

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**

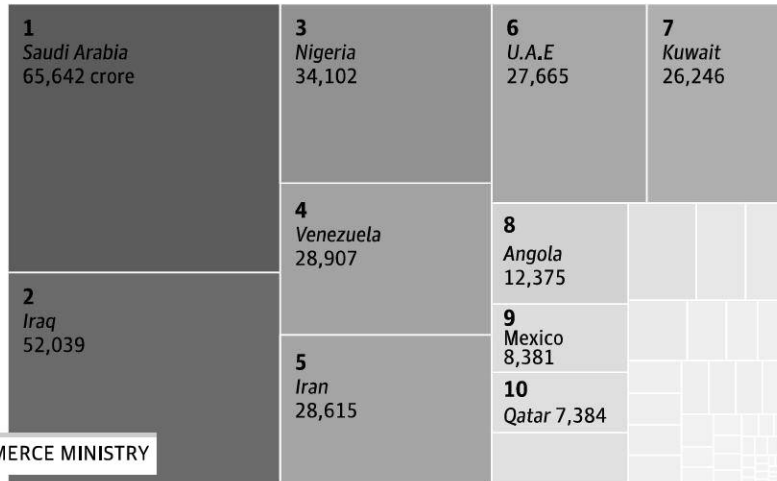
WHERE

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:

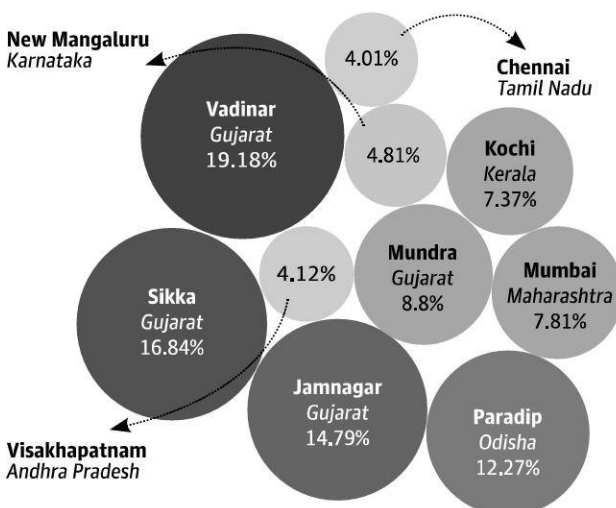


The sources: Saudi Arabia is India's top exporter for crude oil. While imports from Iran have increased in recent years, it placed fifth for the last six years cumulatively. Treemap shows countries - over 70 in total - from which India imported "petroleum oils and oils obtained from bituminous minerals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

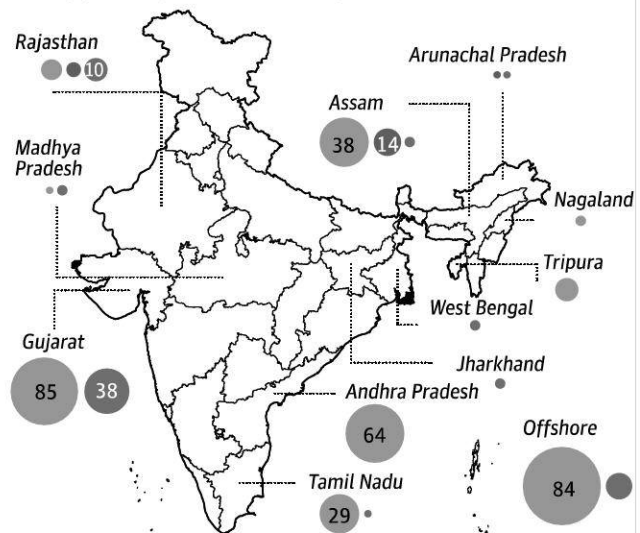


SOURCE: INDIAN MINERALS YEARBOOK, COMMERCE MINISTRY

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 (●)



A DEVELOPMENT

Iraq restarts some Kirkuk oil exports after year-long halt

DMITRY ZHDANNIKOV & AHMED RASHID
LONDON/BAGHDAD

Iraq on Friday restarted exports of Kirkuk oil, halted a year ago due to a standoff between the central government and Kurdistan's semi-autonomous region, after a new government in Baghdad agreed a tentative deal with Erbil.

The development is a win for the US government, which has been urging both sides to settle the dispute and resume flows to help address a shortage of Iranian crude in the region after Washington imposed new sanctions on Tehran.

US State Department spokeswoman Heather Nauert said on Twitter that resumption of exports of Kirkuk oil was "another important step in our efforts to reduce Iran's oil exports."

Flows resumed at a modest level of around 50,000-60,000 barrels per day (bpd) compared with a peak of 300,000 bpd seen last year and it was not clear when and by how much they would rise, industry sources said.

The Kirkuk crude is being exported to the Turkish Mediterranean port of Ceyhan by a pipeline crossing Kurdistan.

A spokesman for Iraq's Oil Ministry, Asim Jihad, confirmed exports had restarted, adding that an agreement had been reached to resume flows at 50,000-100,000 bpd.

"The resumption of Kirkuk shipments of between 50,000 and 100,000 barrels per day will not add to Iraq's total exports," Jihad said. Oil prices rose, with Brent crude LCOc1 up more than \$1 per barrel, supported partially by the lower-than-expected flows from Kurdistan.

The deal signals that new Iraqi Prime Minister Adel Abdul-Mahdi and Oil Minister Thamir Ghadhban are ready to work with Erbil despite previous tensions and a failed independence referendum in September 2017.

The halting of exports from Kirkuk in October 2017 stopped almost 300,000 bpd flowing out of Iraq towards Turkey and international markets—causing a net revenue loss of some \$8 billion over the past year.

Most of Iraq's exports come from southern fields, but Kirkuk is one of the biggest and oldest oilfields in the Middle East, estimated to contain 9 billion barrels of recoverable oil.

Exports had been on hold since Iraqi government forces retook Kirkuk from Kurdish authorities in 2017. The Kurds had taken control of Kirkuk and its oilfields after Islamic State militants drove the Iraqi army out in 2014, and Kurdish forces, in turn, ejected the militants. A pipeline Baghdad once used for export via Turkey was wrecked by Islamic State - leaving only one working. **REUTERS**

परिवहन क्षेत्र में सीबीजी आने से मिलेंगे कई लाभ : विजय शर्मा

चंडीगढ़ (एसएनबी)। सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसीज) आईओसीएल, बीपीसीएल और एचपीसीएल ने हाल ही में लॉन्च की गई सतत (सस्ते परिवहन के लिए संधारणीय विकल्प) नामक पहल के बारे में जागरूकता उत्पन्न करने तथा हितधारकों को इस पहल में सहभागिता हेतु संवेदनशील बनाने के लिए शनिवार को चंडीगढ़ में एक रोड शो का आयोजन किया।

इस रोड शो का केंद्रीय पेट्रोलियम और प्राकृतिक गैस मंत्रालय के निदेशक विजय शर्मा तथा एस जयकृष्णन निदेशक-विपणन, हिन्दुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड द्वारा पंजाब एनर्जी डेवलपमेंट एजेंसी (पीईडीए), हरियाणा नवीकरणीय ऊर्जा विकास एजेंसी (एचएआरईडीए) और नवीन एवं



चंडीगढ़ : सस्ते परिवहन के लिए संधारणीय विकल्प-सतत की जागरूकता संबंधी उपयोगी जानकारी देते केंद्रीय पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय के निदेशक विजय शर्मा।

नवीकरणीय ऊर्जा विभाग हरियाणा का प्रतिनिधित्व करने वाले राज्य अधिकारियों की उपस्थिति में उद्घाटन किया गया। इस अवसर पर हुए समारोह के दौरान केंद्रीय पेट्रोलियम और प्राकृतिक गैस मंत्रालय के

उतार-चढ़ाव से राहत मिल जाएगी। यदि देश में सीबीजी की कुल क्षमता का दोहन कर लिया जाता है तो भारत प्रति वर्ष लगभग 62 एमएमटी सीबीजी उत्पन्न कर सकता है, जो देश में गैस की सम्पूर्ण मांग को पूरा करने के लिए पर्याप्त है।

निदेशक विजय शर्मा ने कहा कि परिवहन क्षेत्र में सीबीजी के आने से अपशिष्ट प्रबंधन, कार्बन उत्सर्जन में कमी, किसानों के लिए अतिरिक्त राजस्व स्रोत, रोजगार के अवसर सृजित करके उद्यमशीलता और ग्रामीण अर्थव्यवस्था को बढ़ावा देने जैसे अनेक लाभ हैं।

शर्मा ने इस बात पर बल दिया कि परिवहन क्षेत्र में सीबीजी को बढ़ावा देने से भारतीय अर्थव्यवस्था को कच्चे तेल, गैस की कीमतों के