

Diesel Cars Hurtling Out as NCR Shifts to Green Options

CNG, electric & strong hybrid vehicles demand rises amid recurrent bans on old vehicles

**Sharmistha Mukherjee
& Prachi Verma Dadhwal**

New Delhi: One out of every four car buyers in the National Capital Region in 2023 purchased the new vehicle after selling the one they were driving, industry executives said, amid recurrent bans on the movement of old petrol and diesel vehicles imposed by the local authorities to contain air pollution.

Replacement demand for vehicles in the NCR has shot up by 30%, outpacing a 22% increase reported countrywide, they said. This has come along with a marked shift away from diesel to more environment-friendly options like CNG, electric and strong hybrid vehicles.

The share of diesel in new car sales in the NCR declined to 5.8% this fiscal year from 7.5% in FY23 and 8.8% in FY22. CNG, once used mostly in buses and taxis, now accounts for 20.7% of new vehicle sales. Demand for hybrid vehicles too is on the rise, pacing ahead of the electric segment where worries over availability of public charging infrastructure are weighing on sales.

Arnab Kumar (name changed), an employee at a public sector bank in Delhi, is looking to sell his diesel-powered Mahindra XUV 700. While his vehicle meets the latest BS-VI emission standards, he is worried about the increasing restrictions on diesel vehicles in the national capital. "I am planning to change the car soon," Kumar said. He is considering replacing it with either a strong hybrid vehicle or an entry-level petrol car from Audi or BMW.

In addition to the restrictions on the movement of old diesel vehicles at times of severe pollution, they can be run only for 10 years in the NCR, which has been prompting many like Kumar to move away from the fuel.

Strong hybrids come with a combustion engine and electric motor and can run on either of these or a combination of both, offering high fuel efficiency. "We are seeing higher replacement buying in the

Greener Mobility

■ **Vehicle replacement** demand in NCR has shot up by 30%, outpacing 22% rise reported countrywide

■ **This has come with** a marked shift away from diesel to eco-friendly options like CNG, EV and strong hybrid vehicles

■ **Share of diesel** in new car sales in NCR declined to 5.8% in FY24 from 7.5% in FY23 and 8.8% in FY22

■ **CNG now accounts** for 20.7% of new vehicle sales

■ **Hybrid vehicles** demand too is on the rise, pacing ahead of EV segment



SANJEEV

CNG GAINING MOMENTUM

On a national level, diesel car share in overall PV sales slipped to 17.5% this fiscal, while CNG increased to 14.5%

NCR, when compared to the national average," said Shashank Srivastava, senior executive officer (marketing and sales) at car market leader Maruti Suzuki. "Consumers want new vehicles, clean vehicles. And it is not only in Delhi, the sentiment is spreading to other parts of the country," he said.

On a national level, while the share of diesel vehicles in overall sales of passenger vehicles dropped to 17.5% this fiscal year, from about 19% two years back in FY22, that of CNG increased to 14.5% (from 8.6%). Strong hybrid and electric vehicles comprise 2% of sales currently. Shailesh Chandra, managing director at Tata Motors Passenger Vehicles and Tata Passenger Electric Mobility, said cities like Delhi-NCR, Ahmedabad, Mumbai, Pune, Hyderabad, Bengaluru and Chennai have emerged as

front-runners in this transition to e-mobility. Tata Motor is the market leader in electric cars in India.

Chandra said once adequate charging infrastructure is available, the pace of adoption of electric vehicles will accelerate. "Now product is not a problem, and price is also not a big problem because products have proven themselves to be much punchier. Running costs, maintenance costs are low. So, what is stopping people (from purchasing EVs)? Primarily, there are bottlenecks around charging. (That) is what holds a person back to not go for their only and first car as an EV," Chandra said.

Uday Chawla, managing partner at Transearch India and a resident of in Gurgaon, said he was debating between purchasing an electric vehicle and a hybrid, anticipating restrictions on vehicle movements to get further stringent. He eventually zeroed in on the Toyota Innova Hycross, a strong hybrid that allayed concerns related to range anxiety. "Every year, and at least twice a year we are hit by severe pollution and many of my cars cannot be used due to restrictions on BS-IV diesel and BS-III petrol vehicles... So I decided on a hybrid."

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Drop in global prices a relief for oil import-dependent Indian economy

AGENCIES

NEW DELHI, 31 DECEMBER

The decline in global oil prices, despite the geopolitical uncertainty in West Asia, has come as a major shot in the arm for the Indian economy as the country imports over 85 per cent of its crude oil requirement.

Volatile oil prices pose a downside risk to the economy as costlier imports trigger an increase in domestic inflation and weaken the rupee as more US dollars are required to make import payments.

The price of the Indian basket of crude oil imports, which was moderating earlier, trended upwards during July-October 2023 after the OPEC+ oil cartel went in for production cuts. However, the economic slowdown worldwide has now led to a decline in demand causing prices to fall again.

The price of the Indian basket of crude imports averaged \$90.08 a barrel during October 2023 and \$93.54 per barrel during September 2023. Prices of the benchmark Brent crude in the international market are now down to \$77 a barrel while the Indian basket would be even lower.

In the current situation, while the geopolitical tensions sparked by the Israel-Hamas



war tend to push up oil prices, it is the softening demand that eventually results in bringing prices down.

The past experience has been that prices surged in March, 2022 as Russia's invasion of Ukraine upended global crude flows which caused prices to shoot past the \$139 a barrel mark.

However, prices came down sharply in the second half of the year as central banks hiked interest rates and stoked fears of recession which caused demand to crash.

Government's Chief Economic Advisor V. Anantha Nageswaran does not see oil prices as a major downside risk for the Indian economy in the next financial year (2024-25).

"The geopolitical situation and what is happening to cargo movement in the Red Sea are relevant factors. However, this is going to run into

the challenge of slowing demand. If prices rise, they will further cool down the economic activity," Nageswaran said in an interaction at State Bank of India's Banking and Economic Conclave in Mumbai last week.

"I do not think energy demand will necessarily become sufficient enough in the course of 2024 to see oil prices spike up," he added.

An oil price surge of 10 per cent from the baseline of \$85 per barrel could weaken domestic growth by 15 basis points and increase inflation by 30 basis points, according to economists.

Leading global investment bank Morgan Stanley estimates that every \$10 rise in oil prices pushes up India's inflation by 50 basis points, assuming the higher costs are passed on to consumers, and widens the current account deficit by 30 basis points.

Govt set to audit rising spot crude purchases

SUBHAYAN CHAKRABORTY

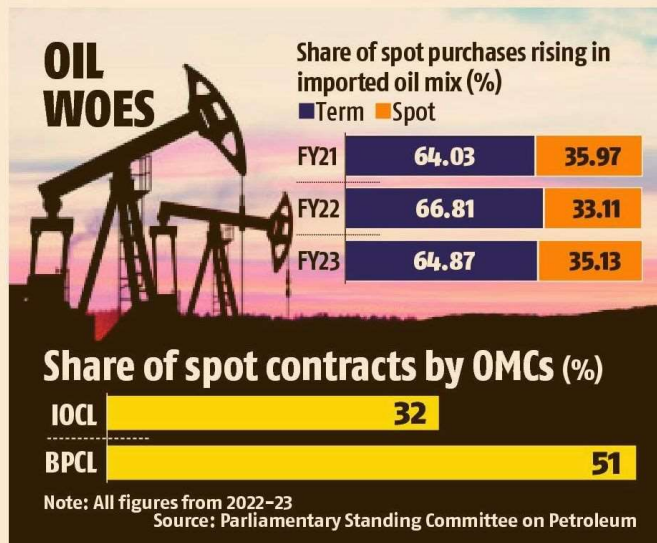
New Delhi, 31 December

A major increase in the percentage of spot tenders being issued for crude oil purchase by oil marketing companies (OMCs) in the last few years has led the Parliamentary Standing Committee on Petroleum to caution against the practice and ask oil public sector undertakings (PSUs) to better plan their crude purchases.

As a result, the petroleum and natural gas ministry will soon begin an audit into the issue, officials said.

In a recent Bill tabled in Parliament, the committee has stressed that the average cost of purchases in spot tenders should be lower than term contracts. Spot purchase has steadily been rising over the past few years. It reached 35.13 per cent of all oil imports in 2022-23, up from 27.58 per cent in 2017-18. The committee has recommended that the ministry should conduct an audit to see whether the purchases in spot tenders have actually resulted in cheaper cost.

“We have taken note of the recommendations. An audit will be held. Oil companies have always tried to raise the share of spot contracts but global volatility, especially in major oil producing regions, have increased spot purchas-



es,” a petroleum ministry official said.

Annual term contracts, which are usually for one year, are finalised considering some major factors. They are techno-economic analysis, supply security, international political and trade relations, and geographical spread of supply sources. Spot purchases are resorted to by oil PSUs to meet the balance requirement, which is not covered under the term contract.

This gives flexibility to crude oil purchases based on seasonal market demand.

And, it also gives the option of exploring various new grades for which term contracts are not available.

It is generally expected that the spot tenders may be

available at a cheaper price than term contracts. The purchases are done with national oil companies (NOCs) at the official selling price (OSP) of the country from which it is imported.

Whenever the quantities are not available from such countries the PSUs go to NOCs, who do not have OSP.

The committee observed that the purchases between term and spot are approximately two-thirds and one-third for Indian Oil Corporation. Meanwhile, it was in the ratio of 60:40 for Bharat Petroleum. It acknowledged that oil PSUs have autonomy and are the best judges to decide on the type of purchase for crude oil from international markets.

Offshore mining: Rules may be eased to bring small players to auction table

Proposed plan involves cap of ₹100 cr each for performance security and upfront payment for a PL

NITIN KUMAR

New Delhi, 31 December

In a bid to attract smaller players to the country's first offshore mineral mining auction, the government is considering easing the regulations related to performance security and upfront payment.

The proposed plan involves a cap of ₹100 crore each for performance security and upfront payment for a production lease (PL). A holder of a composite licence (CL) would only need to pay ₹50 crore as performance security. However, if the CL holder applies for a PL, this amount would be revised to ₹100 crore. Notably, no upfront payment is required for a composite licence.

For onshore mining, the government's proposal sets both performance security and upfront payment at ₹500



crore for a mining lease (ML). Additionally, the performance security for a composite licence (CL) is set at ₹250 crore, with the potential to be revised to ₹500 crore if the CL holder applies for an ML.

So far, the country has not engaged in offshore mining. However, for

WHAT'S THE PLAN?

- Individuals will need to pay ₹50 crore as performance security while holding a composite licence (CL)
- If the CL holder applies for a PL, the amount will be revised to ₹100 crore
- No upfront payment is required for a composite licence

onshore operations, the performance security and upfront amount are set at 0.50 per cent of the value of estimated resources (VER). This payment is required upfront before obtaining the mining lease (ML). For a composite lease, the performance security is 0.25 per cent of the VER but is revised to

0.50 per cent when the mining licence is issued for the same block.

The decision to cap performance security and upfront payment comes from the observation of the Ministry of Mines that bidders are deterred by the need to pay a substantial amount upfront, leading to reduced participation in the auction process.

The relaxation of the regulations follows the Centre's announcement regarding the auction of 20 critical mineral blocks onshore and the proposed auctioning of 15-20 offshore mineral blocks in the first quarter of 2024.

These sums act as a financial guarantee of the successful bidder's commitment to performance. The successful bidder is required to maintain the performance security throughout the lease period and revise it every five years based on the reassessed VER.

CRISIL ANALYSIS

Oil, gas sector set for good growth this financial year

Expansion of city gas distribution (CGD), increased activity in refineries and petrochemicals sector, and higher power generation amid moderating gas prices will support a broad-based increase in consumption of natural gas in India through the next financial year.

Overall, consumption is estimated to rise 10-15 per cent in the financial year 2023-24 (FY24) and 5-10 per cent in FY25.

Multiple supporting factors are at play here, including deepening penetration, moderating prices and growing segmental consumption. Lower gas prices, both domestically and globally, coupled with enhanced domestic availability, are also expected to support demand growth.

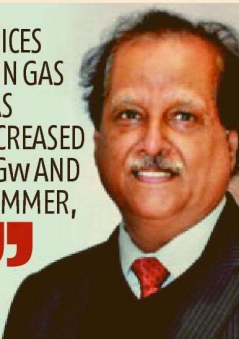
The trends indicate a positive trajectory across various segments of natural gas consumption.

CGD is expected to log a 10-15 per cent growth in FY24, with the compressed natural gas (CNG) segment growing 10-15 per cent, domestic piped natural gas (PNG) segment up 5-10 per cent, thanks to pricing reforms, and the industrial PNG segment staging a rebound with 12-17 per cent growth.

Gas prices have witnessed significant volatility over the past two calendar years. In 2022, geopolitical circumstances caused a spike in global liquefied natural gas (LNG) prices peaking at \$30 per MMBtu.

“ 2024 MAY WITNESS Milder gas prices around \$10, which will see ramp up in gas demand specially from power, city gas distribution, and industries. With increased expected peak power demand of 250 Gw and a base demand of over 200 Gw this summer, power sector may become gas user ”

RAJESH K MEDIRATTA
MD & CEO, Indian Gas Exchange



Subsequently, high inventory and demand destruction in the European markets led to a sharp fall of 55 per cent to an average of \$13-14 per MMBtu in 2023. In 2024, gas prices are expected to remain at a similar level, averaging \$10-15 per MMBtu.

The inherent volatility in the LNG market, exemplified by the potential strikes at Australian LNG terminals in 2023, indicates the sector's susceptibility to external events.

Credit profiles seen stable for CGD players despite rising capex

Healthy volume growth this financial year and the next, coupled with a stable outlook for domestic gas prices, following implementation of the new pricing mechanism since the beginning of this financial year, will drive margin expansion and a significant improvement in cash accruals for

CGD players, bolstering their business strength.

At the same time, capital outlay for these players is seen rising to nearly ₹25,000 crore annually, up from ₹20,000 crore annually over the past three years. This comes as they progress towards the achievement of minimum works programme targets, especially for the geographical areas allotted during the 10th and 11th rounds of bidding.

Resultantly, interest coverage and the net debt-to earnings before interest, tax, depreciation and amortisation (Ebitda) ratios will moderate to 16-17x and 1.0x, respectively, during financial years FY24 and FY25, compared with 20.0x and 0.9x, respectively, in FY23.

However, improving operating performance of these companies, combined with the modular nature of capex, will keep the overall credit outlook stable for CGD players over the near-to-medium term.

Consumption of petroleum products to spurt, crude oil prices ebb in FY23

Consumption of petroleum products in India is expected to increase 5 per cent in the current financial year and 3-5 per cent in FY25, to breach pre-Covid-19 levels. The growth, a shade below 9 per cent in FY23, is primarily supported by recovery in consumption of industrial fuels and continued growth in transportation fuels.

The transportation fuels (58-60 per cent of consumption) segment is poised to witness a 4-6 per cent growth in FY24, followed by an estimated 3-5 per cent increase in FY25, driven by expansion in personal mobility and per-capita consumption. Industrial fuels (16-18 per cent of consumption) may increase 6-8 per cent in FY24 and 5-7 per cent in FY25, riding on a revival in petrochemical production and improving road construction initiatives.

Crude oil prices (dated Brent) are expected to average \$82-84 per barrel in 2023, representing a substantial decline of 15-20 per cent from the peak in 2022. The prices are mainly supported by balancing of global crude oil trade, steady production from the US and lower-than-anticipated demand from China and Europe. In 2024, global crude oil prices are expected to remain range bound due to the hawkish OPEC+ initiatives to moderate supply — continuation of this policy will be a key factor impacting prices next year.

However, the impact of the West

Asia conflict and its spillover into the Red Sea will need to be monitored.

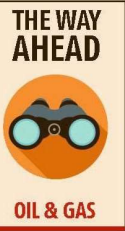
Credit profiles to remain stable; operating margins to improve credit metrics

Crude oil prices have moderated in FY24 and are likely to remain range bound in FY25, too. This has boosted the profitability of oil refiners and marketers. While gross refining margins remain healthy, marketing margins have also improved in FY24 as retail fuel prices were stable despite lower crude oil rates.

Assuming the retail prices of key fuels such as petrol and diesel remain unchanged in FY25, marketing margins, too, will remain stable.

Therefore, key credit metrics such as the interest coverage ratio as well as gearing will improve significantly in FY24 to around 10.0x and 1.4x, respectively. This compares with ₹3.0x and 7.0x in FY23, and should remain comfortable through FY25 as well. Further, healthy balance sheets of these companies and the expected healthy operating performance will lend stability to the overall debt metrics of the sector over the near-to-medium term despite higher capex intensity. The sector's ratings factor its criticality to the economy as well as government support. As a result, the credit profiles of oil refiners and oil marketing companies (OMCs) will remain stable over the near-to-medium term.

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ONGC's KG Basin project set to revitalise hydrocarbons

GLOBAL LINKAGE. The price will be linked to international benchmark crudes

Richa Mishra
Hyderabad

In 2024, the Krishna Godavari Basin, which lies off the Andhra Pradesh coast, may just regain some of its lost glory in the country's hydrocarbon space. Anytime now, ONGC, the public sector oil and gas giant, will commence oil production from its flagship deep water project KG-98/2 Development Project. Gas production from the project has already commenced in March 2020 with the plan of further ramping up by May 2024.

Though the initial buzz was that the oil would follow from the project in December itself, sources said some technical issues are being sorted out.

The KG-DWN-98/2 is adjacent to Reliance Industries-BP's famous KG-D6 block. ONGC is the operator of the block KG-DWN-98/2, which consists of three clusters of discoveries—Cluster I, II and III.

In Cluster II, commercial production from one gas field has already commenced from March 2020 and crude oil production is scheduled for May 2024, Minister of State for Petro-



PROJECT MILESTONES. ONGC to commence oil production from KG-98/2 Development Project in 2024, with gas production already started in 2020

leum & Natural Gas Rameswar Teli said in a written response to a question in Rajya Sabha recently. But the PSU was confident of starting the production before time.

CLUSTER DETAILS

Asked If this includes the ultra-deepwater well or if is this just one of the Clusters which was being worked at, an official told *businessline*: "This does not include production from the ultra-deep well. Production shall be from Cluster-II of KG-DWN-98/2 Block." There will also be associated gas

production, the source added.

Teli had informed that "In Cluster-III, there is one ultra-deepwater gas discovery, which would be the second deepest hydrocarbon discovery in the world when monetised. The FDP is scheduled to be submitted by January 2026." A Field Development Plan (FDP), outlines how a company intends to develop a petroleum field, manage the impact on the environment and society, as well as forecasts for production and costs.

Regarding who were the

buyers of this oil, the source said: "The crude oil will be marketed on arm's length basis. All domestic refiners (OMC/private) are prospective buyers." On what price will the oil be sold — whether it is benchmarked to Brent, the source said: "The price of this crude oil will be linked to international benchmark crudes like dated Brent depending on the prevailing market conditions."

PRODUCTION PLANS

ONGC proposes to start producing from three to fourwells initially and the initial production could be 8,000 to 9,000 barrels per day. According to the source, the first oil consignment will be to the subsidiary Mangalore Refinery and Petrochemicals Ltd (MRPL). Peak oil output is pegged at 45,000 barrels per day.

It is estimated that about 2 mmscmd of gas would also flow with oil. ONGC had said the estimated capital expenditure would be \$ 5.07 billion and operational expenditure would be \$ 5.12 billion over a field life of 16 years. According to ONGC, Block KG-DWN-98/2 is an offshore project with challenging geology.

Parl panel calls for import of wider range of crude grades

SUBHAYAN CHAKRABORTY

New Delhi, 31 December

The Parliamentary Standing Committee on Petroleum has called for importing a wider range of crude oil grades to reduce the cost of the Indian crude basket. In a recent report tabled in Parliament, the committee also exhorted public sector undertakings in the oil sector to modernise their vintage refineries and improve capabilities to process a wide variety of crude oil.

The Indian crude basket comprised Sour grade (Oman & Dubai average) and sweet grade (Brent Dated) of crude oil processed (indigenous and imported) in Indian refineries during the previous financial year. It is presently calculated every month, based on a weighting of 75.62 per cent for the price of sour grades of crude oil (average of Oman & Dubai) and 24.38 per cent sweet grade of crude oil (Brent Dated).

About 250 grades of crude oil are traded in the global crude market. Indian refineries buy only about 50 grades in a year, the committee noted. However, the Petroleum and Natural Gas Ministry has pointed out that the purchase of crude by oil PSUs depends on refinery configuration, seasonable demand, price of crude, required product, and operational exigencies.

The Indian crude basket is used as an indicator of the price of crude imports in India and the government watches the index while examining the domestic price issues.

Some industry insiders have called for changing the way the basket price is calculated, especially since it has yet to factor in the large volume of Russian crude that has been consistently imported by India since the start of the war in Ukraine. In May 2023, it became India's largest crude oil supplier, with 1.96 million barrels per day (mb/d).

The basket price is also higher since West Asia crude generally costs more due to the levy of Asian premium. This is an extra amount levied by the Organization of the Petroleum Exporting Countries (OPEC) on sales to Asian countries above the actual selling price. The ministry has stressed the number of crude oil grades imported is based on the technical and economic competitiveness of individual crude oil grades. "Besides this, different grades of crude oil have different properties which in turn produce different

quantities and quality of products. These crudes are selected on the basis of refinery requirements, acceptability and economics. Moreover, crude grades which are beneficial to the oil PSUs in terms of bettering of Refining Margins are sought in the market," it told the committee.

It also pointed out that the broad varieties of crude can nowadays be processed by Indian refineries due to advancements in the technical specifications of refineries. The present refining capacity of Indian refineries stands at 253.92 Million Metric Tons Per Annum (MMTPA), and is projected to increase by about 56 MMTPA by 2028.



Indian refineries buy only 50 grades of crude oil in a year out of 250 oil grades traded in the global market



PSU cos' mkt cap jumps 45% to ₹51L cr in '23

Govt Top Gainer From Stock Surge | Most-Valued State-Owned Co SBI Lags

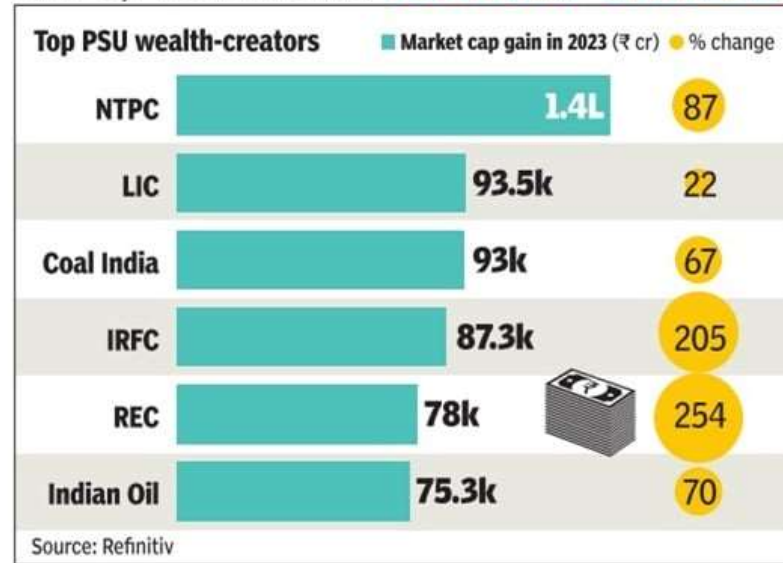
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Mumbai: Investor wealth, as measured by BSE market capitalisation, surged by about Rs 85 lakh crore in 2023, of which Rs 16 lakh crore — or nearly a fifth of the overall gain — came from state-owned companies.

The combined market of 65 odd public sector undertakings jumped by 45% in 2023 in line with the upsurge in the broader market. The market value of these PSUs, where the President (on behalf of the government) is either the majority owner or owns a substantial stake, increased by Rs 15.8 lakh crore to Rs 50.5 lakh crore, data from Refinitiv showed.

In comparison, among large private sector business houses, Aditya Birla Group's mar-

NTPC, LIC AMONG TOP MCAP GAINERS



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The PSUs operate in a di-

verse set of sectors that include energy, insurance, power, railways, banks, ship-building and ports.

In 2023, the biggest addition to the PSU market cap was by NTPC. It made its shareholders richer by Rs 1.4 lakh crore with its current market value stands at nearly Rs 3.1 lakh crore. The power sector giant was followed by LIC that added Rs 93,547 crore to its market value which is at Rs 5.3 lakh crore.

Coal India stood third as India depends on coal to fire its power plants and several other industries amid a global move towards cleaner sources of energy. The 67% jump in Coal India's stock price also translated to a Rs 93,026-crore addition to its

market value to Rs 2.3 lakh crore now, the data showed.

In NTPC, the President held 51.1% stake while in LIC, it was 96.5%. The stake in Coal India stands at 63.1%, shareholding data as of September-end, disclosed to the BSE, showed. In terms of market value, SBI tops the table among PSUs with a market cap of Rs 5.7 lakh crore. However, despite a rally in most PSU banks in 2023, the leader in the pack barely moved.

Compared to 18-19% gains in the sensx and Nifty, and a 12% rise in BSE's banking index, SBI gained less than 5% during the year. This translated to a market cap addition of Rs 25,301 crore. In SBI, the President holds 57.5% stake, BSE data showed.



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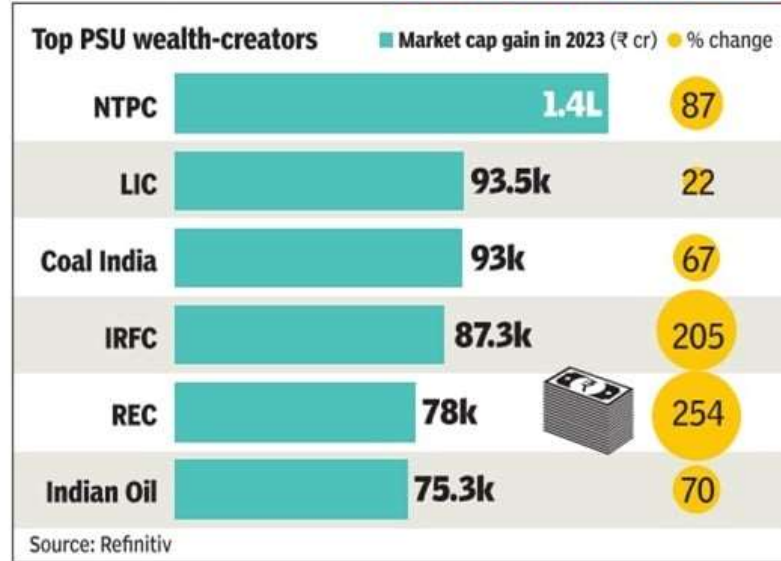
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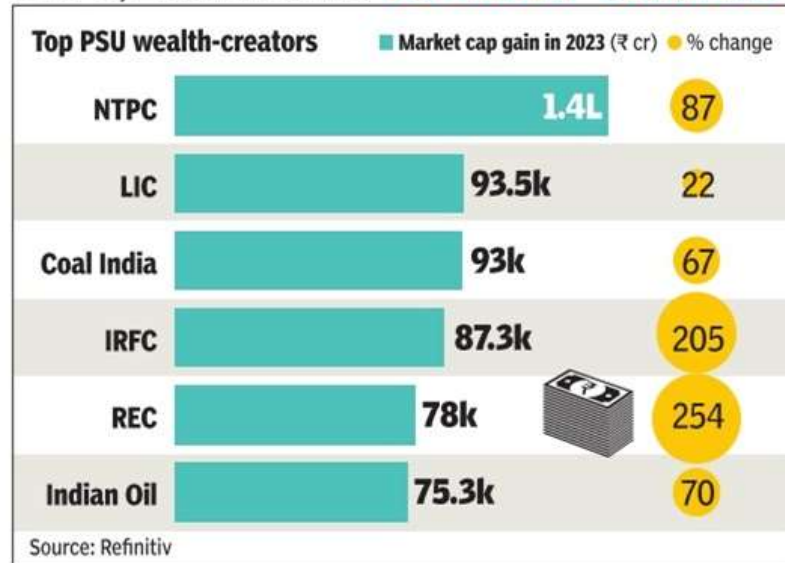
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SOME IDLING SOKOL CRUDE TANKERS COULD HEAD TO CHINA INSTEAD

Russian oil imports hit 11-month low in Dec as Sokol cargoes dry up

SUKALP SHARMA

NEW DELHI, DECEMBER 31

INDIA'S RUSSIAN oil imports declined to an 11-month low in December as the country was unable to take delivery of any cargo of the Sokol grade crude, even as the import volumes of the Urals crude—the mainstay of India's oil imports from Russia—remained robust in the last month of 2023, shows an analysis of latest shipping data provided by commodity market analytics firm Kpler.

India's import of the Sokol crude, which is produced in Russia's Far East region, ran into problems related to Western sanctions and payments over the past month or so, *The Indian Express* has learnt. As a result, six oil tankers carrying Sokol crude for government-owned Indian Oil Corporation (IOC) were idling close to the Indian waters for weeks, unable to discharge the oil at their destination ports—Vadinar and Paradip, as per ship tracking data. Two of the six tankers are now showing Chinese ports as their destinations, indicating that these cargoes could finally be consumed by Chinese refiners instead.

Indian refiners cumulatively imported 1.48 million barrels per day (million bpd) of Russian



Indian refiners cumulatively imported 1.48 million bpd of Russian oil in December. *File*

oil in December, down 11.6 per cent from the volumes delivered in November, as per Kpler data. December import volumes were the lowest since January 2023, when India's Russian oil imports stood at 1.41 million bpd. In December, oil imports from Russia accounted for 32.9 per cent of India's total oil imports of 4.51 million bpd, followed by Iraq (22 per cent) and Saudi Arabia (15.6 per cent). In November, India had imported 4.52 million bpd of crude, of which, 37.1 per cent came from Russia, the data showed.

"Interestingly, the volume of Urals that Indian refiners are

buying is roughly the same as it was before, around 1.1-1.15 million bpd. The big change this month was the absolute absence of Sokol imports. Indian refineries bought an average of 140,000 bpd of Sokol this year...December 2023 marks the first and only month in 2023 that India didn't buy (any Sokol crude)," said Viktor Katona, Kpler's Lead Crude Analyst.

Sokol crude cargoes for India appear to be grappling with a dual problem. At least one of the idling tankers—NS Century—was sanctioned by the United States (US) for dealing in Russian oil above the Group of Seven's (G7) price cap of \$60 per

barrel. According to sources, the tanker was sanctioned while it was already on its way to the Vadinar port. The other major problem that has emerged is in the payment mechanism for Sokol crude.

According to trade sources, Sakhalin-1 LLC—an arm of Russian oil major Rosneft—which supplies Sokol crude to IOC, has not been able to secure an account in the United Arab Emirates (UAE) in order to accept payments in dirhams.

Given that not all Indian banks are being able to process payments in dollars for Russian crude, particularly in cases where it might be difficult to prove that the oil was bought at a price compliant with the G7 price cap, India's public sector refiners are now opting to pay in UAE dirhams for such cargoes.

"The amassment of Sokol-laden tankers around India will most probably see a sudden resolution over the upcoming days. Of the six tankers that were idling around India's coast, two have started to indicate Chinese final destinations. As the UAE banking delays of the Sakhalin-1 project operator continue, effectively being unable to fully relocate the trading of Sokol cargoes into the relatively calm waters of the Dubai trading world, China might appear as

the final solution for some cargoes," Katona said.

But it might be too early to "write off" India's appetite for the Far East Russian crude grade, Katona said, as three tankers were recently booked to transport Sokol crude, and all three "indicate India as their final destination". As per ship tracking data, two of the tankers are expected to unload Sokol crude at the Paradip port, and one at the Vadinar port.

In the aftermath of the war in Ukraine, as Western sanctions on Russia altered global crude oil flows, India and China emerged as the biggest buyers of Russian crude, accounting for most of Moscow's oil exports.

Prior to the war in Ukraine, Russia was a marginal player in India's oil imports. However, as the West began shunning Russian oil following Moscow's February 2022 invasion of Ukraine, Russia started offering deep discounts on its oil to willing buyers.

Indian refiners started lapping up the discounted barrels, catapulting Russia to the top spot on the list of India's oil suppliers, displacing traditional heavyweights like Iraq and Saudi Arabia. India is the world's third-largest consumer of crude oil and depends on imports to meet over 85 per cent of its requirement.



Why fuel prices in India remain high despite global relief

The prices of petrol and diesel in Bengaluru in December are Rs 101.94 and Rs 87.89 per litre, respectively. The prices have been high since May 2022, shortly after the war between Ukraine and Russia broke out and caused a spike in global crude oil prices. While crude prices have come down since, this hasn't translated to rate cuts at fuel pumps across the country. In this edition of DH Deciphers, Anjali Jain explains why fuel rates haven't been revised, the factors that come into play while determining prices, and if any respite is expected in the near future.

How is the price determined?

Setting petrol and diesel prices in India factors in the price of crude oil, the cost of processing, freight and storage, taxes levied by state and central governments, and the exchange rate between the rupee and the US dollar.

Factors like the Russia-Ukraine war, which sent crude oil prices to their highest in 13 years, and fluctuations in dollar-rupee exchange rates, which reached lifetime lows in recent months, have significantly hiked fuel bills in India. While oil marketing companies (OMC) like Indian Oil and Bharat Petroleum used to revise rates periodically earlier, the rates have largely been frozen since mid-2022 despite a climbdown in prices.

How have petrol and diesel prices moved since the pandemic?

Before the pandemic hit India in March 2020, petrol in New Delhi was priced at Rs 73.94/litre, but was hiked to Rs 83.04 by the time lockdown restrictions were lifted in July, despite historical lows seen in global crude oil prices due to falling demand. Prices were consistently hiked in the following months, before Russia invaded Ukraine. In April 2022, a litre of petrol in Bengaluru cost over Rs 111/litre.

The government stepped in at this point, freezing fuel rates and discouraging OMCs from revising them. Although, India's oil procurement strategy has since changed drastically, as it now imports a majority of its requirements from Russia, where oil is cheaper compared to Saudi Arabia, this hasn't translated into any relief on the consumers' wallets

Why have oil manufacturing companies not revised prices?

Because prices were frozen post the Ukraine war, OMCs recorded huge losses from the hike in procurement costs that they couldn't pass on to retail consumers. The decision to keep prices unchanged despite corrections has been cited as a way for OMCs to recoup these losses, a strategy that has largely worked in their favour as they booked consistent profits in 2023 after hitting rock bottom in 2022. In contrast to peak losses of Rs 17 and Rs 35/litre on petrol and diesel, respectively in 2022, OMCs are now making a profit of Rs 8-10 and Rs 3-4/litre.

How have tax collections from petrol and diesel played a role?

Another factor at play here are taxes on diesel and petrol, which comprise excise duty levied by the central government and value-added tax (VAT) collected by the states. Currently, they collectively make up for over 40% of the total cost of petrol in Bengaluru. For instance, the price charged to dealers for a litre of petrol in December was Rs 57.35. However, consumers paid an excise duty of Rs 19.90 excise duty and Rs 21.17 in VAT on top of this, bringing the total to Rs 101.92 after also adding the dealer's commission.

Excise duties contribute close to 80% of the centre's total revenue from the petroleum industry. These are further increased during times of need, like the pandemic, when the government hiked excise duties to pay for subsidies distributed during the lockdown. A major chunk of states' revenue from from fuel VAT.

However, taxes had been going up consistently even before the pandemic hit. There has been a 459% hike in tax collected on the retail price of petrol and diesel in India between 2014-21.

Will the general elections play a part in price correction?

With the Lok Sabha elections in 2024, there has been speculation of how this will affect fuel prices in the future. While price relief was expected in the second half of 2023, this was hampered by fresh geo-political tensions in the Middle East. With oil prices once again fluctuating since Hamas' attack on Israel in October, and attacks on ships in the Red Sea, Indian refiners are looking for alternative suppliers. Hence OMCs will remain reluctant to revise rates until price volatility is brought under control.

Reports indicate that the government is in talks with OMCs to consider revisions. Moreover, the centre is considering a plan to re-allocate as much as Rs 1 lakh crore from the budgets of various ministries to contain a surge in food and fuel costs without hampering its fiscal deficit target.

अधिक प्रकार के कच्चे तेल के आयात की सिफारिश

शुभायन चक्रवर्ती
नई दिल्ली, 31 दिसंबर

पेट्रोलियम की संसद की स्थायी समिति ने भारत के तेल बास्केट की लागत घटाने के लिए कच्चे तेल के कई ग्रेड्स को आयात करने की जरूरत पर जोर दिया है। संसद में हाल में पेश की गई रिपोर्ट में तेल क्षेत्र के सार्वजनिक उद्यम निगमों की पुरानी तेलशोधन इकाइयों को कई तरह के कच्चे तेल को परिष्कृत करने के लिए आधुनिक बनाने की नसीहत भी दी गई है।

भारत की कच्चे तेल की बास्केट में बीते वित्त वर्ष में सोर ग्रेड (ओमान और दुबई का औसत) और स्वीट ग्रेड (ब्रेंट डेटेड) थे। भारत की तेल शोधन इकाइयों में इन ग्रेड्स का (घरेलू और आयातित) प्रसंस्करण किया गया था।

हर महीने की गणना के अनुसार सोर ग्रेड का कच्चा तेल (ओमान और दुबई का औसत) 75.62 प्रतिशत और स्वीट ग्रेड (ब्रेंट डेटेड) कच्चे तेल का हिस्सा 24.38 प्रतिशत था।

समिति के अनुसार, वैश्विक कच्चे तेल के बाजार में करीब 250 ग्रेड्स का कारोबार होता है लेकिन इसमें से भारत की कच्चे तेल की परिशोधन इकाइयों ने इस साल केवल 50 ग्रेड खरीदे। हालांकि

पेट्रोलियम और प्राकृतिक गैस मंत्रालय ने इस ओर संकेत किया कि तेल परिशोधन इकाइयों की संरचना, मौसमी मांग, कच्चे तेल के दाम, उत्पाद की जरूरत, परिचालन संबंधित अनिवार्यता आदि के आधार पर कच्चे तेल की खरीद की जाती है।

भारत के कच्चे तेल की बास्केट को देश में आयात किए जाने वाले कच्चे तेल के दाम का संकेतक माना जाता है। सरकार घरेलू दाम का मूल्यांकन करने के दौरान इस सूचकांक पर नजर रखती है।

उद्योग से जुड़े कुछ लोगों ने बास्केट के दाम की गणना के तरीके को बदलने की आवाज उठाई है। इसका खास कारण यह है कि यूक्रेन युद्ध शुरू होने के बाद नियमित रूप से रूस से व्यापक तौर पर कच्चे तेल का आयात किया जा रहा है। मई, 2023 में रूस भारत का सबसे बड़ा कच्चा तेल आपूर्तिकर्ता बन गया है। रूस से रोजाना 19.6 लाख बैरल तेल की आपूर्ति हुई।

पश्चिम एशिया से कच्चे तेल की लागत आमतौर पर ज्यादा होती है। इसका कारण यह है कि एशिया के देशों पर शुल्क लगाया जाता है। पेट्रोलियम निर्यातक देशों का संगठन (ओपेक) एशिया के देशों को बिक्री करने पर वास्तविक बिक्री मूल्य के ऊपर अतिरिक्त शुल्क लगाता है।

आग बुझने के बाद भी जारी रहा टैंकर से गैस का रिसाव

रिंग रोड फेज-दो पर दूसरे दिन देर शाम शुरू हुआ आवागमन

संवाद न्यूज एजेंसी

मिर्जामुराद। रखौना गांव में रिंग रोड फेज-2 के ओवरब्रिज पर पलट कर जले एलपीजी टैंकर का मलबा हटाने में दमकल कर्मियों और इंडेन कंपनी के एक्सपर्ट को रविवार को खासी मशक्कत करनी पड़ी। आग बुझने के बाद रविवार



मिर्जामुराद के रखौना रिंग रोड पर आग बुझाने के बाद हटाया जा रहा मलबा। संवाद

को भी टैंकर के बचे हुए हिस्से से गैस का रिसाव होता रहा। इसके चलते रिंग रोड पर रखौना से हरहुआ के बीच आवागमन बाधित रहा। देर शाम वाहनों का आवागमन शुरू हो गया।

इंडेन कंपनी के राजेश राणा ने बताया कि टैंकर में बची हुई गैस का दूसरे टैंकर में डिस्पोजल कराया गया है। उसके बाद भी जले हुए टैंकर से गैस का हल्का रिसाव जारी रहा। वहीं, मलबा हटाने के लिए इंद्रजीत वर्मा के नेतृत्व में आए दमकल कर्मी तीन गाड़ियों से जले हुए टैंकर पर रविवार की सुबह से ही

पानी की बौछार लगातार करते रहे। घटनास्थल पर मौजूद मिर्जामुराद थाना प्रभारी आनंद कुमार चौरसिया ने बताया कि जले हुए गैस टैंकर का मलबा हटाने के बाद रिंग रोड पर आवागमन शुरू करा दिया गया है। इससे पहले शनिवार की शाम पटना से प्रयागराज के लिए जा रहा एलपीजी टैंकर एक कार से टक्कर बचाने के चक्कर में अनियंत्रित होकर पलट गया था। टैंकर पलटने के कारण गैस का रिसाव शुरू हुआ और फिर आग लग गई। सूचना पाकर मौके पर दमकल की 13 गाड़ियां पहुंची थी।

तेल की बढ़ती हाजिर खरीद की जांच करेगी सरकार

शुभायन चक्रवर्ती
नई दिल्ली, 31 दिसंबर

पिछले कुछ साल के दौरान तेल विपणन कंपनियों (ओएमसी) ने हाजिर बोलियों के माध्यम से महंगे कच्चे तेल की खरीद बढ़ाई है। पेट्रोलियम पर बनी संसद की स्थायी समिति ने इस गतिविधि को लेकर सावधान रहने और सार्वजनिक क्षेत्र के उद्यमों को तेल खरीद को लेकर बेहतर योजना बनाने की सलाह दी है।

एक अधिकारी ने कहा कि संसद की समिति की रिपोर्ट को देखते हुए पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय जल्द ही इस मसले का ऑडिट शुरू करेगा।

संसद में हाल में पेश की गई एक रिपोर्ट में समिति ने कहा है कि हाजिर बोलियों के माध्यम से खरीद का औसत मूल्य सावधि सौदों की तुलना में कम होना चाहिए। पिछले कुछ वर्षों में हाजिर खरीद में तेजी आई है। यह 2022-23 में कुल तेल आयात के 35.13 प्रतिशत पर पहुंच गया है, जो 2017-18 के 27.58 प्रतिशत से अधिक है।

समिति ने सिफारिश की है कि मंत्रालय को एक ऑडिट कराना चाहिए जिससे कि यह पता चल सके कि हाजिर बोलियों से क्या

आयातित तेल में बढ़ रही है हाजिर खरीद

खरीद	2020-2021	2021-22	2022-23
सावधि (%)	64.03	66.81	64.87
हाजिर (%)	35.97	33.11	35.13
कुल (%)	100	100	100

स्रोत : पेट्रोलियम पर बनी संसद की स्थायी समिति

तेल विपणन कंपनियों के हाजिर सौदे

कंपनी	खरीद*
आईओसीएल	32
बीपीसीएल	51

* हाजिर खरीद में कंपनी की प्रतिशत हिस्सेदारी

नोट: सभी आंकड़े 2022-23 से

स्रोत : पेट्रोलियम पर बनी संसद की स्थायी समिति



वास्तव में कम लागत आई है।

पेट्रोलियम मंत्रालय के एक अधिकारी ने कहा, 'हमने सिफारिशों को गंभीरता से लिया है। एक ऑडिट कराया जाएगा। तेल कंपनियों ने हमेशा कवायद की है कि हाजिर सौदों की मात्रा बढ़े, लेकिन खासकर प्रमुख तेल उत्पादक इलाकों सहित तेल के वैश्विक दाम में उतार चढ़ाव के कारण हाजिर खरीद की कीमत बढ़ी है।'

सालाना सावधि सौदे सामान्यतया एक साल के लिए होते हैं जो टेक्नो इकोनॉमिक विश्लेषण, आपूर्ति की

सुरक्षा, अंतरराष्ट्रीय राजनीतिक और व्यापार संबंधों और आपूर्ति के स्रोतों के भौगोलिक प्रसार जैसी वजहों के मुताबिक तय होता है।

सावधि सौदों के अलावा जरूरतें पूरी करने के लिए पीएसयू शेष तेल हाजिर सौदों से खरीदती हैं। इससे कच्चे तेल की खरीद में लचीलेपन की सुविधा मिलती है और मौसमी बाजार मांग के मुताबिक खरीद की जा सकती है। साथ ही विभिन्न नए ग्रेड के विकल्प भी तलाशे जा सकते हैं, जो सावधि सौदों में नहीं मिल पाते।

दीपपुर गांव में बनेगा बाँयो सीएनजी प्लांट

पराली से प्रतिदिन 10 टन सीएनजी का होगा उत्पादन

पुनीत कुमार मिश्र

संतकबीरनगर। नए साल पर जिले को बाँयो सीएनजी प्लांट की सौगात मिलने जा रही है। यह धनघटा तहसील के दीपपुर में बनेगा। इसके लिए जमीन चिह्नित कर ली गई है। जैव ऊर्जा निधि की टीम ने इसका सर्वे भी किया है। पराली से सीएनजी का उत्पादन कराया जाएगा। इसके बनने से स्थानीय लोगों को रोजगार भी मिलेगा।

प्रधानमंत्री के कचरे से ऊर्जा बनाने के सोच को मूर्त रूप दिया गया है। कचरे और पराली के निपटान के लिए बाँयो सीएनजी प्लांट स्थापित किए जाने की योजना है। डीएम ने इसकी पहल शुरू कर दी है। इसके लिए जैव ऊर्जा निधि की टीम ने जिले का सर्वे किया है।

टीम ने इसके लिए जमीन की डिमांड की थी। इसके बाद डीएम ने

वायु गुणवत्ता में होगा सुधार

बाँयो सीएनजी प्लांट की स्थापना से आस-पास के क्षेत्र में वायु गुणवत्ता में सुधार होगा। इससे परिवहन व्यवस्था सुदृढ़ करने में मदद मिलेगी। बाँयो सीएनजी प्लांट से पराली आदि की समाप्ति होगी। कचरे और पराली को बाँयो गैस बनाने के लिए प्लांट में अत्याधुनिक उपकरण लगाए जाएंगे। कचरे को एक गहरे बंकर में डाला जाएगा। क्रेन की मदद से उपकरण तक पहुंचाया जाएगा। इसके बाद सीएनजी बनाया जाएगा।



बाँयो सीएनजी प्लांट स्थापित करने की दिशा में कार्य किया जा रहा है। दीपपुर में जमीन चिह्नित की गई है। इसके साथ ही अन्य जगह भी जमीन देखी जा रही है। जल्द इस इसको अंतिम रूप दिया जाएगा। ताकि जल्द से जल्द प्लांट को स्थापित कराया जा सके।

-महेंद्र सिंह तंवर, डीएम

तीनों तहसीलों में जमीन की तलाश की जिम्मेदारी एसडीएम को सौंपी थी। धनघटा तहसील के दीपपुर में इसके लिए जमीन चिह्नित की गई है। यह जमीन 8.364 हेक्टेयर है। बाँयो सीएनजी का उत्पाद पराली और कचरे से किया जाएगा। यह

प्रतिदिन 10 टन सीएनजी का उत्पाद करेगा। इसके साथ ही स्थानीय स्तर पर लोगों को रोजगार का साधन भी उपलब्ध होगा। इसके साथ ही सीएनजी की बिक्री से सरकार को राजस्व का लाभ भी होगा। संवाद

जिले में विकास पकड़ेगी रफ्तार • सिमरिया में 1.8 किमी गंगा में 18 पिलर, तीन आरओबी पर 80 फीसदी कार्य पूरा पटना की राह होगी 2 घंटे की, रिफाइनरी में बिहार का पहला पेट्रोकेमिकल यूनिट और शुरू होगा फ्लाई ओवर

सिटी रिपोर्टर | बीहट

सिमरिया गंगा नदी पर बन रहे 8.15 किलोमीटर लंबे सिक्सलेन पुल निर्माण कार्य को 2024 के अंत तक पूरा कर लिया जाएगा। निर्माण कंपनी वेलस्पन इंटरप्राइजेज प्राइवेट लिमिटेड और एसपी सिंगला प्राइवेट लिमिटेड द्वारा कार्य तेज कर दिया गया है। लाइजनिंग सहायक प्रबंधक प्रमोद पांडेय ने बताया कि 2024 में सिक्स लेन पुल पर आवागमन की व्यवस्था शुरू हो सके इसके लिए कंपनी द्वारा युद्ध स्तर पर काम जारी है। बताया कि कुल 18 पिलर के साथ 8.15 किलोमीटर का पुल निर्माण कार्य है, जो औटा से सिमरिया तक है। 18 पिलर में से 9 पिलर का गंगा नदी में निर्माण कराया जा रहा है। जिसके ऊपर 1.865 किलोमीटर का नदी पुल होगा। 34 मीटर चौड़े इस ब्रिज से एक साथ 6 गाड़ियों का आवागमन हो पाएगा। साथ ही इस 8.15 किलोमीटर लंबे पुल में तीन आरओबी बनाये गए हैं। जिसमें पहला आरओबी मोकामा लखीसराय रेल खंड सहित सड़क पर, दूसरा राजेन्द्र पुल-डुमरा टाल रेलखंड और तीसरा आरओबी नए रेलवे लाइन पर जिसके लिए गंगा पर नया ब्रिज बनाया जा रहा है।

2024 में सिक्स लेन पुल पर आवागमन की व्यवस्था शुरू हो सके इसके लिए कंपनी द्वारा युद्ध स्तर पर काम है जारी



निर्माणाधीन सिक्सलेन पुल

लाइजनिंग ऑफिसर ने बताया कि एनटीपीसी के मुख्य द्वार समीप एक बड़े गोलंबर का भी निर्माण किया जाना है जो कि 6 लेन पुल और राजेन्द्र पुल जाने वाली सड़क को चिह्नित करेगी। साथ ही 6 लेन के पुल के एप्रोच पथ के लिए सिमरिया गंगा तट से 1.4 किलोमीटर की सड़क 90 मीटर चौड़ी जगह अतिक्रमण मुक्त कराई गई है। एप्रोच पथ के वाल की ऊंचाई 15 मीटर है। 1150 करोड़ की लागत से बनने वाले पुल को मजबूती देने के लिए युद्ध स्तर पर अलग-अलग तकनीक से कार्य जारी है।

पॉलीप्रॉपीलीन यूनिट का निर्माण पूरा होने से बेगूसराय में बढ़ेगा प्लास्टिक उद्योग, लोगों को मिलेगा रोजगार

बेगूसराय | 2024 में तीन दशक की आकांक्षा पूरी होने वाली है। बरौनी रिफाइनरी में बिहार का पहला पेट्रोकेमिकल यूनिट पॉलीप्रॉपीलीन तैयार हो जाएगा। जिसके बाद बेगूसराय ही नहीं बिहार में रोजगार के द्वार सारे द्वार खुल जाएंगे। इस यूनिट के प्रारंभ होने से ना सिर्फ प्लास्टिक आधारित उद्योगों के लगने की राह आसान हो जाएगी बल्कि सैकड़ों लोगों को अप्रत्यक्ष रोजगार का यह साधन भी हो जाएगा। लगभग 170 मिलियन डॉलर की लागत से बरौनी रिफाइनरी के विस्तारीकरण परियोजना के अंतर्गत पेट्रोकेमिकल से संबंधित पॉलीप्रॉपीलीन यूनिट के निर्माण का कार्य काफी तेज गति से आगे बढ़ रहा है।



पॉलीप्रॉपीलीन यूनिट

सीमेंट और चावल की बोरी से लेकर डेशबोर्ड और बंपर बनाने के लिए मिलेगा कच्चा माल

पॉलीप्रॉपीलीन यूनिट के निर्माण से बेगूसराय में प्लास्टिक से संबंधित कई उद्योगों के निर्माण की संभावना बढ़ जाएगी। इस यूनिट की क्षमता 2 लाख टन प्रतिवर्ष है। सीमेंट और चावल की बोरी में इस्तेमाल होने वाले मेट्रिक्स, बंपर और डेशबोर्ड, वाशिंग मशीन तथा कुर्सी में इस्तेमाल होने वाले प्लास्टिक, डायपर, मास्क और ऐप्रन में इस्तेमाल होने वाले मेट्रिक्स व बिस्किट के पैकेजिंग में इस्तेमाल होने वाले रैपर के उत्पादन से संबंधित उद्योगों के स्थापित करने का रास्ता खुल जाएगा। बीआर-9 पॉली-प्रॉपीलीन (पीपी) इकाई के साथ, बीआर बिहार का पहला पेट्रोकेमिकल कॉम्प्लेक्स बन जाएगा।

700 मीटर विस्तार के साथ दिसंबर तक लोगों के लिए तैयार हो जाएगा एलिवेटेड फ्लाईओवर



बनने के बाद कुछ इस तरह से दिखेगा एलिवेटेड फ्लायावर

बेगूसराय | एनएच-31 पर बनने वाले एलिवेटेड फ्लायावर इस वर्ष तैयार होकर लोगों के लिए उपलब्ध हो जाएगा। 256 करोड़ की लागत से इस एलिवेटेड फोर लेन का काम शुरू हुआ। जिसे कपस्या से विद्यायतन स्कूल के सामने तक ही बनना था। लेकिन इसे 700 मीटर और आगे बढ़ाने की प्रक्रिया लगभग पूरी हो चुकी है।

जिसके बाद अब संशोधित एलिवेटेड पुल नए वर्ष 2024 के दिसंबर माह तक पूरा हो जाएगा। निर्माण कंपनी निर्माण कंपनी ट्रांस रेल ने इसे 23 दिसंबर तक पूरा कर लेने का दावा किया है। अगर यह पुल तैयार हो जाता है, तो नए साल में लोगों को एचएन-31 पर लगने वाले जाम से निजात मिल सकेगी। वहीं बाहर जाने

वाली गाड़ी को उसके बाद शहर नहीं आना होगा। बल्कि पूरब में जेल गेट से आगे से ही वाहन एलिवेटेड पुल से होकर सीधे कपस्या के पास एनएच-31 पर उतरेगी। वहीं पश्चिम में कपस्या से ही वाहन पुल के रास्ते सीधे जेल गेट के बाद एनएच-31 पर उतरेगी। इससे रोज-रोज लगने वाले जाम से निजात मिल सकेगी।

मोदी दो-तीन को तमिलनाडु, लक्षद्वीप का दौरा करेंगे

नई दिल्ली, (विप्र)। प्रधानमंत्री नरेन्द्र मोदी दो और तीन जनवरी को तमिलनाडु और लक्षद्वीप का दौरा करेंगे। इस दौरान वह कई विकास परियोजनाओं का उद्घाटन और शिलान्यास करेंगे। यह जानकारी प्रधानमंत्री कार्यालय ने रविवार को दी। पीएमओ द्वारा जारी एक बयान में कहा गया है कि मोदी दो जनवरी को

तमिलनाडु के तिरुचिरापल्ली पहुंचेंगे और भारतीदासन विश्वविद्यालय के 38वें दीक्षांत समारोह में मुख्य अतिथि होंगे। तिरुचिरापल्ली में एक सार्वजनिक कार्यक्रम में, प्रधानमंत्री विमानन, रेल, सड़क, तेल और गैस, जहाजरानी और उच्च शिक्षा क्षेत्रों से संबंधित 19,850 करोड़ रुपये से अधिक की कई विकास परियोजनाओं की

आधारशिला रखेंगे। इसके बाद मोदी लक्षद्वीप के अगत्ती पहुंचेंगे, जहां वह एक सार्वजनिक कार्यक्रम को संबोधित करेंगे। तीन जनवरी को प्रधानमंत्री लक्षद्वीप के कवारत्ती पहुंचेंगे, जहां वह लक्षद्वीप में दूरसंचार, पेयजल, सौर ऊर्जा और स्वास्थ्य जैसे क्षेत्रों से संबंधित कई विकास परियोजनाओं की आधारशिला रखेंगे।