing helicopter services to ONGC, British Gas, HOECL, Petro Gas, and others.

At present, the helicopter services provider has a fleet of 46. It provides services to sectors like oil and gas exploration, police and para-public, utilities, VIP and corporate, and passenger transport.

Headline	Natural gas consumption rises 12%, LNG imports jump 18% in H1 FY25		
Publication	Diligentia Service	Edition	Online Coverage
Published Date	17 Dec 2024		

Natural gas consumption rises 12%, LNG imports jump 18% in H1 FY25

<http://www.diligentia.net.in/natural-gas-consumption-rises-12-lng-imports-jump-18-in-h1-fy25/>

India's domestic natural gas production recorded a modest growth of 1.6% during April-September 2024, increasing to 18,160 MMSCM from 17,879 MMSCM

in the corresponding period of 2023, according to a report by the Petroleum Planning & Analysis Cell (PPAC). The marginal rise was attributed to an 8.6% production increase in PSC/JV fields and a 3.9% boost in Oil India Limited's (OIL) nomination fields. However, production from ONGC nomination fields witnessed a decline of 3.5%.

LNG imports see double-digit growth

Liquefied Natural Gas (LNG) imports surged by 18.03% to 18,915 MMSCM during April-September 2024 from 15,416 MMSCM in the same period last year. In value terms, the imports rose by 17.37%, amounting to \$7,613 million compared to \$6,486 million in the previous year.

LNG terminal utilization varied widely, with Dahej terminal operating at 103.9% capacity, while Kochi terminal utilization was at 21.8%.

The city gas distribution (CGD) sector also expanded its footprint, reporting 7,259 CNG stations and over 13.7 million PNG connections across 297 geographical areas (GAs) as of October 1, 2024. CGD sector sales increased by 8% to 41.63 MMSCMD during April-September 2024, driven by a 9% rise in CNG sales and an 8% increase in industrial sector sales. However, domestic and commercial sales dipped by 2%.

Headline	ONGC Chairman Position: Selection Process Set to Unfold – Will the Drama Repeat Itself?		
Publication	News IP	Edition	Online Coverage
Published Date	17 Dec 2024		

ONGC Chairman Position: Selection Process Set to Unfold – Will the Drama Repeat Itself?

<https://www.newsip.in/ongc-chairman-position-selection-process-set-to-unfold-will-the-drama-repeat-itself/>

New Delhi: The search for the next Chairman of ONGC (Oil and Natural Gas Corporation) is officially underway, with sources revealing to NewsIP that the job description for the prestigious post is being finalized and will soon be released as a public vacancy advertisement.

The previous selection of the ONGC Chairman made headlines due to its dramatic and contentious process, overseen by a Search-cum-Selection Committee. The twists and turns of that process sparked intense debate across the industry, and now, questions are swirling over what methodology will be adopted this time.

The ONGC Chairman role is one of the most critical leadership positions in India's energy sector, with decisions impacting the nation's oil and gas strategy. The transparency and efficiency of this process will be closely watched by industry leaders and stakeholders alike.

Will this selection unfold smoothly, or will it once again turn into a high-stakes drama that grips the energy sector? For now, speculation is rife, and anticipation is building. Stay tuned as the story develops.

Headline	Alphageo shares surges by 19% amid securing Rs 118 crore orders from ONGC		
Publication	PSU Connect	Edition	Online Coverage
Published Date	17 Dec 2024		

Alphageo shares surges by 19% amid securing Rs 118 crore orders from ONGC

<https://www.psuconnect.in/news/alphageo-shares-surges-by-19-amid-securing-rs-118-crore-orders-from-ongc/45719>

Alphageo (India) Ltd has announced that it has secured contracts worth a total of Rs 118.63 crore from the Oil and Natural Gas Corporation (ONGC) Ltd. These contracts include 2D seismic data acquisition projects in two sectors: one in Sector 1, Chhattisgarh, valued at Rs 38.29 crore, and the other in Sector 3A, Krishna-Godavari, valued at Rs 80.34 crore.

The Chhattisgarh project is scheduled for completion by January 2026, while the Krishna-Godavari project is set to be finished by May 2026.

Following the announcement of these orders, Alphageo's shares surged by over 19%, reaching an intraday high of Rs 444.5 per share. The stock has increased by 24.9% over the past month and by 51.69% so far this year. On Monday, December 16, it was trading 17.8% higher at Rs 440 per share as of 1:40 PM.

Headline	CAG pulls up 16 govt.-owned entities for governance lapses		
Publication	People Bugs	Edition	Online Coverage
Published Date	17 Dec 2024		

CAG pulls up 16 govt.-owned entities for governance lapses

<https://peoplebugs.com/business/cag-pulls-up-16-govt-owned-entities-for-governance-lapses/>

The Comptroller and Auditor General of India (CAG), in a compliance audit report on central public sector enterprises, pulled up 16 government-owned entities for governance lapses that resulted in adverse financial implications of 3,437.30 crore, with Oil and Natural Gas Corporation (ONGC) and the National Highway Authority of India (NHAI) accounting for well over a third of these financial infirmities.

The biggest observation from the CAG's report tabled in Parliament on Monday, pertains to what it termed an imprudent decision' by ONGC to acquire a 70% participating interest in a gas block despite its technical panel assessing that it had a mere 11.2% shot at success, leading to wasteful expenditure of 557.6 crore as well as a failure to recover the partner contractor's share of 132.9 crore.

Apart from other lapses by ONGC worth almost 182 crore, the CAG has pulled up the NHAI for lapses worth almost 445 crore, including a case where it extended undue benefit of 203.1 crore to a consortium of contractors involved in four highway projects in Maharashtra.

The government's audit watchdog pointed out infirmities amounting to 739.4 crore in the case of ONGC, and another 445 crore in cases where the NHAI had slipped up.

The audit report revealed 30 observations relating to 16 Central Public Sector Enterprises (CPSEs) under eight Ministries/Departments. The report highlighted the following:

The National Highways Authority of India (NHAI) extended an undue benefit of 203.07 crore to Concessionaires after they failed to make any material progress on four National Highways widening projects in Maharashtra on Hybrid Annuity Mode, despite the damages being significantly lesser than the contractual provisions of the Concession Agreements.

The contractor delayed the Raebareli-Banda section upgrade, resulting in lower user fee collection of 179.26 crore and a force majeure claim of 11.01 crore. The delay also caused premature distress of two Railway Over Bridges, causing traffic stoppage and delinking of bypasses, causing inconvenience to users.

The Ministry of Road Transport and Highways (MoRTH) mandated FASTAG digital toll payment for all National Highway users, but failure of NHAI to recover double toll dues before expiry of concession periods caused a loss of 21.12 crore to the Consolidated Fund of India. Additionally, 63.03 crore of double toll dues remained pending for recovery from other concessionaires and toll collection contractors.

The construction of a bridge due to faulty design, poor concrete quality, and overloaded vehicles resulted in an extra expenditure of 41.52 crore. The reported stated that the NHAI could have avoided this by ensuring proper supervision and prompt action.

ONGC acquired a block with 70% Participating Interest, despite a 11.20% success probability. In November 2021, they surrendered the block to the Directorate General of Hydrocarbons due to low gas volumes after incurring an expenditure of 557.59 crore and failed to recover a proportionate share of 132.90 crore from the contractor.

The improper acceptance of Turbine Generator materials without a service contract led to delays in commissioning and idling of materials, resulting in a delay in commissioning of one 35.02 crore generator and two 98.12 crore generators, despite a seven-year delay.

ONGC faced delays in clearing imported consignments, leading to the absorption of demurrage charges of 58.74 crore out of a total demurrage payment of 110.61 crore from 2016-17 to 2021-22 due to operational issues and incorrect delivery orders.

Headline	Public feedback sought for ONGC's project at Quitol		
Publication	The Times of India	Edition	Online Coverage
Published Date	18 Dec 2024		

Public feedback sought for ONGC's project at Quitol

<https://timesofindia.indiatimes.com/city/goa/public-feedback-sought-for-ongcs-project-at-quitol/articleshow/116410845.cms>

Margao: The Goa Investment Promotion and Facilitation Board (GIPFB) has invited public feedback on a proposal to designate 4.1 lakh sqm of land in Quitol, Quepem, as an Investment Promotion Area.

The land is earmarked for the Oil and Natural Gas Commission's (ONGC) ambitious project comprising a convention centre, exhibition hall, and management training facility.

The board already granted in-principle approval for the project and recommended the area's designation as an Investment Promotion Area to state govt. The project proponent submitted revised area requirements through letters dated Sep 5 and Oct 25, 2024.

Under the proposed declaration, the chief executive officer of GIPFB will be appointed to handle the assessment and recovery of house tax, other taxes, and fees. Notably, existing state laws relating to local authorities' control over building construction and tax collection will cease to apply in the designated area.

Local bodies, including the municipal corporation, municipality, or village panchayat, will receive compensation for lost tax revenue for a period of five years.

Headline	Petroleum products exports up 3 per cent in April-November		
Publication	The Financial Express	Edition	Online Coverage
Published Date	17 Dec 2024		

Petroleum products exports up 3 per cent in April-November

<https://www.financialexpress.com/policy/economy-petroleum-products-exports-up-3-per-cent-in-april-november-3693053/>

The country's exports of crude oil products, which recovered in September, have once again started to follow a declining trend.

India's exports of petroleum products increased by almost 3% to 42 million tonnes during April to November from 40.9 million tonnes in the corresponding period of last fiscal, as per data from the Petroleum Planning and Analysis Cell. In November, however, the shipments were down by 7% to 5.3 million tonnes from last year, driven by a significant fall in the supplies to Europe.

In value terms, the country exported \$31.2 billion of petroleum products in April-November this fiscal, down 1.3% from \$31.6 billion in the year-ago period.

Imports of refined oil products increased 6.3% to 33.9 million tonnes, up from 31.9 million tonnes in Apr-Nov 2023. Import bill for the refined oil products also increased by 6.6% to \$16.1 billion against the corresponding period of last year.

Europe is increasingly turning out to be the brightest for products exporters that have capitalized on the shortages of and other fuels due to geopolitical tensions and are shipping plentiful cargoes, a trend that is set to spill over to next year, according to S&P Global Commodity Insights.

Refineries in have ramped up exports to Europe and the Mediterranean since Europe and the UK banned Russian diesel in 2023. Indian exporters have weathered the Red Sea challenges earlier this year, diverting cargoes to Europe via the Cape of Good Hope on larger clip sizes, said Benjamin Tang, head of liquid bulk at S&P Global Commodities at Sea.

As per S&P's Commodities at Sea data, India's gasoil exports to Europe touched 215,000 barrels per day in October, after reaching a high of 282,000 b/d in September. Last month, only 104,000 b/d was loaded out of Indian ports for Europe.

According to Xavier Tang, market analyst at Vortexa, exports to Europe declined last month as the diesel arbitrage between the East and the West narrowed.

The country's exports of products, which recovered in September, have once again started to follow a declining trend. Even though analysts fear a supply glut in the oil market 2025 onwards, rising uncertain geopolitical tensions and weak demand outlook from the world's top consumers pose threats to the country's exports going forward.

Union minister for petroleum and natural gas Hardeep Singh Puri has said on multiple occasions that there is no shortage of oil in the market but if there are geopolitical tensions, it may lead to an increase in the cost of freight for shippers.

Meanwhile, the domestic consumption of petroleum products in April-November increased to 157.5 million tonnes from 152.4 million tonnes in the same period in FY24, as per PPAC.

India primarily supplies petroleum products to countries in Europe and Asia. The EU implemented in December 2022 a price cap and an embargo on Russian crude oil imports in a bid to curb Russia's revenues for its war with Ukraine. However, this excluded refined petroleum products derived from Russian crude.

The spike in Indian oil products exports to Europe lately coincides with Russia becoming the biggest supplier of crude to India, shipping an average 1.7 million b/d of crude in the January-September period, as per S & P.