LOK SABHA
UNSTARRED QUESTION No.782
TO BE ANSWERED ON 23rd July, 2026

ETHANOL BLENDING IN PREMIUM PETROL

782. SHRI GURMEET SINGH MEET HAYER:

पेट्रोलियम और प्राकृतिक गैस मंत्री

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

(a) the exact percentage of ethanol blended in all premium and high-octane petrol variants sold in the country, including but not limited to XP95, XP100, Speed, Speed 97, Power 95, Power 100 and Shell V-Power, indicating the details brand-wise, Oil Marketing Company (OMC)-wise and grade-wise;

(b) the roadmap, target implementation dates and the future timelines for the introduction or enhancement of ethanol blending concentrations in such premium and high-octane petrol variants including the proposed transition to higher ethanol blends such as E25 or E27; and

(c) whether the Government proposes to mandate all public and private Oil Marketing Companies (OMCs) to prominently display and label the exact current percentage of ethanol blend, such as E0, E10 or E20, on every fuel dispensing nozzles at retail outlets to enable consumers to make informed choices and prevent engine and fuel system degradation, particularly in respect of legacy, classic and imported high-performance vehicles, if so, the details thereof?

ANSWER

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री
(श्री सुरेश गोपी)

MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & NATURAL GAS
(SHRI SURESH GOPI)

(a) : Premium fuels are niche products sold in limited quantities at a significant price premium, as they contain specialised performance-enhancing additives. These are not separate nationwide base fuel streams. Public Sector Oil Marketing Companies (OMCs) have informed that the premium grade petrol, namely XP100 of Indian Oil Corporation Limited (IOCL), *poWer*100 of Hindustan Petroleum Corporation Limited (HPCL) and Speed100 of Bharat Petroleum Corporation Limited (BPCL), is not blended with ethanol. Across the country, OMCs market ethanol-blended petrol containing up to 20% ethanol by volume under the Ethanol Blended Petrol (EBP) Programme and the premium fuel sales constitutes only 0.5% of the total petrol sales.

(b) : 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.

(c) : In accordance with the Government's policy for implementation of the Ethanol Blended Petrol (EBP) Programme, both Public and Private Oil Marketing Companies have been directed to supply Ethanol Blended Motor Spirit containing up to 20% ethanol, conforming to the relevant Bureau of Indian Standards (BIS) specifications, across all States and Union Territories.

Further, with effect from 1 April 2026, Ethanol Blended Motor Spirit with a minimum Research Octane Number (RON) of 95 has been notified under the relevant statutory provisions.

The Government's policy is to progressively transition towards cleaner, more efficient and environmentally sustainable fuels in line with the National Policy on Biofuels and India's energy security and emission reduction objectives.

Automobile manufacturers, component suppliers, SIAM, ARAI, testing agencies and Oil Marketing Companies were associated with every stage of the scientific evaluation and phased rollout of E20. E20 was rolled out only after successful validation of fuel systems, engine durability, drivability, reasonable material compatibility and emissions performance.

These studies also established that legacy vehicles do not exhibit any significant variation in performance or abnormal wear and tear due to E20. Had automobile manufacturers not been fully satisfied with the results, they would neither have validated E20 fuel for older vehicles nor honoured warranty obligations.

The Government's assessment is based not only on laboratory research but also on large-scale experience after nationwide implementation. India witnesses approximately 8 crore vehicles visiting retail outlets every day (around 80% petrol vehicles).

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 have been operating on these blends without any verified evidence of widespread engine failure or vehicle breakdown attributable to ethanol blending. Manufacturer service data confirm that there is no abnormal corrosion, wear or reduction in vehicle life due to E20 fuel. Manufacturers continue to honour warranty obligations for vehicles using E20 fuel, providing further confidence in its safety and reliability.

A leading OEM serviced 2.84 crore vehicles during FY 2025-26, including approximately 1.5 crore vehicles that were not originally certified as E20-compatible, and reported no E20-linked corrosion, abnormal wear or reduction in component life. A leading 2-wheeler company has reported similar field experience. One OEM recently stated that data from 1.4 crore E20-operated vehicles tracked over an extended period showed no evidence of ethanol-induced corrosion. ARAI reaffirmed that vehicles undergo rigorous international-standard validation before reaching consumers.

The transition to E20 has been phased, consultative and scientifically validated, following extensive consultations with automobile manufacturers, ARAI, SIAM, Oil Marketing Companies and other stakeholders. Material compatibility, engine durability, fuel systems, drivability, emissions and performance were comprehensively evaluated before rollout.

Having been scientifically validated and accepted by the automobile industry after extensive testing, there is no proposal to revert to E0/E10 petrol. The objective of public policy is to move forward with a superior fuel, not return to an inferior standard.

Maintaining parallel nationwide supply chains for E0, E10 and E20 petrol across more than one lakh retail outlets would significantly increase logistics complexity, inventory and handling costs. Public policy must balance consumer convenience with energy security, environmental sustainability and farmer welfare.

Once a cleaner and scientifically validated fuel has been adopted, the objective is to move forward with better technology, not revert to an inferior standard.

Public Sector OMCs have informed that currently normal petrol sold at their retail outlets across the country is E20. At present, E0 or E10 petrol is not sold from any retail outlet, hence no display and label on dispensing units have been put up. However, wherever 85% ethanol blended petrol (E85) is sold, the same is prominently displayed on the respective dispensing unit as it is intended for use exclusively in Flex Fuel Vehicles (FFVs).

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