

Conference on

Ethanol as a Transport Fuel

24th November, 2017

Venue : Central Institute of Road Transport,
Pune-Nasik Road, Near JRD Tata Flyover,
Nasik Phata, Bhosari, Pune - 411026,
Maharashtra



सड़क परिवहन और राजमार्ग मंत्रालय
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
भारत सरकार
Government of India
(आईएसओ 9001:2008 प्रमाणित मंत्रालय) (An ISO 9001:2008 Certified Ministry)



CENTRAL INSTITUTE OF ROAD TRANSPORT



INDIAN FEDERATION OF
GREEN ENERGY (IFGE)

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Highlights of the Current Scenario on Bio-Fuel like Ethanol

The Government of India launched the Ethanol Blended Petrol (EBP) Programme in January, 2003 under the consideration of 5% blending of ethanol with petrol. Further in the year 2009, the national policy was introduced by Government of India on Biofuels. The major highlights of these initiatives were:

- To improve fuel efficiency and to ensure a market stability on pricing which otherwise varies comprehensively with the global crude market;
- To decrease the dependence on fossil fuels and to address the increased attention towards the associated environmental impact and climate change concerns;
- To improve the investment scenario for the agricultural sector through providing sustainable livelihood options;
- Public investments worth INR. 7,000 crores on biofuels processing and production are being made, due to which it is expected that an additional amount of 350 million litres of ethanol will be generated by 2019.

An efficiently functioning transport sector is highly essential for economic development of a country as it enables the trade and exchange of goods and items, hence, can be stated as a very crucial indicator of economic growth of a country. However, the transport sector is also responsible for a number of negative environmental impacts, including its significant contribution to global greenhouse gas emissions and air pollution.

Therefore, the overall global shift to a greener, low carbon economy will require a significant improvement in this sector. The transport sector as a whole uses over a quarter of the world's energy and is responsible for a comparable share of global CO₂ emissions from fossil fuel combustion. To address the same, a more sustainable approach in terms of increasing the development of an efficient bio-fuel industry could be the best possible scenario, which will further ensure the energy security scenario of the country as well. In this context, promotion of Ethanol based transportation has been introduced through robust policy measures in countries like United States and Brazil. India is also in the pace of rapidly expanding its transportation sector through introducing these options on a larger scale, thereby moving towards greener alternatives.

Further, to deal with the financial problems faced by the key stakeholders like farmers and sugar mill owners in the supply chain market of ethanol, the upstream prices of the raw material and supply allocation are required to be streamlined. In order to minimize losses and delay in payments during periods of depressed sugar prices, surplus sugarcane juice can be diverted for ethanol production to stabilize the sugar prices and enhance domestic supply.

To further explore the benefits of Ethanol, there is a requirement of policy intervention in terms of flexible strategies on pricing as well as incentivizing the industry.

Though a target of 20% for blending of bio-fuels have been set up under National Policy for both bio-diesel and bio-ethanol, only 5% of average blending rate has been achieved for the first time in the year 2016.



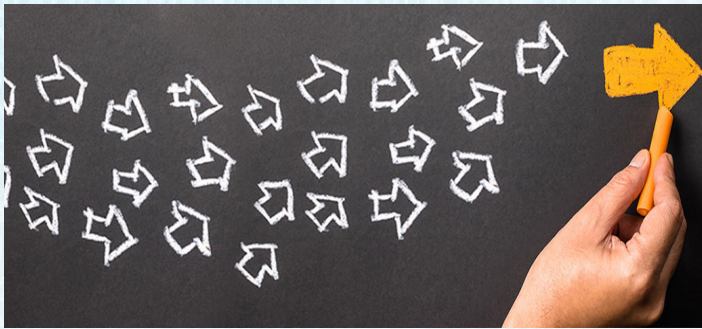
The key reasons being the supply deficit, taking into consideration, the demand for chemicals and potable alcohol as well as regulatory obligations in form of disorganized price structure and taxes in various states in India. The other major issues are associated with the indifferent attitude of the sugar mill owners through giving priorities on the production of sugar first and the uncertainty related to the cyclical nature of sugarcane harvests in the country.

Therefore, considering the scenario of India being the consumer of 25 percent of global energy demand growth through 2040 and with the surging gasoline demand, the stability in ethanol market will surely open up a new era for Indian bio-fuel based transportation scenario.

Objectives of the Conference

IFGE has already organized two conferences titled, “Green Fuel Vehicles for Transportation” & “Clean & Green Transport for Delhi-NCR – Alternatives & Solutions”, in consecutive years (2015 – 16) in New Delhi.

In continuation of its further exploring of the opportunities available for green transport sector, IFGE is proposing an event on further scope of Ethanol in transport sector of India with the following major objectives:



- To present a solution based approach to deal with the current supply deficit while implementing the ethanol blending programme, through expert intervention by bringing the project owners, technology providers and the financial experts into a common platform;
- To explore sustainable business opportunities for small & medium players through proper understating of the market mechanisms of ethanol;
- To explore more innovative technology options based on ethanol for greener & low carbon transportation systems in future;
- To compare the scenario considering carbon emissions and air pollution parameters while switching to bio-fuel based transportation options and its impact on public health;
- To discuss the existing financial hurdles in the implementation procedure and proposition of the best feasible solutions with feedback from the experts of the public and private sectors;
- Make recommendations to the Government based on outcomes of the conference and to enhance awareness of all the associated stakeholders about bio-fuel based green transport systems.

Expected Major Participants

- Regulatory authorities and Central & State Government officers;
- Engineers, technologists, scientists, consultants working in innovative technologies of bio-fuels and transport sector;

- Institutes and organizations dealing with urban transport planning, policies and research;
- Organisations dealing in manufacturing of sugar, ethanol bi-products and bio-fuels;
- Technology Suppliers, vehicle & component manufacturers/suppliers;
- Oil and gas companies such as Petroleum, Natural Gas, Bio-CNG and Bio-fuels Companies;
- Professionals and organizations working on alternative modes of transport & energy efficiency;
- Professionals and organizations working on air pollution control, carbon emissions and climate change mitigation;
- Financial institutions;
- NGOs, environmental journalists and public health institutions.
- Students from academic institutions pursuing studies in sustainable transport systems using bio-fuels

INTRODUCTION OF THE ORGANIZERS

Indian Federation of Green Energy (IFGE) is an umbrella organization to act as a bridge between the central and the state government agencies along with other stakeholders such as financial institutions, project developers, research organizations, regulators etc. and thereby facilitates promotion of green energy based technologies in all the potential sectors, e.g. Indian Ports, Indian Railways and others.

Central Institute of Road Transport (CIRT) is a Premier Institute working in the field of Road Transport. CIRT was established in 1967 on the joint initiative of then Ministry of Shipping and Transport, Government of India and Association of State Road Transport Undertakings (ASRTU). CIRT operates under the aegis of Ministry of Road Transport & Highways, Government of India. It has rich experience of testing and certification of vehicles and automobile component testing/certification. It caters to the needs of Automotive Industry and Engineering Industry in the areas of Testing, Certification, Training & Consultancy.

To meet the needs of industry, CIRT is having state of the art test facilities for testing & certification of various types of vehicles and their components. CIRT is an authorised test agency for component and vehicle testing & certification by the Ministry of Road Transport and Highways, Government of India, under Central Motor Vehicles Rules Nos. 124 & 126. CIRT has been approved by the Bureau of Indian Standards (BIS) for testing of auto components for certification. The Department of Scientific and Industrial Research (DSIR), Ministry of Science and Technology, Government of India has recognised CIRT as a Scientific and Industrial Research Organisation (SIRO).

REGISTRATION CHARGES

Registration charges for conference (per person): INR. 2000/- (inclusive of taxes)

SPONSORSHIP OPPORTUNITIES - ON REQUEST

MODE OF PAYMENT

Cheque/DD/RTGS in favour of: **Indian Federation of Green Energy**
PAN: AADCI7726D/TAN - DELI10952E; Bank details: YES Bank Limited
Account No. 013681400001112; RTGS/IFSC: YESB0000136

SCHEDULE

09:00 to 10:00 hrs	Registration
10:00 to 11:30 hrs	Inaugural Session
	High Tea
11:30 to 13:00 hrs	Session 1: Present Status of Ethanol Production and Preparedness of Industry in Meeting of Declared Ethanol Blending Program by Govt of India
13:00 to 14:30 hrs	Lunch
14:30 to 15:30 hrs	Session 2: Dividends (Economical/Environmental/Social) by use of Ethanol in Transport Sector
15:30 to 15:45 hrs	Tea
15:45 to 16:45 hrs	Session 3: Policy Interventions Required for Achieving the Use of Ethanol as fuel in Public Transport
16:45 to 16:55 hrs	Valedictory Address
16:55 to 17:00 hrs	Vote of Thanks

EXHIBITION : 9.00 AM TO 6.00 PM

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