

In order to promote the Blending of ethanol with petrol a petition was filed in NGT on that NGT passed directions to Govt!

NGT directs Centre to consider plea seeking compulsory 10 pc ethanol blending of petrol

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New Delhi, Oct 26 (PTI) The National Green Tribunal has directed the Centre to consider a plea seeking compulsory 10 per cent ethanol blending of petrol at all India level to reduce pollution and minimise fuel cost. A bench headed by NGT Chairperson Justice Adarsh Kumar Goel asked the Ministry of Road Transport & Highways and the Agriculture Ministry to consider the petition filed by an Agra-based doctor. "We do not find any reason why the suggestions of the applicant should not be duly considered by the concerned authorities on its own merit. While the issue may not require adjudication by this tribunal the issue ought to be duly considered by the Ministry of Petroleum and Natural Gas and Ministry of Agriculture.

"Accordingly, we dispose of this application by directing the respondent nos. 1 and 6 (Centre) to consider the suggestion of the applicant on its own merit," the bench said. The tribunal's order came on a plea filed by paediatric surgeon Dr Sanjay Kulshrestha contending that blending fuel and ethanol bio-diesel will reduce vehicular pollution. The plea claimed that the government had a project for compulsory blending but only two per cent of blending has been happening.

It said that more blending will reduce the pollution and also reduce the cost of fuel.

"The government has also bio-diesel purchase policy but the blending of bio-diesel has been achieved to the extent of 0.08 per cent in NCR," the plea said. PTI PKS PKS TIR

<https://www.theweek.in/content/archival/wire-updates/national/2018/10/26/lgd33-green-fuel.html>
<https://www.devdiscourse.com/article/other/231697-centre-to-review-petition-seeking-mandatory-blending-of-ethanol-in-petrol>

:Petition filed in NGT to speed up the process of blending of petrol and diesel with biofuels:

Prayer:

- [1] Pass direction to achieve target of 10% ETHANOL BLENDING with petrol at the earliest at all India level that was committed to be achieved by 2008.
- [2] Pass directions for heavily polluted cities like Delhi and Agra to achieve a 20% blending of ethanol with petrol at the earliest.
- [3] Pass directions to achieve 20% blending of diesel with biodiesel at all india level at the earliest and with priority to heavily polluted cities like Delhi & Agra where this is NIL at present.
- [4] Pass an order to set up a committee of experts from farmers, environmentalists and automobile industry to study about why these projects of bio-fuel blending are lagging behind and to make suggestions to remove hurdles regarding procurement from farmers and distribution of bio-fuels.

regards

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SUMMARY: vehicular pollution is a significant cause for air pollution and blending of fuels i.e. petrol and diesel with ethanol and biodiesel is an extremely important, simple, cost effective method to reduce the vehicular pollution all over the world. As per government's blending projects for ethanol, a compulsory blending of 5% had to be started in 2003, a 10% blending is to be achieved by 2008 and a 20% blending was supposed to be achieved by 2017. At present blending status of ethanol with petrol at all India level is just 3-4%. Similarly, the picture of blending of bi-diesel with high speed diesel is very poor as blending of biodiesel at india level is just 0.1% and in delhi it is nil. despite Bio-diesel Purchase Policy" of Min. of Petroleum in 2005 and dream project of our planning commission of India way back in 2003, started a projects for production for bio-diesel it fixed a target of 20% blending in 2011-12. However, no bio-diesel could be procured till 2014. At present the reality is that the percentage of blending of bio-diesel at all India level is 0.08% and nil in Delhi-NCR.

The degree of reduction in air pollution is directly proportional to percentage of blending and up to 10% blending there is no need for change in vehicle engine technology. In addition to reduction of vehicular pollution, blending also has following advantages: (1) it reduces cost of fuel as it is available at around Rs 39/litre . (2) it promotes farming thereby increasing green cover of India. The jatropha plant that is used for bio-diesel can grow even on unfertile or barren lands with little rain, (3) It generates more employment. (4) it will reduce our import bill of crude oil hence fiscal deficit. A 10% blending would mean a 10% saving of import bill.

We feels that in case the procured amount is less than target quantity, priority should be given to severely polluted cities like Delhi and Agra. Applicant feels it is important to share the fact with Honble Chairman that car occupancy in Delhi is 17% that is more than 8 TIMES of the national average of 2% and more than 50% cars/SUVs belongs to diesel category.

It is also important to mention that for purification of fuel we are spending huge money like for up-gradation to BS V or BS VI govt. needs to spend Rs. 80,000 crores [plus Rs. 30-50 thousands for every car to make changes in engine] that means both petrol and diesel are bound to be costlier. While on the other hand blending not only results in reducing cost of fuel but also eliminates need to make changes in vehicles saving extra cost of buyers!

Centre to review petition seeking mandatory blending of ethanol in petrol

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The National Green Tribunal has directed the Centre to consider a plea seeking compulsory 10 per cent ethanol blending of petrol at all India level to reduce pollution and minimise fuel cost. A bench headed by NGT Chairperson Justice Adarsh Kumar Goel asked the Ministry of Road Transport & Highways and the Agriculture Ministry to consider the petition filed by an Agra-based doctor. "We do not find any reason why the suggestions of the applicant should not be duly considered by the concerned authorities on its own merit. While the issue may not require adjudication by this tribunal the issue ought to be duly considered by the Ministry of Petroleum and Natural Gas and Ministry of Agriculture. "Accordingly, we dispose of this application by directing the respondent Nos. 1 and 6 (Centre) to consider the suggestion of the applicant on its own merit," the bench said. **The tribunal's order came on a plea filed by paediatric surgeon Dr Sanjay Kulshrestha contending that blending fuel and ethanol bio-diesel will reduce vehicular pollution.** The plea claimed that the government had a project for compulsory blending but only two per cent of blending has been happening. It said that more blending will reduce pollution and also reduce the cost of fuel. "The government has also bio-diesel purchase policy but the blending of bio-diesel has been achieved to the extent of 0.08 per cent in NCR," the plea said.

2003 में पेट्रोल-डीजल में एथनॉल मिलाने को तय किए गए थे लक्ष्य, 2017 तक 20 प्रतिशत के स्थान पर डीजल में सिर्फ 0.1 % मिलावट

प्रदूषण रोकने में अब तक की सभी सरकारें फेल

आगम | वरिष्ठ संवाददाता

केंद्र से लेकर प्रदेशों तक की सरकारें प्रदूषण रोकने में बुरी तरह फेल हुई हैं। आरटीआई से खुलासा हुआ है कि सरकारें खुद अपने ही बनाए लक्ष्यों को पूरा नहीं कर पाई हैं। 15 सालों में सरकारें पेट्रोल-डीजल से जनित प्रदूषण कम करने के लिए इनमें जरूरत के मुताबिक एथनॉल की मिलावट तक नहीं कर सकी हैं। इस मामले में एनजीटी से फरियाद लगाई गई। एनजीटी ने यह मामला अपने कार्याधिकार से बाहर का माना है। हालांकि, उसने पेट्रोलियम और कृषि मंत्रालय को इसका संज्ञान लेने

एनजीटी से लगाई थी गुहार

मामले में आगरा के बालरोग विशेषज्ञ और पर्यावरणविद डॉ. संजय कुलश्रेष्ठ ने नेशनल ग्रीन ट्रिब्यूनल (एनजीटी) से गुहार लगाई थी। इसमें कहा था कि 2008 तक पेट्रोल में 10 प्रतिशत एथनॉल मिलाने के लक्ष्यपूर्ति के लिए संबंधित को निर्देशित किया जाए। दिल्ली और आगरा जैसे अधिक प्रदूषित शहरों में जल्द इसकी 20 प्रतिशत मिलावट सुनिश्चित की जाए। तब ट्रिब्यूनल का कहना है कि ऐसा कोई कारण नहीं है, जिससे इन सुझावों पर विचार नहीं किया जा सकता। हालांकि ट्रिब्यूनल का कहना है कि यह उनके अधिकार क्षेत्र का मामला नहीं है।

की सिफारिश की है।

प्रदूषण बढ़ाने में सबसे बड़ी भूमिका डीजल और पेट्रोल से चलने वाले वाहनों की है। इनसे निकलने वाला धुआं हवा में कार्बन की मौजूदगी बढ़ाता है। पेट्रोल और डीजल से प्रदूषणकारी तत्व कम

करने के लिए एथनॉल मिलाया जाता है। इसे ब्लेंडिंग करना कहा जाता है।

विकसित देशों में इसकी मिलावट 80 से 100 प्रतिशत तक की जाती है। ब्राजील में ब्लेंडिंग का प्रतिशत 80 से अधिक है। इसी आधार पर 2003 में पेट्रोलियम मंत्रालय ने

डीजल-पेट्रोल में इसकी ब्लेंडिंग का लक्ष्य पांच प्रतिशत रखा था। 2008 में इसे 10 प्रतिशत और 2017 में इसकी 20 प्रतिशत मिलावट का लक्ष्य था। साथ ही योजना आयोग ने जेट्रोफा (बायो डीजल) से डीजल बनाने की तैयारी की थी। 2011-12 तक 20 प्रतिशत बायो डीजल उत्पादित करने का लक्ष्य था। अब 2018 खत्म होने को है। सरकारों का अभी तक का नतीजा देख लीजिए। आरटीआई से मिली सूचनाओं के मुताबिक, देश में अभी तक डीजल में एथनॉल की मिलावट सिर्फ 0.1 प्रतिशत है। एनसीआर में यह शून्य है।

एडीए की रोक के बाद भी डूब क्षेत्र में निर्माण

आगरा। यमुना नदी के डूब क्षेत्र में रोक के बाद भी निर्माण कार्य जारी है। यमुना किनारा रोड पर फिलिंगगंज का काफी हिस्सा डूब क्षेत्र में आता है। यहां नया निर्माण प्रतिबंधित है। यहां कुछ लोगों ने जमीन पर निर्माण शुरू करवाया था। शिकायत सीएम पोर्टल पर हुई। 15 अक्टूबर को एडीए ने काम रुकवा दिया था। वेतावनी देकर रिपोर्ट डीएम को भेज दी। गुरुवार को भी निर्माण कार्य चल रहा था। क्षेत्रीय पार्षद राकेश जैन ने एडीए अफसरों को इसकी जानकारी दी है। एडीए सचिव हरीराम ने कहा कि रोक के बाद भी निर्माण कार्य गैरकानूनी है। कल ही टीम को मौके पर भेजकर दिखावाते हैं।