

Fuel cheaper in NCR, so Delhi losing clean edge

TIMES NEWS NETWORK

New Delhi: The purpose of introducing BS-VI— the cleanest fuel variant (equivalent to Euro-VI)— may be getting defeated due to the price disparity with cheaper BS-IV, Delhi Petrol Dealers Association (DPDA) said.

The effect of the cleaner fuel might have been visible this winter, however, this is now getting negated with the sale of the cheaper and “inferior” BS-IV going up due to a price disparity of Rs 2-3, and it being procured from neighbouring states, the association added.

“Due to reduction of Value Added Tax by neighbouring states recently, the prices of petrol and diesel are lower there, who are selling less clean BS-IV fuel. With a price disparity of Rs 2-3, consumers in Delhi prefer to buy BS-IV instead of BS-VI, which is adding to air pollution,” said Nischal Singhanía, president, DPDA.

Singhanía said the sale of fuel declined by 3.72 crore litres in October when the disparity first came into effect, and forecasts show it could be worse in November. “The projected loss of sale for November is expected to be about 4.5 crore litres, which will further add to pollution. Our demand from the government is to make BS-VI cheaper than the neighbouring states by reducing VAT, which will also help fight pollution better,” he said.

The Euro-VI emission standard compliant fuel was introduced in the capital from April 1, 2018, based on the directions by the Supreme Court. BS-VI fuel is considered as clean as compressed natural gas due to its low emission, a fact recently confirmed by Council of Scientific and Industrial Research.

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Road show on OMCs' SATAT initiative

Chandigarh: Public Sector OMCs – IOCL, BPCL and HPCL – organised a Road Show on Saturday to create awareness about the newly launched SATAT (Sustainable Alternative Towards Affordable Transportation) initiative. SATAT aims to introduce compressed bio-gas in the transport sector. Under this initiative, PSU OMCs invited Expression of Interest (EoI) to procure CBG from potential entrepreneurs and make available CBG in the market for use as automotive fuel. **ENS**

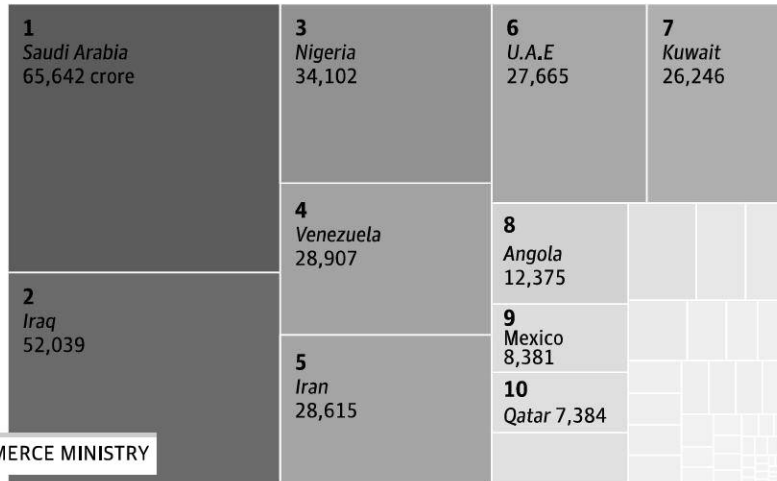
WHERE

India's oil sourcing networks

After reimposing sanctions, the U.S. administration granted India and seven other countries waivers on purchase of oil from Iran. But the relief is temporary and India and China, the two biggest importers of oil from Iran, may face an import crunch once the waiver lapses. A look at the countries from where India imports oil, the ports where most of the petroleum-related imports are handled and the places in India where crude oil is being extracted:

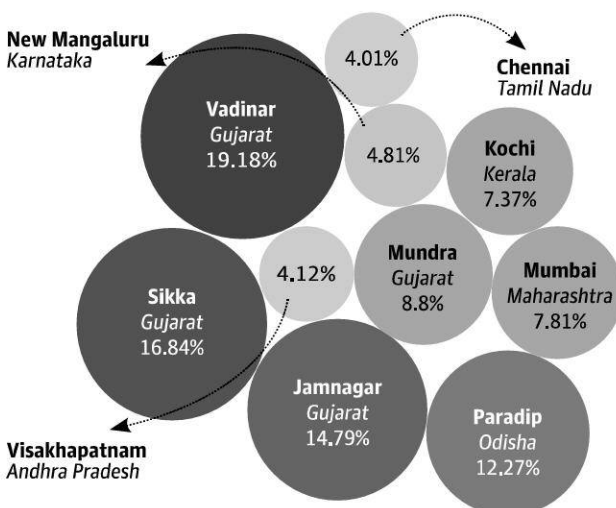


The sources: Saudi Arabia is India's top exporter for crude oil. While imports from Iran have increased in recent years, it placed fifth for the last six years cumulatively. Treemap shows countries - over 70 in total - from which India imported "petroleum oils and oils obtained from bituminous minerals crude". The rectangles are labelled as follows: **rank; country; import value in ₹ crore (last six years cumulatively).** Sizes correspond to import value



SOURCE: INDIAN MINERALS YEARBOOK, COMMERCE MINISTRY

The destinations: Vadinar in Gujarat has handled the most crude oil imports, close to 19% of the total, this year. Bubble chart shows the top 10 ports in terms of crude oil imports in the same period. Sizes correspond to import value. Labels show **port location; State; share of total imports**



Our own: As on April 2017, there were **448 oil/gas fields** in India, 28% of them in off-shore areas and 27% in Gujarat. An overwhelming 80% were owned by the Oil and Natural Gas Corporation (●); 4% by Oil India Limited (●); and the rest by private/joint venture companies (●)

