

GOVERNMENT OF INDIA
MINISTRY OF PETROLEUM AND NATURAL GAS
RAJYA SABHA
UNSTARRED QUESTION No. 143
ANSWERED ON- 20/07/2026

E20 BLENDING IMPACT, VALUE, PROCUREMENT AND CONSUMER CHOICE

143. SHRI ASHOK SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether Government proposes to increase ethanol blending beyond the present 20 per cent, if so, the details thereof;
- (b) whether any data-backed study has been carried out on the impact of E20 fuel on the performance, efficiency and life of vehicles not compliant with E20 specifications, details thereof;
- (c) total quantity and value of ethanol blended with petrol during each of the last three years up to June, 2026, details of the companies from which it was procured and the company-wise payments made during the said period; and
- (d) whether the availability of non-blended or lower-blend petrol has been mandated at select fuel stations?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & NATURAL GAS

(SHRI SURESH GOPI)

(a): So far, no decision has been taken by the Government for increasing ethanol blending with petrol beyond 20%. Any future decision regarding higher ethanol blends will be taken only after detailed scientific and technical studies and consultations with all relevant stakeholders, including automobile manufacturers, Oil Marketing Companies and research institutions.

(b): The premise that E20 is a new or suddenly introduced fuel is not correct. Ethanol has been used as a transport fuel globally for over a century, and India's Ethanol Blended Petrol (EBP) Programme commenced with a pilot in 2001.

Rather than a sudden shift, the transition to E20 has been phased, calibrated and evidence-based, with blending increasing progressively from 1.53% in 2013-14 to 20% in 2025-26 after scientific evaluation and stakeholder consultations at every stage.

As seen from the table, the progression has been gradual:

Ethanol Supply Year	Average Blending(%)
2013-14	~1.53
2020-21	~8.1
2021-22	~10
2022-23	~12
2023-24	~14.6
2024-25	~19.2
2025-26 (Nov-June)	20

Before each increase in the blending level, studies were undertaken in consultation with NITI Aayog, Automotive Research Association of India (ARAI), Society of Indian Automobile Manufacturers (SIAM), Indian Institute of Petroleum (IIP), Oil Marketing Companies and automobile manufacturers.

These included laboratory testing, durability trials and field validation covering engine durability, material compatibility, fuel systems, corrosion resistance, drivability, emissions, fuel efficiency and overall vehicle performance. E20-compatible vehicles are certified only after undergoing the prescribed homologation process, while the impact on existing vehicles was also evaluated before nationwide implementation.

The scientific findings have since been reinforced through extensive real-world experience. E15+ blended petrol has been in widespread use for over three-and-a-half years and E19-E20 fuel for over two-and-a-half years. More than 20 crore two-wheelers and over 3 crore petrol cars, including a large number of older vehicles manufactured before E20 certification, have been operating on these fuels without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Had E20 caused systemic damage to vehicle performance or longevity, it would have been reflected in large-scale warranty claims and service records, which has not been observed.

Manufacturer service data further corroborate these findings. One leading four-wheeler manufacturer serviced 2.84 crore vehicles during FY 2025–26, including 1.5 crore older, non-E20-certified vehicles, without reporting any vehicular damage attributable to E20 fuel. Similarly, one leading two-wheeler manufacturer reported, based on extensive service data, no higher incidence of damage in vehicles operating on E20 compared with earlier fuel blends.

Manufacturers continue to honour warranty obligations for vehicles using specification-compliant E20 fuel.

With regard to efficiency, studies indicate that fuel economy depends on several factors, including driving conditions, driving habits and vehicle maintenance. Mileage depends on driving habits, tyre pressure, servicing and AC load far more than fuel type. Any reduction in fuel economy in certain older E10-designed vehicles is generally limited to about 3-5%, while E20 offers a higher octane rating, superior anti-knock characteristics, cleaner combustion and smoother engine operation.

(C): Total quantity of ethanol procured for blending with petrol by PSU Oil Marketing Companies (IOCL, BPCL, and HPCL), and the procurement value thereof during the last three Ethanol Supply Years (ESY), up to June, 2026, is mentioned below:

ESY	Quantity of Ethanol Procured for Blending (Crore Litres)	Ethanol Procurement Value (₹ Crore) (Inclusive of Transportation and GST)
2023-24	679.04	48,757.01
2024-25	1033.31	73,996.48
2025-26 (up to June 2026)	705.43	49,577.36

As on date, 501 ethanol suppliers are registered with PSU OMCs for supply of ethanol.
(Source: PSU OMCs)

(d): There is no proposal to mandate the availability of non-blended or lower-blend petrol at select retail outlets. The Government's policy is to progressively transition towards cleaner,

technologically superior and environmentally sustainable fuels in accordance with the National Policy on Biofuels and the Ethanol Blended Petrol (EBP) Programme.

The transition to E20 has not been sudden or rushed. India's EBP Programme commenced with a pilot in 2001, and ethanol blending has been increased in a phased, calibrated and scientifically validated manner from 1.53% in 2013-14 to 20% in 2025-26, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other technical institutions.

Extensive testing, vehicle homologation, manufacturer validation and more than three-and-a-half years of nationwide experience with E15+ fuel and over two-and-a-half years with E19-E20 fuel, covering over 20 crore two-wheelers and over 3 crore petrol cars, have not revealed any verified evidence of widespread engine failure attributable to ethanol blending. Maintaining parallel nationwide supply chains for lower-blend petrol would increase logistics complexity and costs while diluting the environmental, energy security and farmer welfare benefits already achieved through the EBP Programme. Accordingly, the Government's objective is to move forward with a scientifically validated and superior fuel, not revert to lower blends.
