

# A new excise law set to make life easier for oil companies

The Central Excise Bill 2024 aims to align excise duty regime with GST, customs frameworks

Gireesh Chandra Prasad  
gireesh.p@livemint.com  
NEW DELHI

**A** new law proposed to replace the eight-decade-old Central Excise Act will cut the compliance burden on oil and gas companies that are currently governed by the excise duty regime.

The proposed Central Excise Bill 2024 aims to align the excise duty regime with the modern Goods and Services Tax (GST) and customs frameworks. If passed, experts say, compliance requirements for companies such as Oil and Natural Gas Corp. Ltd, Oil India Ltd and Indian Oil Corp. would be aligned with those of the GST regime.

The Central Board of Indirect Taxes and Customs (CBIC) has sought public feedback on the proposed bill. Businesses have until 26 June to offer their suggestions on the proposed law, which includes some sweeteners.

When it comes to duty refunds, interest on delayed refunds will begin accruing after 60 days from the date of the refund application, instead of the three-month period outlined in the current excise law, explained Rachit Jain, partner at Lakshmikumaran & Sridharan Attorneys.

There is also some relaxation for the taxman. Tax authorities will have three



If the new law gets enacted, compliance requirements for companies such as Oil and Natural Gas Corp. Ltd would be aligned with those of the GST regime. REUTERS

years to raise duty demands, as opposed to the two-year time limit prescribed in the existing excise law, said Jain.

“This bill may lead to a reduction in compliance burden, and provide a comprehensive legal framework better suited to the current economic landscape,” said Jain.

While GST has subsumed most goods into it, five products in the oil and gas sector—crude oil, petrol, diesel, natural gas and jet fuel—were left in the excise duty regime as states were not prepared to bring these high-revenue-earning items into the GST regime. Tobacco attracts both GST and central excise duty.

The Centre collected more than ₹3 trillion from central excise in the financial year 2023-24, a bit lower than the ₹3.19 trillion collected in the year before. States levy value-added tax on petroleum products, not state GST.

The proposed Central Excise Bill 2024 seeks to eliminate outdated provisions and incorporate certain regulations into the law itself. Tax credit-related provisions in the excise duty regime are proposed to be included in the new bill itself.

Experts see the effort to modernize the excise law as a sign of the inclusion of petroleum products into GST. In 2015,

the service tax law underwent modifications that facilitated a smooth transition to the GST regime for services, said Sanjay Chhabria, lead, indirect taxation, at Nexdigm, a business and professional services company.

“In the same way, the government is now focusing on modernising the Central Excise Act with the goal of promoting ‘ease of doing business’ and ultimately transitioning the left-over commodities to GST,” explained Chhabria.

Oil exploration and production companies such as ONGC and Oil India are subject to GST on purchases such as capital goods and materials used in their operations, but the crude oil they produce is subject to excise duty.

Similarly, refiners such as Indian Oil Corp. are subject to GST on purchases of capital goods, materials and services used in their business, but the sale of refined petroleum products is subject to excise duty. This makes them tax-inefficient as credit for taxes paid in one system is not available under another tax system.

Given that excise duty applies only to a limited number of products, a lengthy and outdated law is unnecessary, said Rajat Mohan, executive director at accounting and advisory firm Moore Singhi, adding that a new excise law was long overdue. “The government has rightly proposed a practical and relevant draft tailored for these specific sectors,” he said.

**26 June**

Deadline for biz to offer suggestions regarding the law

**₹3 tn**

Central excise collected in the fiscal year 2023-24



# Ban fossil fuel advertisements to save climate, says UN chief

AGENCIES / NEW YORK

Calling coal, oil and gas corporations the “godfathers of climate chaos”, UN Secretary General António Guterres said the world’s fossil fuel industries should be banned from advertising to help save the world from climate change. He accused these corporations of distorting the truth and deceiving the public for decades.

Just as tobacco advertising was banned because of the threat to health, the same should now apply to fossil fuels, Guterres said.

His remarks were his most damning condemnation yet of the industries responsible for the bulk of global warming. They came as new studies showed the rate of warming is increasing and that global heat records have continued to tumble.

Data from the EU’s climate service confirms that each of the past 12 months set a new global temperature record for the time of year. The high temperatures were driven by



human-caused climate change, although they were also given a small boost by the El Niño climate phenomenon.

While a fading El Niño should soon bring a pause to the record-breaking sequence of months, temperatures will continue to rise in the long-term due to emissions of planet-warming gases from human activities, the report said.

Last year was the hottest on record and the World Meteorological Organization (WMO) said on Wednesday that the record could fall

again this year.

To try to avert this outcome, the UN Secretary General has called for more rapid political action on climate change, and a “clampdown” on the fossil fuel industry.

“We must directly confront those in the fossil fuel industry who have shown relentless zeal for obstructing progress – over decades,” said Guterres.

He said many in the oil, gas and coal industries had “shamelessly greenwashed” with lobbying, legal action and massive advertising campaigns.

# Clean energy investment set to double spending on fossil fuels this year

Bloomberg  
feedback@livemint.com

Investment in clean energy technologies will climb to \$2 trillion this year, almost double the amount spent on fossil fuels, according to the International Energy Agency (IEA).

Two-thirds of the record \$3 trillion invested in energy sources in 2024 will be devoted to sectors such as renewables, electric vehicles, nuclear power, grids, storage and efficiency, even as higher financing costs hinder projects, the Paris-based agency said. The remaining \$1 trillion

will go to coal, gas and oil — a level that's still too high to conform with global climate goals.

"We've reached an important landmark," IEA executive director Fatih Birol said in an interview as the agency published its annual World Energy Investment report. "Clean energy investment is setting new records even in challenging economic conditions."

Combined investment in renewable power and grids has overtaken the amount spent on fossil fuels for the first time. Some green projects have been impeded by



More money is flowing into solar than all other generation technologies combined. REUTERS

rising interest rates, but this been offset by "easing supply chain pressures and falling prices," the IEA said in its

report.

The growth is "underpinned by strong economics, by continued cost reductions and by considerations of energy security" heightened by Russia's invasion of Ukraine, it added.

Solar power is leading power sector's transformation, with investment in the area set to reach \$500 billion this year—more than the money flowing into all other electricity generation technologies combined.

Total investment in renewables and nuclear power for electricity generation has reached 10 times the amount

directed at fossil fuel-fired generation, according to the report. When the Paris agreement on climate change was struck in 2015, that ratio stood at two-to-one. "We see renewed momentum in nuclear power investments," Birol added.

China will account for the largest share of clean energy investment, with around \$675 billion this year, as a result of strong domestic demand for solar power, lithium batteries and

**Investment on renewable power and grids has overtaken the amount spent on fossil fuels for the first time**

electric vehicles, according to the report. Still, clean energy investment in other emerging and developing economies remains low at about \$320 billion, accounting for just 15% of the global total, it said.

Nonetheless, the expansion of fossil fuel demand continues at a pace that leaves the world on track for potentially catastrophic climate change.

Investment in new oil and gas supplies will increase by

7% this year to \$570 billion, mostly concentrated in national oil companies in the Middle East and Asia, according to the report.

In order to reach the goal of net zero carbon emissions by 2025—and limit global temperature increases to 1.5°C above pre-industrial levels—spending on fossil fuels would need to be halved, while an additional \$500 billion per year would need to be spent on renewables. "When we look at these trends it is definitely encouraging, but they fall short," Birol warned. "We are far from reaching the 1.5 degrees trajectory."

### Crude oil gains on Fed rate cut expectations



**Singapore:** Crude oil prices rose for a second consecutive session amid growing expectations the Federal Reserve will cut interest rates in September, but the upside was capped by higher US inventories and an OPEC+ plan to increase supply. Brent crude futures traded at \$78.74 a barrel, up 0.42 per cent. US WTI was at \$74.46, up 0.53 per cent. REUTERS



# Gas-based power draws buyers as demand soars

ARUNIMA BHARADWAJ  
New Delhi, June 6

**DESPITE BEING EXPENSIVE**, gas-based power has started finding new buyers of late. India's gas-based power generation rose to 5.05 billion units in May, up 78.6% on year, according to data from the Central Electricity Authority. The generation from gas-based capacities last month was higher than the targeted 3.03 billion units. During April-May, the country's gas-based plants generated 8.77 billion units of power, up from the target of 6.14 billion units.

The increase in generation comes amid the rising demand for power and the government's direction to gas-based power generating stations to operationalise their idle capacities. The peak power demand touched 250 gigawatt (GW) on May 30 as the temperatures across the country rose. The government now projects the peak demand to touch 260 GW this summer. To ensure adequate availability of power, it directed power stations to operate their gas-based plants from May 1 to June 30.

"The main reason why the improvement has happened is that the demand is growing. Hydro power generation has been lower. While we are adding renewable capacity and some amount of thermal capacity, it is not fully covering the incremental demand coming in," said Vikram V, vice-president & co-group head – corporate ratings, Icria. "So, we will have to increase the utilization of the existing coal-based and gas-based capacities."

Vikram noted that April and May have witnessed a double-digit growth in the power demand. Going ahead, the utilisation of gas-based plants will highly depend on how the monsoon plays out, analysts say. Favourable monsoon is likely to result in higher hydro

## SCORCHING SUMMER



■ The increase in generation comes amid the rising demand for power which reached the peak of **250 GW on May 30**

power generation and simultaneous lower demand for power which may taper down the demand for gas-based power generation.

"It all depends on how the monsoon pans out and how it is after May. If the demand growth is down, we may not see much utilization of these (gas-based) plants because from June, hydro generation and wind generation picks up and the demand typically tapers down," Vikram said. "If the demand is not there and you have sufficient supply from the other sources, you will not need gas."

He also highlighted that even if spot gas prices come down, the cost of generation from gas-based capacities would still be higher than coal based plants or renewable plants.

## DRAFT REGULATION

# LNG Cos will Need Regulator's Nod to Set up and Expand Terminals

**Sanjeev.Choudhary**  
@timesgroup.com

**New Delhi:** Companies planning to set up new liquefied natural gas (LNG) terminals or expand existing ones will need approval of the downstream regulator, according to a draft regulation by the Petroleum and Natural Gas Regulatory Board (PNGRB), which is seeking to regulate terminals that are expanding rapidly while remaining deeply underutilised.

The draft regulation, open to public consultation, is aimed at all operating and future terminals which will have to register with the regulator.

Any entity wanting to build an LNG terminal will have to intimate PNGRB before taking the final investment decision (FID), according to the draft.

For both new units as well as expansion, the regulator's ap-



proval will hinge on one or more of these criteria such as promoting competition among operators, avoiding infructuous investment, ensuring adequate national gas supply, protecting customer interest and availability of gas evacuation facility from the terminal, according to the draft.

PNGRB can suspend or terminate the registration of a terminal or forfeit its bank guarantee if it is found involved in unfair trade practice or breaching regulatory obligations, according to the draft.

The proposed regulation requires companies planning new capacity to "have a credi-

ble business plan for utilisation of capacity" and "submit the business plan and detailed evacuation plan." Companies also need to furnish a bank guarantee equal to 1% of the estimated project cost of the terminal or ₹25 crore, whichever is less.

PNGRB will approve the "completion schedule" of the LNG terminal and can impose a financial penalty on the operator for not sticking to the completion schedule.

India's LNG terminal capacity has expanded two-thirds in five years to about 45 million tonnes per annum. Another 20 million tonnes per annum capacity is on the cards. Average capacity utilisation, however, has remained low due to a combination of low domestic gas demand and inadequate evacuation facilities. Five of the total seven terminals operated at 30% or lower capacity in 2023-24.





## Natural gas trades rose 480% in May

An increasing trend in gas prices and extended winter reducing gas-based power demand led to monthly gas volumes traded on the Indian Gas Exchange Limited (IGX) rising by 480 per cent to 4.92 million metric million British thermal units in May, the company said on Thursday. Traded volumes were up 99 per cent on a sequential basis. **BS REPORTER**

# Scorching heat cranked up gas-fired power generation to multi-year highs in May

Reuters

New Delhi

Sweltering heat and policy measures are fuelling a surge in the use of gas-fired power in India, with imports of liquefied natural gas (LNG) forecast to rise sharply over the next two years, industry officials and experts say.

The country's gas-fired power generation doubled in April and May to 8.9 billion kilowatt-hours (kWh) compared with the same period last year, data from Grid India showed, eating into the share of coal-fuelled electricity for the first time since the Covid-19 pandemic.

In 2023, over 75 per cent of India's power came from coal, while gas-fired plants contributed only about 2 per cent.

An emergency clause invoked to force operation of idle gas-fired power plants to avoid power cuts during the 43-day federal elections that ended last week also drove gas usage, industry officials said, as power outages have historically been a key electoral issue.

"The current growth of Indian power demand suggests the rising need for greater availability (of natural gas) and flexibility will remain a fixture



**SUMMER SPIKE.** The country's gas-fired power generation doubled in April and May to 8.9 billion kWh compared with the same period last year, data from Grid India showed

in coming years," said Joachim Moxon, LNG analyst at ICIS.

## LNG IMPORTS TO RISE

India's gas-fired power output is expected to grow 10.5 per cent in the fiscal year ending in March 2025, following 35 per cent growth the prior year.

To meet that demand, LNG imports by the price-sensitive buyer swelled in May to the highest levels since October 2020, data from analytics firms LSEG and Kpler showed, despite global prices up five-fold from the pandemic-hit lows of 2020. Demand for LNG in India, the world's fourth-largest

importer of the fuel, is set to increase by 19 per cent in 2024, with imports forecast to reach more than 28 million metric tonnes in 2025, up from 22.1 million tonnes in 2023, according to ICIS.

"India's LNG imports will continue to be driven higher by the power sector in at least the next two years," said Victor Vanya, director at Indian power analytics firm EMA Solutions. Industry officials and analysts have argued allocating more domestically produced gas could allow gas-fired generation to better compete with coal, but most local gas

has gone to other sectors in recent years. "The insufficient local gas output is increasingly being used to supply the city gas network and fertiliser companies and power generators will have to import," said a senior executive at a large Indian gas exchange who declined to be named because he was not authorised to speak to media.

Despite being cheaper, solar and wind are harder to control and forecast than gas, while coal and nuclear power cannot be ramped up or down as quickly in response to sudden demand spurts or dips.

Gas flexibility and a 2022 federal regulation that provided a policy framework for operating more expensive gas-fired power plants have helped boost the fuel's use, industry officials and experts said.

"Until we have optimal, large-scale battery storage solutions in India, peaking requirements such as ramping up and down quickly will be met by thermal sources including natural gas," said Sadek Wahba, Managing Partner at Miami-based private equity firm, I Squared Capital, which has invested billions of dollars in natural gas and renewables in India.



# Shifting sands: How fuel pricing policy evolved over the years

S DINAKAR  
New Delhi, 6 June

With the finances of state oil companies, led by Indian Oil, careening in a volatile oil world, the question being asked yet again is whether they will now finally get the 'full' freedom to set the prices of diesel, petrol and LPG, or whether the new government at the Centre will continue to 'influence' what you and I pay at the pump.

However, industry and government officials, analysts and state oil companies say that it is unlikely that the price of petrol will be changed daily, based on international prices. But before we try to read the future, it will be instructive to step into the past and study the evolution of India's fuel pricing policy.

India's progress with the decontrol of fuel prices derailed most recently in May 2022 when petrol and diesel rates surged to ₹121/litre and ₹105/litre respectively in Mumbai, and that may have brought in the government, once again, to step in to 'manage' the oil economy. In the two years since, the needle on fuel prices has barely moved, barring a tax reduction and a surprising fuel price cut executed amid rising prices. The Indian crude oil price basket rose by \$5 per barrel between March and April 2024, but instead of prices going up pump rates of petrol and diesel fell by ₹2 per litre in mid-March.

"Considering that oil prices are likely to remain at over \$75/bbl, it is highly unlikely that the oil marketing companies will get full freedom in the pricing

of petrol, diesel and LPG," said Swarnendu Bhushan, co-head of institutional equities, Prabhudas Lilladher. "As we move towards the adoption of greener fuels, for which government subsidies would be necessary, there is also a likelihood that the government may jack up the taxes on petrol and diesel in order to recoup the future subsidies," he added. In the previous decade, fuel price adjustments were considered insufficient to cover rising crude costs. Today, even as global crude rates seesaw, pump prices have been frozen. Between May 2022 and May 2024 (petrol and diesel prices declined by only around 2 per cent in March 2024, otherwise they were flat) the Indian crude basket swung from \$116 a barrel in 2022 to around \$75 a barrel in 2023 to \$84 to barrel this month.

Fuel price reforms drive private and foreign investment, something that has dried up this past decade because of investor concerns over what is perceived as the government's 'control' over the country's \$250 billion oil market. Price reforms also weigh in on energy security because India imports nearly 9 barrels of crude for every 10 consumed.

The oil price reforms have been in the making for a long time and still a half-done story. After the discovery of the offshore oil field Mumbai High, India's dependence on imported crude shrunk to around 19 per cent in 1984-85, down from 66 per cent a decade earlier. But the explosion in population, vehicles and fuel use has hiked the country's import dependency to 88 per cent in the last fis-

ILLUSTRATION: BINAY SINHA



## HISTORY OF PRICING AND ENERGY REFORMS

**1948:** Government and Burmah Shell agree on the 'Value Stock Account' (VSA) formula based on import parity prices

**1957:** The government decides to revisit the VSA and replace it with a new agreement based on actual cost plus a reasonable profit

**1975-2002:** Petroleum products pricing brought under Administered Pricing Mechanism (APM) designed for crude under cost plus principles

**1996:** Vijay Kelkar report on the Restructuring of the Indian Oil Industry found APM increasingly unsuitable.

**1997:** APM abolished in phased manner

**April 2002:** Petrol and diesel prices set according to market

**2006-2010:** Committees appointed to study the pricing policy of fuels. Recommendations include price decontrol and import parity prices

**June 2010:** Petrol prices deregulated

**2012-13:** Assistance by the government to the oil marketing companies (OMCs) reached a record high of ₹1 trillion

**2014 October:** Diesel prices decontrolled

**2020-21:** LPG subsidies near eliminated

**May 2022:** Diesel, petrol prices frozen after excise tax cuts

**2023-24:** LPG subsidies reinstated

**2024 March:** Diesel, petrol prices cut amid global oil price rise

Source: 'History of Pricing and Energy Reforms in India', HS Kimura, Economic Research Institute for ASEAN and East Asia (ERIA) Research project report; government data; company data.

cal, even as domestic production has declined.

Atal Behari Vajpayee was the first prime minister to try and decontrol prices, and it was under former prime minister Manmohan Singh that petrol price controls were lifted. Diesel prices were decontrolled during Prime Minister Narendra Modi's administration in October 2014. But it has been a halfway house with successive governments unable to resist the temptation to interfere everytime prices threaten to become a political hot potato. And managing by

'stealth', a 'nudge and wink' to government-owned oil marketing firms has meant that the exchequer has it both ways, with no onus to reimburse state oil companies for any losses incurred on selling petrol and diesel unlike the pre-reforms era.

The first stab at regulating petroleum product prices was taken in 1948 when the government and Burmah Shell (now Bharat Petroleum) agreed on a cost-plus formula called Value Stock Account, which in turn, was based on import parity prices, according to a report on

Energy Pricing in India by H.S. Kimura.

In August 1957, the government replaced it with a new agreement based on actual cost plus a reasonable profit. In July 1975, the pricing of petroleum products was brought under the Administered Pricing Mechanism (APM) designed for crude oil, and it was shifted from import parity to cost-plus principles. Until March 2002, fuel pricing under the APM was based on the retention concept, one where oil refineries, oil marketing companies (OMCs), and the pipelines were compensated for cost and

return at 12 per cent post-tax on the net worth. But the growing fuel subsidies were a drag on India's finances. In 1996, a report by Vijay Kelkar, an economist, observed that the APM was found to be increasingly unsuitable for the long-term growth and efficiency of the oil industry.

Finally, the government abolished the APM in a phased manner during the Vajpayee administration. Between 1 April 2002 and 1 January 2004, the prices of petrol and diesel were revised 23 times. But reforms took a back seat in 2004 when the new UPA government began reversing price reforms.

Between 2004 and 2010, the government appointed various expert groups to examine the pricing policy of petroleum products and make recommendations for a sustainable policy to ensure the financial health of the oil companies. The Rangarajan Committee (2006), Chaturvedi Committee (2008), and Kirit Parikh Committee (2010) gave recommendations, which included price decontrol and allowed oil companies the flexibility to fix the retail price based on import parity.

Petrol prices were subsequently decontrolled in June 2010, but that did not stop the government's contribution to the under-recovery burden which reached a record Rs 1 trillion in 2012-13, since diesel, LPG and kerosene were still heavily subsidised.

The Modi government lifted price controls on diesel in October 2014, and eliminated subsidies on LPG in the early period of the Covid-19 pandemic in 2020. The government also allocated around ₹12,000 crore towards LPG subsidies in FY 2024-25.



**THE WIDER ANGLE.**



PARAN BALAKRISHNAN

**A**nirudh Bhuwalka is slamming on the accelerator as he seeks to steer far ahead of the competition. His company, Blue Energy, has 350 trucks running on LNG (liquefied natural gas) and plans to have 3,000 more on highways in the coming year. Bhuwalka, who says he was the first to have long-distance LNG trucks on the road, won a contract to supply Concor (Container Corp of India) with 100 lorries last year.

Ashok Leyland, the giant bus-and-truck company, has also had its LNG trucks on the road since September. And Tata Cummins, which has just opened a new Jamshepur plant to make hydrogen-powered internal combustion engines for heavy-and-medium trucks, also is road-testing LNG trucks.

The trucking industry has come late to the game but it's looking to swiftly go green. "We need to decarbonise the trucking industry to help move the pollution needle," says Bhuwalka. The lighter trucks will be electric-powered vehicles. For long-distance vehicles the fuel of choice could be either LNG or hydrogen.

**LNG: FOR THE LONG HAUL**

Why LNG for the longer-haul? The answer is easy: LNG-powered trucks can run for much longer distances — 1,200-1,400 km. Electric vehicles (EVs) have a much shorter range. So EVs would be good for carrying cargo from Mumbai to Pune. But Mumbai-Delhi would be better done with an LNG vehicle.

There are good reasons why the trucking industry has been slow to move to greener alternatives. This is a B-to-B business and customers keep their eyes on the bottomline so the cheapest options win. Diesel-powered trucks are considerably less expensive than any of the newer fuels. By contrast, EV buses, which are running with half-a-dozen state transport corporations, get large subsidies to keep them on the roads.

Says Bhuwalka: "A truck's a B-to-B business. It's very nice to have boardroom conversations on going green. But nobody will give you one cent more to go green." An LNG truck costs double the price of diesel and hydrogen-powered vehicles are likely to cost the same. By contrast, diesel vehicles are likely to start from slightly over ₹30 lakh.

A chicken-and-egg situation has also



MOORTHY RV

# Trucking industry looking to go 'green'

Accounting for about 30% of vehicular pollution, the trucking industry's transition to cleaner fuels can be faster with government subsidies

slowed the journey of long-distance trucks. There are now 13 LNG filling stations countrywide which isn't many but there are more on their way, especially in south India. Bhuwalka says one of his trucks can do the Mumbai-Delhi trip by stopping at two or three stations. "We've been the catalyst in making this market grow. If you put up one more gas station, I will put more trucks on the road. You'll really see this market break out in the next 24 months. It'll be very quick." Filling an LNG truck takes an hour.

Tata Motors, by contrast, is more cautious. It says their LNG vehicles are ready but the market needs to develop. "The market will evolve as the

**LNG-powered trucks can run for much longer distances — 1,200-1,400 km. Electric vehicles have a much shorter range.**

infrastructure evolves and more customers see value in these vehicles," says a spokesperson.

Blue Energy, by contrast, already has a 1,000-truck order worth around ₹850 crore from GreenLine, a new logistics business player. GreenLine's partly owned by Exponentia Ventures, a Dubai-based fund run by Anshuman Ruia, one of the younger Ruias. Exponentia has a portfolio investment in Blue Energy. The trucking company also has a partnership with Iveco which has taken a stake in it and is providing the engines for Blue Energy's trucks.

LNG is already a tried-and-tested fuel for trucks elsewhere globally. China is thought to have around 7-lakh LNG trucks on its roads, there are 50,000 in Europe and it's safe to say LNG will become a key fuel in the Indian long-haul market.

**HYDROGEN OPTION**

Both Tata Motors and Ashok Leyland have been conducting intense R&D on

hydrogen-based H2ICE engines. These engines have conventional diesel powertrains powered by hydrogen.

But the greatest challenge here is not about production of the engine or the vehicle. It's about having ready access to hydrogen as a fuel and having it available at pumps.

An even greater issue is the green hydrogen production.

The fact is everyone's waiting and hoping the government will offer the trucking industry sufficient subsidies to cut customer costs. Turning the trucking industry green is vital because it accounts for around 30 per cent of vehicular pollution.

If significant subsidies are on offer, the industry could go green at high speed and Bhuwalka very much hopes Blue Energy could be the proverbial early bird that catches the worm. "My personal experience is first-mover advantage catalyses into much more exponential growth than for later entrants," he says.



## गैस से बिजली उत्पादन मई में कई साल के उच्चस्तर पर

नई दिल्ली। भीषण गर्मी के कारण देश में मई, 2024 में गैस आधारित बिजली उत्पादन कई साल के उच्च स्तर पर पहुंच गया है। गैस आधारित बिजली का इस्तेमाल लगातार बढ़ने से दो वर्षों में तरलीकृत प्राकृतिक गैस (एलएनजी) के आयात में तेज वृद्धि का अनुमान है।

ग्रिड इंडिया के आंकड़ों के मुताबिक, अप्रैल और मई में देश में गैस आधारित बिजली का उत्पादन एक साल पहले की समान अवधि की तुलना में दोगुना होकर 8.9 अरब किलोवाट घंटे पहुंच गया। इसके साथ ही, बिजली बनाने में इस्तेमाल कोयले की हिस्सेदारी में कोरोना महामारी के बाद पहली बार गिरावट



आई है। मई में बिजली उत्पादन में कोयले की हिस्सेदारी एक साल पहले की समान अवधि के 75.2 फीसदी से घटकर 74 फीसदी रह गई। वहीं, गैस की हिस्सेदारी 1.6 फीसदी से दोगुना होकर 3.1 फीसदी के स्तर पर पहुंच गई। चालू वित्त वर्ष के दौरान देश में गैस आधारित बिजली के उत्पादन में 10.5 फीसदी बढ़ोतरी की उम्मीद है। एजेंसी

# पीएनजी कनेक्शन दो साल से नहीं मिला

बल्लभगढ़, संवाददाता। स्मार्ट सिटी फरीदाबाद के कई इलाकों के घरों में करीब दो साल पहले पीएनजी का नया कनेक्शन देने के लिए अडानी टोटल गैस लिमिटेड कंपनी ने सैकड़ों परिवारों से पैसे तो जमा करा लिए, लेकिन गैस का कनेक्शन आज तक नहीं दिया है।

फरीदाबाद में डबुआ कॉलोनी, सेक्टर-3 व सराय ख्याजा क्षेत्र में करीब 2500 घरों में करीब दो साल पहले अडानी टोटल गैस लिमिटेड ने लोगों को पीएनजी कनेक्शन देने का सपना दिखा दिया। लोगों से बुकिंग अमाउंट भी ले लिया गया। जिन्हें उन्हें कंपनी की ओर से रसीद भी दी गई, लेकिन दो साल बीतने के बाद भी कंपनी ने आज तक इन घरों में सप्लाई शुरू नहीं कराई है। लोगो का आरोप है कि वह इस संदर्भ में कंपनी में अधिकारियों से

## ■ सेक्टर-3, डबुआ कॉलोनी के उपभोक्ता परेशान ■ सैकड़ों परिवारों से गैस कंपनी ने पैसे ले लिए

शिकायत कर चुके हैं, लेकिन कोई सुनवाई नहीं हो रही है।

सेक्टर-3 की प्रवीण सैफी ने बताया कि उनके घर में कंपनी के कारिंदों ने कनेक्शन के लिए पाइप की फिटिंग तो करीब दो साल पहले कर दी, लेकिन सप्लाई आज तक नहीं हो सकी है। जिस कारण काफी परेशानी का सामना करना पड़ रहा है। सेक्टर-3 के अभय सिंह का कहना है कि 618 रुपये करीब दो साल पहले लोग पीएनजी कनेक्शन के नाम पर ले गए, लेकिन अब तक कनेक्शन नहीं मिला। इससे लोगों को काफी परेशानी हो रही है।

वहीं, अडानी टोटल गैस लिमिटेड के मैनेजर अभिषेक का कहना है कि सेक्टर-3, डबुआ कॉलोनी व सराय ख्याजा में आने वाले करीब 6 माह में कनेक्शन देने शुरू हो जाएंगे। सेक्टर-3 में लाइन बिछाने की जो समस्या थी, वह खत्म हो चुकी है और जल्द ही काम शुरू करेंगे।

सराय ख्याजा में जब लोगों ने बुकिंग की थी तो लोगों ने सेक्टर-37 लिखा था। इस कारण कनेक्शन के लिए फिटिंग तो करा दी, लेकिन वहां लाइन नहीं थी। अब कुछ और लोग कनेक्शन के लिए आवेदन करें तो जल्द ही काम शुरू करा देंगे। इधर, डबुआ कॉलोनी में लाइन बिछाने में परेशानी है, प्रयास जारी है, उसे जल्द से जल्द दूर किया जाएगा। सभी को कनेक्शन दिया जाएगा।



# यूक्रेन ने रूस के तेल शोधन संयंत्र और ईंधन डिपो पर हमला किया

## ■ कीव (एपी) ।

कीव द्वारा क्रैमलिन के युद्ध करने के तरीके को बाधित करने के चल रहे प्रयास और यूक्रेन के राष्ट्रपति वोलोदिमीर जेलेन्स्की द्वारा द्वितीय विश्व युद्ध के बाद यूरोप के सबसे बड़े युद्ध में पश्चिमी देशों के समर्थन की मांग के बीच यूक्रेनी ड्रोन ने रूसी सीमा क्षेत्रों में एक तेल शोधन संयंत्र और एक ईंधन डिपो पर हमला किया।

निशाना बनाए गए क्षेत्रों के अधिकारियों ने बृहस्पतिवार को यह जानकारी दी।

रोस्तोव के गवर्नर वसीली गोलुबेव ने कहा कि रूस के रोस्तोव क्षेत्र में नोवोशाख्तिस्क तेल शोधन संयंत्र पर रात में ड्रोन से हमला हुआ जिससे आग लग गई। उन्होंने कहा कि दूसरे हमले के कारण अग्निशमन कर्मियों को कुछ समय के लिए

बाहर निकलना पड़ा। इसमें हुए नुकसान का अभी ठीक पता नहीं चला है। गोलुबेव ने कहा कि इसमें कोई हताहत नहीं हुआ। एक अन्य सीमावर्ती क्षेत्र (बेलगोरोद) में

■ नोवोशाख्तिस्क तेल शोधन संयंत्र पर रात में ड्रोन से हमला हुआ जिससे आग लग गई

एक ड्रोन ने रात में एक तेल डिपो पर हमला किया। गवर्नर व्याचेस्लाव ग्लैदकोव ने कहा कि इस हमले से एक तेल भंडार में विस्फोट हुआ और आग लग गई। उन्होंने कहा कि आग को जल्दी बुझा दिया गया और कोई हताहत नहीं हुआ। रिपोर्ट की पुष्टि करना तुरंत संभव नहीं था।

डी-डे स्मरणोत्सव में बृहस्पतिवार को फ्रांस पहुंचे जेलेन्स्की शुक्रवार को फ्रांसीसी अधिकारियों से मिलेंगे। जेलेन्स्की की यात्रा रूसी राष्ट्रपति व्लादिमीर पुतिन की चेतावनी के एक दिन बाद हुई है जिसमें उन्होंने कहा था कि रूस अन्य देशों को लंबी दूरी के हथियार मुहैया करा सकता है

ताकि वे पश्चिमी लक्ष्यों पर हमला कर सकें। यह धमकी तब आई जब उत्तरी अटलांटिक संधि संगठन 'नाटो' के सहयोगियों ने कहा कि वे यूक्रेन को रूसी क्षेत्र पर हमला करने के लिए कीव को दिए जाने वाले हथियारों का इस्तेमाल करने की अनुमति देंगे। यूक्रेन की सेना पूर्वी क्षेत्रों में हाल ही में रूस के हमले को रोकने के लिए लड़ रही है। रूस दो साल से अधिक समय से चल रहे युद्ध के बाद लगभग 1,000 किलोमीटर की सीमा रेखा पर गोला-बारूद और सैनिकों की कमी का फायदा उठाना चाहता है। रूस की सुरक्षा परिषद के उप प्रमुख दिमित्री मेदवेदेव ने कहा कि बुधवार को रूस के सेंट पीटर्सबर्ग में की गई पुतिन की टिप्पणी 'हमारी विदेश नीति में एक महत्वपूर्ण बदलाव' है। मेदवेदेव ने अपने मैसेजिंग ऐप चैनल पर लिखा, 'अमेरिका और उसके सहयोगियों को दूसरों द्वारा रूसी हथियारों के सीधे इस्तेमाल के प्रभाव को महसूस करने दें।'