

पहले पीएसयू क्लब: स्कोप सोशल इंटरैक्शन सेंटर का उद्घाटन



वैभव न्यूज ■ नई दिल्ली

सार्वजनिक क्षेत्र दिवस 2024 को स्कोप नई दिल्ली में एक शानदार कार्यक्रम के माध्यम से मनाया गया। इस अवसर पर, पहले पीएसयू क्लब, स्कोप सोशल इंटरैक्शन सेंटर को सफलतापूर्वक स्कोप को सुपुर्द किया गया।

यह परियोजना नवरत्न सीपीएसई, एनबीसीसी (इंडिया) लिमिटेड की सहायक कंपनी एनबीसीसी सर्विसेज लिमिटेड (एनएसएल) द्वारा निष्पादित की गई। इस अवसर पर संदीप कुमार गुप्ता, अध्यक्ष, स्कोप, ब्रजेश कुमार उपाध्याय, उपाध्यक्ष, स्कोप अतुल सोबती, महानिदेशक, स्कोप के साथ के. पी. महादेवास्वामी, अध्यक्ष एवं प्रबंध निदेशक, एनबीसीसी (इंडिया) लिमिटेड, बी के सोखी, अध्यक्ष, एनबीसीसी सर्विसेज लिमिटेड सहित गण्यमान्य व्यक्तियों और विभिन्न सार्वजनिक क्षेत्र के उपक्रमों के अन्य वरिष्ठ उच्चाधिकारियों की उपस्थिति

में स्कोप सोशल इंटरैक्शन सेंटर का उद्घाटन किया गया। इस परियोजना को 9 करोड़ रुपये से अधिक की लागत पर निष्पादित किया गया जो कि अवसंरचना विकास में उत्कृष्टता के लिए एनएसएल की प्रतिबद्धता को प्रदर्शित करता है।

24,765 वर्गफुट में फैली यह सुविधा बार लाउंज, बहुउद्देशीय हॉल, लाइब्रेरी, टी.टी. रूम, लाइब्रेरी कैफेटेरिया, योग कक्ष और विभिन्न खेल सुविधाओं सहित अनेकानेक सुविधाएं प्रदान करती है। क्लब में स्क्रैश कोर्ट, बैडमिंटन कोर्ट, बास्केट बॉल कोर्ट, रसोईघर और जल निकाय जैसी विशेषताएं भी हैं। सार्वजनिक क्षेत्र दिवस पर स्कोप सोशल इंटरैक्शन का उद्घाटन, सहयोगात्मक प्रयासों के उत्सव और सार्वजनिक क्षेत्र के भीतर सौहार्द की भावना को रेखांकित करता है। यह क्लब, एनबीसीसी और इसकी सहायक कंपनी द्वारा शुरू की गई प्रत्येक परियोजना में उत्कृष्टता प्रदान करने के अटूट समर्पण का प्रमाण है।



Centre in a huddle to assess impact of Israel-Iran flare-up

Inter-ministerial meets, stakeholder talks take off

RUCHIKA CHITRAVANSHI, SUBHAYAN CHAKRABORTY
& SHREYA NANDI
New Delhi, 15 April

Top government officials in New Delhi have started discussions with stakeholders ranging from shipping and container companies to export promotion councils to understand the impact of the Iran-Israel tensions and plan ahead. Inter-ministerial talks are also being lined up amid the crisis situation in West Asia, sources confirmed.

While the crude flows are not directly under any threat, elevated oil prices remain a concern, according to officials.

Commerce Secretary Sunil Barthwal told reporters at a press conference on Monday that the government is monitoring the situation and will take appropriate action or remedial measures.

"Whenever such conflicts occur, we start monitoring trade, conduct stakeholder consultation. Policy interventions will come when we understand what issues traders are facing," Barthwal said. He pointed out that the government has been dealing with regional conflicts over the last couple of years and has devised a strategy to diversify exports to different regions.

Two days after Iran's drone and missile attacks on Israel, finance ministry officials said they were taking stock of the situation and staying in touch with concerned ministries on the issue.

New Delhi-based think tank Global Trade Research Initiative (GTRI) said that India's trade problems due to shipping disruption in the Red Sea could get worse because of the new conflict between Iran and Israel.

While the hostilities between Israel and Iran are not expected to affect oil flows directly, the government remains concerned about the cascading impact on global prices.

"We have always maintained that prices crossing \$100 per barrel would lead to a very difficult situation. There is still enough buffer before that is reached. But the impact of successive crises in West Asia may lead to oil prices remaining elevated for a period much longer than we had expected earlier," a top Petroleum and Natural Gas Ministry official said.

The GTRI report said that this conflict might not affect petrol prices in India. "The conflict makes the situation in West Asia very unstable, which could force projects like the India Middle East Corridor (IMEC) trade corridor to remain on paper for a long time," the report said,

adding that India's trade with Iran and Israel are at higher risk due to potential escalations and disruptions in maritime security affecting Red Sea shipping routes.

Rice exporters, for instance, are a worried lot and are holding an internal meeting on Tuesday to discuss the transit issues in the Red Sea among other challenges, in light of the ongoing conflict, according to sources.

"The challenge is with the immediate neighbourhood hosting several shipping routes. Freight charges for transporting crude already

remain elevated, and further increase in shipping rates will negatively impact procurement by oil marketing companies. We are monitoring the situation," another oil ministry official said.

In 2023, India's trade with Iran included merchandise exports worth \$1.7 billion and imports of \$672 million. Key exports from India to Iran were rice at \$1.03 billion and organic chemicals \$113 million.

The wars in Ukraine and Gaza, and subsequent threats by Iran-backed Houthi militants to shipping in the Red Sea and Gulf of Aden have kept tensions elevated and the oil trade volatile.

Brent crude prices slid back below the crucial \$90 per barrel level on Monday, ending at \$89.77. Brent prices had risen to a six-month high of \$92.09 per barrel last week.

Officials, however, say the latest flashpoint in West Asia does not threaten India's import channels directly as it does not import crude oil from Iran, given difficulties in payments to the heavily sanctioned Islamic regime in Tehran.

Iran was the third-largest source of crude oil for India till 2018-19, when imports had topped at \$12.1 billion.

After more than a year of securing major shipments of Russian crude, India is increasingly looking to re-establish supplies from its traditional partners in West Asia. All crude delivered from these nations travel via the Persian Gulf and Gulf of Oman, often through Iranian economic waters.

As of January, Iraq and Saudi Arabia were the second and third-largest sources of crude for India, according to estimates made by London-based commodity data analytics provider Vortexa, which tracks ship movements to estimate imports. The share of crude coming from these nations has risen over the past few months.

(Inputs from Sanjeeb Mukherjee)

WEIGHING OPTIONS

Officials say crude flows are not directly under any threat and elevated oil prices remain a concern

Finance ministry officials said they were taking stock of the situation and staying in touch with ministries concerned on the issue

According to GTRI, India's problems due to shipping disruption in the Red Sea could get worse

Rice exporters holding an internal meeting on Tuesday to discuss the transit issues in the Red Sea

Crude at \$100 likely to push CPI by 60 bps, delay rate cut

**PRIYANSH VERMA
& ARUNIMA BHARADWAJ**
New Delhi, April 15

THE PROBABILITY OF Brent crude price touching \$100 a barrel in the backdrop of escalation of tensions in West Asia and remaining at that level in the near term could seriously alter key macro indicators.

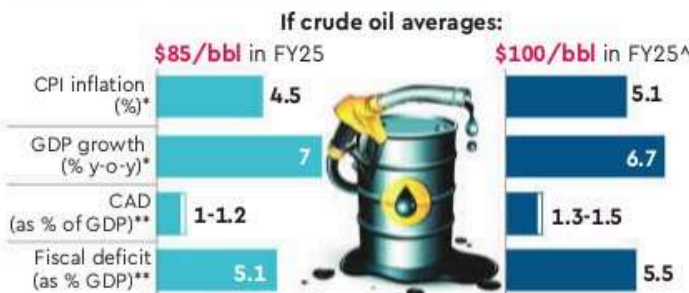
According to an FE analysis and estimates by economists, crude at \$100 could push up CPI inflation by 60 basis points (bps) from the RBI estimate which pegged oil at \$85, assuming full pass-through to retail consumers of auto fuels. It could also inflate the oil import bill by \$2.5-3 billion and increase fertiliser subsidy for FY25 by at least 5% from the Budget estimate of ₹1.64 trillion.

Oil around \$100 could likely delay the beginning of the rate cut cycle by the Reserve Bank of India (RBI). "If crude oil prices sustain higher than \$100/bbl, it can delay monetary policy easing beyond Q3 FY25," said Dhiraj Nim, economist, ANZ Banking Group.

A \$100/bbl price of crude, or India's crude oil basket, will lead to a rise in inflation, decline in growth and widening of both current account deficit (CAD) and fiscal deficit, say economists.

The RBI has projected CPI inflation and GDP growth to average 4.5% and 7%, respectively, in FY25. But this is based on the assumption of India's crude oil basket price averaging at \$85/bbl. In case, crude price rises by 10% over the baseline, retail inflation may rise by 30 bps and growth may decline by 15 bps. The current account deficit may widen by 30 bps and fiscal deficit

ALTERING MACRO INDICATORS



^{*} As per RBI; ^{**}As per ANZ Banking Group;
[^]As per FE analysis, assuming full pass through

may expand by 40 bps, say economists. For FY25, the CAD is projected at around 1-1.2% of the GDP, and fiscal deficit at 5.1%.

Since crude is not only linked to pump prices of auto fuels, but also to naphtha, gas and other industrial feeds, the rise in prices affects a broad range of products in the petrochemical-plastics value chain, fertilisers like urea, metals, etc. India imports 20% of its urea requirement, and since prices of this commonly-used fertiliser at the retail levels are fixed, higher costs could jack up the fertiliser subsidy.

Madan Sabnavis, chief economist, Bank of Baroda, said a \$100/bbl crude will push up the import bill by \$2.5-3 billion, assuming the full passage of higher cost.

In FY24, the price of India's crude basket had averaged \$82.5/bbl. Retail inflation during the year averaged 5.4% and GDP growth 7.6% (as per NSO's second advance estimate). CAD likely averaged in the range of 0.8-0.9% of the

GDP and fiscal deficit came in at 5.8%, as projected in the interim Budget's revised estimate.

Abhishek Upadhyay, senior economist, ICICI Securities Primary Dealership, said: "If Indian crude basket price averages \$100/bbl in this fiscal versus \$82/bbl in FY24, inflation should then be higher by around 60 bps (5.1%) while GDP growth should be lower by 30 bps (6.7%), ceteris paribus. However, the impact on inflation could differ depending on the degree of pass-through to retail prices."

Experts believe the pass-through of high crude oil prices to retail prices will not happen at least till the elections are over. "Every \$1 increase in crude prices reduces OMCs' margins by 30-40 paise per litre," said an analyst, who doesn't want to be identified. "Because of the price reduction and in the run up to the elections, they (OMCs) may be exposed to (rising) oil prices. But, once elections are over, there could be price hikes," the analyst said.

Crude trades flat over hopes of no spillover

Oil shrugged off Iran's unprecedented attack on Israel, with gains held in check by speculation that the conflict would remain contained as leading powers including the US urged restraint.

Global crude benchmark Brent crude initially rose just 0.7% to \$91.05 a barrel in early trade, before trading flat. More than 300 missiles and drones were fired by Iran over the weekend, the first time it has struck Israel from its soil, though most were intercepted. The attack — which had been expected for days — came in retaliation for a strike in Syria that killed top Iranian military officers.

Oil has been among the strongest performers in commodities this year as OPEC+ keeps a tight rein on supply to drain inventories and support prices. The latest attack escalates tensions in a region that produces about a third of the world's crude. The strike came as demand is ramping up. US refiners are preparing to boost fuel production for the summer, the season when consumption peaks. BLOOMBERG

**AS ELECTIONS APPROACH**

Fuel Prices Seen Stable For Now, Inflation in Check

Ishaan.Gera@timesgroup.com

New Delhi: Any escalation of the ongoing conflict in the Middle East may upend India's inflation arithmetic if oil prices settle at a higher level, economists said. But for now, an immediate adjustment looks unlikely, they added.

Iran Saturday launched an attack on Israel in less than two weeks after a suspected Israeli strike in Syria that killed two in an Iranian consular building. World leaders have called upon Israel to refrain from retaliation.

The RBI expects inflation to fall to 4.5% in the current fiscal year from 5.4% in FY24. Data released last week showed consumer inflation declined to a 10-month low of 4.9% in March.

10%
RISE IN OIL PRICES COULD IMPACT INFLATION BY 0.2-0.3 PP IF COSTS PASSED ON TO CUSTOMERS

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'OMCs Expected to Absorb Crude Shocks'

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However, economists contend that a sustained period of higher oil prices could impact those calculations if there is a pass-through to retail prices and companies also pass on higher input costs to consumers.

If input costs are entirely passed through, a 10% increase in oil prices could impact inflation by 0.2-0.3 percentage points, economists noted.

"Markets have stabilised after limited pass-through to risk-off sentiments from the Iranian attack at the start of the week. Heading into a busy election period, we don't expect an immediate adjustment in retail fuel prices, thus shielding domestic price pressures from direct as well as second derivative impact," said Radhika Rao, senior economist at DBS Group Research.

Brent crude prices at \$89.7 per barrel were nearly a per cent down on Monday from its

previous close.

"Though both these countries are not major players in the oil market, oil prices could shoot up due to any hit on the supply chains. If they go above \$95/bbl, then it would increase the trade deficit, and inflation could be above 6%," said Paras Jasrai, senior analyst at India Ratings and Research.

"As we approach the election period, we anticipate that Oil Marketing Companies (OMCs) will absorb a significant portion of the rise in the global crude prices," said Rajani Sinha, chief economist, CareEdge.

FOOD INFLATION

Easing food inflation may also counteract some of the increases due to oil. In March, consumer inflation eased below 5% for the first time in five months.

"The key risk to the inflation outlook remains food inflation, given its large weight in CPI, and volatility. The outlook for monsoon is positive this year, with the possibility of La Niña conditions developing. This supports expectations that food inflation could moderate in FY25," said Gaura Sengupta, India economist, IDFC First Bank.

IMD on Monday projected an above-normal monsoon in 2024, which could help contain food inflation. The outlook for the rupee also looks better for now.

"In the near term, we could see dollar strength continue if US inflation remains on the higher side. That said, we maintain an INR appreciation view for FY25, supported by a pick-up in capital inflows and the eventual start of Fed rate cuts. India's inclusion into the JP Morgan EM Bond index is expected to support FPI inflows into debt," Sengupta added.



Govt raises windfall tax on petroleum crude

New Delhi: India has raised its windfall tax on petroleum crude to Rs 9,600 a metric tonne from Rs 6,800 with effect from April 16, the government said on Monday. The tax, which is revised every fortnight, will remain unchanged at zero for diesel and aviation turbine fuel. The government had on April 4 raised windfall tax on petroleum crude to Rs 6,800 a metric tonne from Rs 4,900.

REUTERS



How does hydrocarbon extraction happen?

Hydrocarbons are found in underground reservoirs created when a more resistant rock type overlays a less resistant one, in effect creating a lid that causes hydrocarbons to accumulate below it

Vasudevan Mukunth

Over millennia, mighty geological processes in the earth's crust heated and compressed together pieces of life-forms that had been dead for a while. Eventually, this mulch of organic matter accumulated as hydrocarbons inside rock formations. The two Industrial Revolutions were the result mainly of people finding a way to extract these hydrocarbons and using them to drive many great engines, whose foul breath polluted the air and water and eventually gave us global warming.

Where are hydrocarbons located?
The most common forms in which these hydrocarbons exist in subterranean rock formations are natural gas, coal, crude oil, and petroleum. They are usually found in underground reservoirs created when a more resistant rock type overlays a less resistant one, in effect creating a lid that causes hydrocarbons to accumulate below it. Such formations are important because otherwise, the hydrocarbons would float to the surface and dissipate.

Experts use the tools, methods, and techniques of the field of petroleum geology to assess these rocks, including to check for their porosity and permeability. If a rock formation is highly porous, it could hold a larger quantity of hydrocarbons. Similarly, the more permeable a rock is, more easily the hydrocarbons will flow through it. The primary source of hydrocarbons in this rocky underground is called kerogen: lumps of organic matter. Kerogen can be deposited from three possible sources: as the remains of a lake (lacustrine), of a larger marine ecosystem, or of a terrestrial ecosystem. Rocks surrounding the kerogen can become warmer, more compact over time, exerting forces on the kerogen that cause it to break down. Lacustrine kerogen yields waxy oils; marine kerogen, oil and gas; and terrestrial kerogen, light oils, gas, and coal. The rock containing the kerogen is called the source rock, and petroleum geologists are tasked with looking for it, understanding its geophysical and thermal characteristics, and characterising its ability to yield hydrocarbons. They also undertake modelling activities informed by observational data and dig smaller exploration wells to estimate the amount of hydrocarbons there, and report it to the relevant regulatory body.

Once a particular location is determined to be a profitable source of hydrocarbons, drilling can begin.

How are the hydrocarbons accessed?
Drilling and reservoir engineers are responsible for extracting as much of the hydrocarbons as is gainful without damaging the reservoir, to which end they deploy a variety of methods.

The first task is to create a production well, the principal hole through which the reservoir will be drained to the surface; its location is chosen to maximise the amount of drainage. The well is created with a drilling machine. The drill consists of the drill pipe, the drill collars towards the bottom, and the drill bit at the bottom. The drill bit is the object that



The outline of an oil pump. ISTOCKPHOTO

breaks through the rock, creating a hole as it tunnels further down.

Once the tunnelling is underway, engineers lower steel casings that are slightly less wide than the hole itself into the tunnel, and pump cement slurry in the gap between the outer edge of the tunnel and the casings. As the cement solidifies, it protects the upper parts of the tunnel from caving in and prevents fluids in the surrounding soil from entering the well. The tunnel is also filled with drilling fluid, which reaches and swirls around the drill bit. Its primary purposes are to keep the bit from overheating and to bring the pieces of rock being cut away with it when it is pumped to the surface, where they can be removed from the tunnel.

The pressure at which the drilling fluid is delivered needs to be carefully controlled or it could force the hydrocarbons in the source rock to rush into the gap between the casing and the drill string (pipe + collar + bit) and erupt on the surface like a volcano of oil.

Modern drilling setups include mechanical valves called blowout preventers to trap the gushing in the borehole, and manage the equipment already inside as necessary.

The process of recording the rock cuttings by depth and studying their properties is called mud-logging.

As the drill bit descends, the length of the drill pipe is increased by tacking on extensions; it can also be pulled up if it needs replacing.

Today, all of these processes are conducted by sophisticated drilling rigs, which also come with generators and batteries to power various steps of the drilling process. These rigs can also be installed offshore, with additional facilities to boost their stability and aid extraction through the water column.

How are the hydrocarbons extracted?
Once the production well has been drilled, it has to be prepared to drain the hydrocarbons – a step called completing. Here, engineers remove the drill string

out of the borehole and punch small holes into the casing. More often than not, the pressure inside the well is sufficiently lower than in the surrounding rock for the hydrocarbons to start flowing into the well and rise up on their own. And as they rise, they are forced to exit at the top via a narrower tube – which is installed to, among other things, encourage the fluids to flow in only one direction (out).

The flow of hydrocarbons ends the completion stage and begins the production stage, when the most important aspects of the extraction operation are the systems at the well's head controlling its outflow using valves. Sometimes, the pressure difference may be too low to bring the hydrocarbons to the surface. A common solution in some oil-rich sites is to use pump jacks, facilities seen dotting the American midwest with a hammer-shaped piston moving up and down in languid fashion. They draw mechanical power from, say, an engine to lift up hydrocarbons from the bottom of a well. Some long-standing wells may require additional components or having old ones replaced to get more hydrocarbon out of them; these tasks are called workovers.

The production profile of a well can be split into three phases: primary, secondary, and tertiary, depending on the methods required to maintain production. The primary phase banks on natural processes, like pressure differences between the reservoir and the well and less dense compounds floating to the top. Secondary interventions are concerned with inducing artificial pressure in the rock to maintain the differential (for example, by injecting water into it or diluting the hydrocarbon mix to help it flow better). The tertiary phase is focused on forcing the remainder into the well. Steam injection is a common example of such an enhanced recovery method. An on-site gas turbine generates electricity while its waste heat is routed to a steam generator. The resulting steam is pumped into the rock: its heat makes heavy-oil hydrocarbons less viscous and more willing to flow while its pressure pushes them out. When recovering petroleum, for example, the well may yield about 15%, 45%, and 15% of its hydrocarbon volume in three respective phases.

What happens when a well is depleted?

As the extraction rates indicate, a well needn't be fully depleted before the extraction process ends. The process's economics matter greatly: the contractor may stop extraction if it's no longer profitable to keep extracting from a well.

A well thus abandoned needs to be plugged so that its contents – both the hydrocarbons and the gases accumulating in the borehole – don't escape into their surroundings. These plugs can be temporary, in case the project proponent wishes to recommission it later, or permanent. A common issue with improperly plugged wells is that the plugs deteriorate and fail, either because of quality issues or due to nearby disturbances.

The most exhaustive way to conclude operations at a well, whether on land or offshore, is to decommission it, but this process is expensive and often commercially infeasible for the proponent. Improperly abandoned wells are a major source of methane emissions – to go with the emissions released during the production and use of various components required to extract hydrocarbons.

One 2018 study estimated that 9,000 oilfields in 90 countries released 1.7 billion tonnes of carbon dioxide in 2015 alone.

India aims for European standards in fuel economy

**Subhash Narayan &
Rituraj Baruah**

subhash.narayan@livemint.com

NEW DELHI: In a move designed to support India's ambitious climate targets and lower carbon emissions, the central government is planning to introduce the next stage of norms for fuel economy or efficiency of automobiles.

The third phase of corporate average fuel economy, or CAFE-III norms, is being prepared by the road transport and highways ministry and the Bureau of Energy Efficiency (BEE), two people aware of the matter said, adding that the new norms may take effect in 2027.

"Work is underway in terms of specifications and technicalities, and giving the OEMs (original equipment manufacturers) a



It might take two-three years for the new norms to become applicable.

MINT

roadmap in terms of adapting to the updated norms," a road ministry official, one of the two people cited above, said on condition of anonymity. "It would take two-three years for the new norms to become applicable," the person said.

Queries sent to the road ministry and BEE remained unan-

swered till press time.

The existing CAFE-II norms took effect in 2022. These norms are relevant for petrol, diesel, CNG (compressed natural gas), LPG (liquefied petroleum gas), hybrid and electric passenger vehicles. Vehicles covered under these norms include those having up to nine seats including the

driver's seat and a gross vehicle weight not exceeding 3,500 kg.

Commercial vehicles with gross weight of 12 tonne or more are covered under separate fuel efficiency guidelines that were finalized in August 2017. Further, for vehicles with weight of 3.5 to 12 tonne, norms are still in the making, according to the BEE website.

Under the current CAFE-II norms, the cap on emission by passenger vehicles was pegged at 113 gm CO₂ per km. It was brought down from 130 gm CO₂ per km under CAFE-I norms, which had come into effect in 2017. The permitted emission levels in Europe are 95 gm CO₂ per km, which India will try and match with the CAFE-III norms, and talks are underway with OEMs, said another person aware of the matter.

"The current FE (fuel econ-

omy) standards are so lenient that these cannot push technological innovations to maximize fuel and carbon savings from ICE vehicles, nor can they require large-scale electrification of car fleet to meet fleet-wide fuel efficiency targets," said Anumita Roychowdhury, executive director, research and advocacy, Centre For Science and Environment.

"We are losing out on the opportunity to leverage these norms to accelerate electrification of car fleet. As noted in Europe, much more stringent fuel economy or carbon dioxide reduction targets have speeded up electrification. India needs to quickly tighten the norms, especially now when our market is shifting steadily towards heavier cars and SUVs, with a fuel economy penalty," Roychowdhury added.

Iran-Israel escalation could cast shadow on India's oil trade

SUKALP SHARMA
NEW DELHI, APRIL 15

ANY ESCALATION in the Iran-Israel conflict could impact India by way of costlier crude oil imports as geopolitical tensions in West Asia would bump up risk premiums, apart from fuelling concerns of potential supply disruptions from the oil-rich region. According to industry insiders, while the situation is still developing and it would take a few days to assess the real risk to regional and global oil flows, international oil prices could see high volatility in the immediate-to-near term.

India is the world's third-largest consumer of crude oil and depends on imports to meet over 85 per cent of its requirement. Given the country's extremely high import dependency, India's economy is highly sensitive to oil price volatility. Apart from inflationary pressures, high oil prices have implications for India's trade balance, foreign exchange reserves, the value of the rupee, and the overall health of the economy.

International oil prices have seen a spurt over the past few days amid the build-up in tensions between Iran and Israel, with global benchmark Brent crude breaching the \$90-per-barrel mark. Prices were already seeing an uptick due to production cuts by major oil producers, and the rise in tensions in the Middle East are seen adding more upward pressure on prices. Some oil market analysts and industry watchers have started indicating that oil prices could be headed to \$100 per barrel and beyond if the Iran-Israel conflict majorly impacts physical availability of oil due to supply and transportation disruptions, or potential attacks on oil production and processing facilities.

"Whenever there is a war-type situation in a region that is critical for oil supply or transportation, both speculative and real risks emerge. While the speculative risks (related to trading of oil) get built into prices fairly quickly, real risks (those related to actual production and supply) take slightly longer to emerge. Till the time the real risks are a bit clearer, there could be high volatility in prices," said Mukesh Kumar Surana, CEO of Ratnagiri Refinery and Petrochemicals, and former chairman of public sector



Reuters File

refiner Hindustan Petroleum Corporation (HPCL).

To be sure, India currently does not import Iranian oil as Tehran is under sanctions from the United States (US). However, another major buyer — China — does import large volumes of Iranian oil. If the conflict leads to Iranian supply getting hit, India's competition with China for oil barrels from other suppliers — particularly Russia — is bound to intensify. India and China are currently the biggest buyers of the discounted Russian crude.

"If something were to happen to Iran's crude production, it would first and foremost impact the flat prices of crude oil. Any bombing, any damage to infrastructure would lift oil prices well above \$90 per barrel. India, being one of the world's most import-dependent buyers of oil, would inevitably feel the pinch of higher prices," said Viktor Katona, head of crude analysis at commodity market intelligence firm Kpler.

India does buy large volumes of crude oil from other West Asian suppliers like Iraq, Saudi Arabia, and the United Arab Emirates (UAE).

Any major supply disruption in the wider region as a result of the conflict could impact supplies as well as prices. Officials in India's refining sector said that they are closely watching the developing situation to assess the impact on supply and prices.

According to industry insiders, among the key things to watch out for would be the conflict's impact on oil shipments through the Strait of Hormuz between the Persian Gulf and the Gulf of Oman, as the lion's share of India's West Asian oil supplies come from that route.

With the Suez Canal-Red Sea shipping route already impacted

by attacks from Iran-backed Houthi rebels of Yemen, a major disruption around the Strait of Hormuz could take a massive toll on global and regional oil flows.

"For India, the biggest risk of a wider conflagration in the Middle East would be mostly its crude supply. All Iraqi and Saudi barrels moving to India pass through the Strait of Hormuz, so any shutting of that passage would trigger a panic buying spree with Indian refiners," Katona said. He, however, added that it is "very unlikely" that the Strait of Hormuz would get impacted as tensions between Saudi Arabia and Iran are not high currently.

In March, Russia was India's top source of crude and accounted for 33 per cent of New Delhi's total crude oil imports during the month, as per ship tracking data from Kpler. Iraq, Saudi Arabia, and the UAE had a cumulative share of almost 48 per cent in India's total oil imports in March. At this stage, refinery sector officials do not appear too concerned about availability of oil, even as concerns of a potential upswing in prices intensify.

"We are fairly confident of securing our oil supply as India's supplier base is quite large and diversified. But price-related concerns will definitely be there if the conflict intensifies. These are early days and we will wait and watch," a senior official with a public sector refiner said on the condition of anonymity.

High oil prices are bound to exert pressure on refiners and fuel retailers' financials as they could end up incurring losses on fuel sales, unless they decide to hike retail fuel prices in line with global rates. However, a price increase may not be feasible for the next few weeks in view of the Lok Sabha polls.

Iran-Israel escalation could cast shadow on India's oil trade

SUKALP SHARMA
NEW DELHI, APRIL 15

ANY ESCALATION in the Iran-Israel conflict could impact India by way of costlier crude oil imports as geopolitical tensions in West Asia would bump up risk premiums, apart from fuelling concerns of potential supply disruptions from the oil-rich region. According to industry insiders, while the situation is still developing and it would take a few days to assess the real risk to regional and global oil flows, international oil prices could see high volatility in the immediate-to-near term.

India is the world's third-largest consumer of crude oil and depends on imports to meet over 85 per cent of its requirement. Given the country's extremely high import dependency, India's economy is highly sensitive to oil price volatility. Apart from inflationary pressures, high oil prices have implications for India's trade balance, foreign exchange reserves, the value of the rupee, and the overall health of the economy.

International oil prices have seen a spurt over the past few days amid the build-up in tensions between Iran and Israel, with global benchmark Brent crude breaching the \$90-per-barrel mark. Prices were already seeing an uptick due to production cuts by major oil producers, and the rise in tensions in the Middle East are seen adding more upward pressure on prices. Some oil market analysts and industry watchers have started indicating that oil prices could be headed to \$100 per barrel and beyond if the Iran-Israel conflict majorly impacts physical availability of oil due to supply and transportation disruptions, or potential attacks on oil production and processing facilities.

"Whenever there is a war-type situation in a region that is critical for oil supply or transportation, both speculative and real risks emerge. While the speculative risks (related to trading of oil) get built into prices fairly quickly, real risks (those related to actual production and supply) take slightly longer to emerge. Till the time the real risks are a bit clearer, there could be high volatility in prices," said Mukesh Kumar Surana, CEO of Ratnagiri Refinery and Petrochemicals, and former chairman of public sector



Reuters File

refiner Hindustan Petroleum Corporation (HPCL).

To be sure, India currently does not import Iranian oil as Tehran is under sanctions from the United States (US). However, another major buyer — China — does import large volumes of Iranian oil. If the conflict leads to Iranian supply getting hit, India's competition with China for oil barrels from other suppliers — particularly Russia — is bound to intensify. India and China are currently the biggest buyers of the discounted Russian crude.

"If something were to happen to Iran's crude production, it would first and foremost impact the flat prices of crude oil. Any bombing, any damage to infrastructure would lift oil prices well above \$90 per barrel. India, being one of the world's most import-dependent buyers of oil, would inevitably feel the pinch of higher prices," said Viktor Katona, head of crude analysis at commodity market intelligence firm Kpler.

India does buy large volumes of crude oil from other West Asian suppliers like Iraq, Saudi Arabia, and the United Arab Emirates (UAE).

Any major supply disruption in the wider region as a result of the conflict could impact supplies as well as prices. Officials in India's refining sector said that they are closely watching the developing situation to assess the impact on supply and prices.

According to industry insiders, among the key things to watch out for would be the conflict's impact on oil shipments through the Strait of Hormuz between the Persian Gulf and the Gulf of Oman, as the lion's share of India's West Asian oil supplies come from that route.

With the Suez Canal-Red Sea shipping route already impacted

by attacks from Iran-backed Houthi rebels of Yemen, a major disruption around the Strait of Hormuz could take a massive toll on global and regional oil flows.

"For India, the biggest risk of a wider conflagration in the Middle East would be mostly its crude supply. All Iraqi and Saudi barrels moving to India pass through the Strait of Hormuz, so any shutting of that passage would trigger a panic buying spree with Indian refiners," Katona said. He, however, added that it is "very unlikely" that the Strait of Hormuz would get impacted as tensions between Saudi Arabia and Iran are not high currently.

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Made-in-India Teslas to sport key Tata elements

Alisha Sachdev

alisha.sachdev@livemint.com

NEW DELHI: Made-in-India Teslas will sport key vehicle control elements from Tata Electronics, in a deal that fuels the Tatas' ascent in electronics, and helps the EV giant localize its cars quicker.

Tata Electronics Pvt. Ltd will make parts such as printed circuit board assemblies that will go into Tesla's battery management systems, motor controller units and door controls, among others, the people cited above said on condition of anonymity. The Tata group company is looking to build a new facility for the purpose, and has started buying manufacturing equipment, the people said on condition of anonymity.

The Tata Electronics deal is a deviation for Tesla, which has typically relied on international partners such as Foxconn and Jabil Inc. for vehicle electronics. While Foxconn and Jabil haven't yet tied up with Tesla for the India project, an arrangement in the future cannot be ruled out.

"Tatas have emerged as a favourable bet for Tesla because of two reasons—they are expanding aggressively in both fabrication and packaging of semi-conductor chips, and they are also in a position to pitch



The deal helps Tesla achieve value-addition in India.

more aggressively for government incentives," said one of the two people cited earlier.

The deal helps Tesla achieve value-addition in India, allowing it to take advantage of a government policy that lowers import duty for EV makers ready to invest and manufacture in India. The policy mandates EV makers to achieve 50% domestic value-addition in five years from signing up for the concessional duty scheme.

Tata Electronics did not reply to queries emailed on Saturday on the development.

Separately, Tata Electronics is setting up India's first chip fabrication plant in Gujarat's Dholera, which will manufacture semi-conductors for applications in the automotive, including electric vehicles, telecommunications and defence industries, among others. The fab unit is

expected to come on stream in 2026. Meanwhile, Tesla is scouting potential sites for its India factory, with Gujarat and Karnataka seen as front-runners. Musk, Tesla's CEO, is expected to reveal details of the EV maker's investment plans in a visit to the country and in a meeting with Prime Minister Narendra Modi later this month.

The partnership comes at a time when Tata is weighing the acquisition of Pegatron's iPhone manufacturing unit in India, which is already equipped to produce control computers for Tesla in the global markets.

Industry experts believe that Tesla's approach to integrating Indian manufacturers into its supply chain could serve as a model for other foreign companies looking to enter the domestic market. "India's EV market is poised for rapid expansion, driven by increasing adoption of electric vehicles and a surge in in-vehicle electronics," said Soumen Mandal, a senior analyst at Counterpoint Technology Market Research. "By 2030, semiconductor content per car is projected to double from current levels. Tesla's partnership with Tata Electronics will strengthen India's global standing, offering cost-effective components and boosting competitiveness against Chinese counterparts like BYD," Mandal added.

‘Shell to be part of India’s energy transition story’

Richa Mishra
Hyderabad

With a strong R&D footing in India and tested upstream and downstream segment of the country’s hydrocarbon space, global oil and gas major, Shell Plc, is looking at opportunities in CBG (compressed biogas) here.

In one of her first media interactions, the newly-appointed Chairman, Shell Group of Companies in India and Vice-President Shell Lubricants Asia Pacific, Mansi Madan Tripathy, sharing her thoughts on the major’s India strategy and be part of energy transition story, told *businessline* that “three big things in my mind are clear as regards perspective. One is that like our global strategy we are fully committed to net zero by 2050 in India too. This is also in line with the government policy on how we balance the energy security, energy affordability and emissions drop all in one, together. And Shell is also working on a journey to be a leading energy transition player in the country.”

SHIFT IN FOCUS

On asked if this meant shift in focus of Shell here, she said, “Being part of energy transition is where you see our focus shifted on to — on gas and power and through a recent acquisition of Sprng Energy few years back we define the commitment that we want to move towards re-



Mansi Madan Tripathy, Chairman, Shell Group of Companies in India and Vice-President Shell Lubricants Asia Pacific

newables.” “Also, as we go into future, we want to ensure that we are into entire renewable space. It will be a big area which we will be focusing on as we go forward from an energy transition perspective,” she said.

“What is also important is that when you talk about Shell in India, we do have the biggest talent pool globally, having 13,000 plus employees here and we are working for the globe — global R&D, technology, IT, AI, finances from here. So, for Shell globally India is big,” she added.

Tripathy said that what also encourages her is the plans which Shell India has. “We are working with communities through our CSR programmes and we are focusing on nature-based solutions like planting trees to generate carbon credits while improving lives in communities,” she said.

Shell in India is much more holistic and much more diversified than any in-

ternational oil company in the country, she said.

When asked what the strategy of the company in downstream category is, it is already into fuel retailing business in India, she said: “downstream will cover the mobility business and as you know we do have our 350 retail stations and we are progressing more on what you call as non-retail business part of the portfolio which is very strong. Then there is EV charging category, where we have partnered/partnering with our key customers. The other one is lubricants, where we are going strength to strength both into the industrial part of the portfolio and open market.”

“Our gas business is part of Shell Energy India — Hazira LNG terminal,” she said, adding that the issue is how do you increase your market share? “Well, this is our current footprint, and we are exploring CBG as we go forward,” she added.

ON HAZIRA EXPANSION

On whether there is a proposal to further expand Hazira or go for new project, she said that “there are two parts to it — gas pricing is one aspect which impacts the capacity use. This is where we have to do the maths to ensure capacity is used all time and strategy thereafter.”

Going back to CBG on whether Shell would just like to be a marketer or would also like to set up a plant, she

said, “I would say both where our intent is, but currently the business model is yet to be defined in India. While there are lots of pilots happening, there are still uncertainty on the feedstock, issue of pricing is there, grid connectivity, price points where it will flow.”

“So there are lot of things which still need to be defined and we are working with the ecosystem to see what the right business model will be, we are working with the government right now to see how we can influence some of the policy decisions so that from the economic perspective it pays out.”

Elaborating further she said, “once we are able to learn through, I guess next couple of months from various pilot projects then I guess once a base model is confirmed that is when we will start scaling up some of these projects”.

On asked if Shell is completely out of India’s upstream segment, she said, “there is no diktat to say we will not look into it. The bigger piece is whether it is in line with our overall strategy of energy transition targets and is it commercially viable proposition. The point is whether it will bring any unique value to Shell. And if a project meets parameters they will go through.”

To the global strategy in the Group, India is an important and is part of top energy transition category for Shell, she added.

West Asia tensions spell uncertainty for economy

Gireesh Chandra Prasad &
Rituraj Baruah

NEW DELHI

Costlier commodities, higher inflation, and swelling fertilizer subsidies: the Indian economy looks poised to enter a period of fresh uncertainty, after tensions in West Asia flared up over the weekend. While an escalation in commodity prices may disrupt calculations in the interim budget, potential supply chain snags may force the government to take trade policy actions, analysts said.

While costlier crude oil broadly spells ill for India, it also paves the way for higher windfall tax collections. Prices of crude oil and natural gas which is used to make urea move in tandem, although specific demand and supply conditions can influence prices of the two commodities. India provides significant amount of subsidy for fertilizers to protect



Oil prices have already touched \$90 a barrel. REUTERS

farmer prices, and is also heavily dependent on imports for phosphatic and potassic fertilizers, which raises the exchequer's vulnerability to a surge in global prices.

Oil prices have already touched \$90 a barrel and a further escalation may push it above \$100, Moody's Analytics said on Monday. India, being a net importer of crude oil and about 85% of its energy requirement being imported, any increase in the oil prices

raises its import bill. According to Moody's Analytics, oil prices may add another \$5 per barrel taking the prices up to \$95 per barrel. The average price of the Indian basket so was \$84.49 in March. "Now that the attack has happened, we expect oil prices to add another \$5 per barrel to the risk premium, pushing oil to the \$90 to \$95 per barrel range," it said.

Sharp changes in commodity prices may force the government to take a long, hard look at the numbers in the interim budget, a policy expert said.

The Indian economy is expected to have expanded by at least 7.6% in FY24, and policy makers have been hoping for a normal monsoon and less uncertainty on the external front to continue the growth momentum in FY25. The interim budget for FY25 had set aside ₹1.64 trillion for fertilizer subsidies, 13% lower than the revised estimates for FY24.

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West Asia tensions spell uncertainty for economy

FROM PAGE 1

Sitharaman had also estimated 5% higher excise duty collection from the petroleum sector in FY25 at ₹3.18 trillion. During the fiscal year, Centre's excise duty receipts had declined by 4.8% annually to ₹3.04 trillion. The budget had also projected a 10.5% nominal GDP growth in FY25 to ₹327.7 trillion.

Experts said rising geopolitical tensions can have a bearing on investments and growth prospects. "Any disruption in the supply chain posing inflationary pressures could have some impact on India's economic growth rate, as it will influence the policy rate setting decisions of the RBI. There could be some constraint to growth in that regard depending on how the situation pans out," said Suranjali Tandon, associate professor at National Institute of Public Finance and Policy (NIPFP). Also, supply chain shocks could spark a trade policy response from



Union finance minister
Nirmala Sitharaman.

PTI

India to make ensure there is adequate supply in the domestic market, said Tandon.

India has taken the approach in the recent past of banning and putting restrictions on select farm produce to ensure domestic availability. India had also lowered import duty on edible oils in the recent past to cool domestic prices. However, a surge in global oil prices could potentially add to excise duty collection and windfall profit tax, said Tandon.

An expanding conflict in West Asia is a cause of concern for crude oil and natural prices, said Prashant Vasisht, senior vice president and co-group head, corporate ratings at ICRA. "About 20 million barrels per day of crude oil and condensate equivalent to about a fifth of the global consumption pass through the Strait of Hormuz of which about 70% comes to Asia." The Strait of Hormuz is a narrow waterway between the Persian Gulf and the Gulf of Oman, linking West Asia and the Indian Ocean and is a key maritime route for trade that is vital for India's energy security.

"Besides crude oil, Qatar ships its LNG through the Strait of Hormuz accounting for a fifth of the global consumption. Accordingly, Strait of Hormuz is the world's busiest energy channel and any closure of the same may lead to surge in the prices of both oil and natural gas/LNG," he said.

Subhash Narayan contributed to the story

इजरायल-ईरान विवाद का निर्यात पर नहीं होगा असर

वाणिज्य सचिव सुनील बर्थवाल ने कहा है कि इजरायल-ईरान विवाद से भारत का निर्यात फिलहाल प्रभावित नहीं होगा। यह एक क्षेत्रीय विवाद है। उन्होंने कहा कि अगर विवाद लंबा चलता है तो निश्चित रूप से हम नीतिगत कदम उठाएंगे। वाणिज्य व उद्योग मंत्रालय विवाद पर लगातार नजर रख रहा है। शिपिंग के साथ पेट्रोलियम मंत्रालय के साथ भी लगातार संपर्क बनाए हुए हैं। विवाद की वजह से लाजिस्टिक लागत बढ़ने की आशंका है जिससे निर्यात लागत बढ़ जाएगी। पेट्रोलियम के लिए भारत आयात पर ही निर्भर करता है, इसलिए इसके आयात में हर रुकावट को लेकर नजर रखी जा रही है। फेडरेशन आफ इंडियन एक्सपोर्ट ऑर्गेनाइजेशंस के अध्यक्ष अश्विनी कुमार ने बताया कि इजरायल-ईरान विवाद से पहले से चले आ रहे लाल सागर का व्यवधान और बढ़ेगा, जिससे माल दुलाई व बीमा लागत बढ़ेगी।

युद्ध का भविष्य

इस संघर्ष से वैश्विक कच्चे तेल की आपूर्ति प्रभावित होगी

इसराइल पर हुए ईरानी हमले ने मध्यपूर्व के संकट को और गहरा दिया है। अब इसराइल ईरान पर जवाबी कार्रवाई को अंजाम देने की तैयारी में जुटा है। ईरान ने तीन सौ से अधिक बैलिस्टिक मिसाइलों, क्रूज मिसाइलों व सैकड़ों ड्रोन के जरिये इसराइल पर भीषण हमला किया था। हालांकि इसराइल ने अपने सशक्त एअर डिफेंस सिस्टम से नब्बे फीसद से अधिक हमलों को विफल कर दिया। जिसका जवाब देने के लिये इसराइली तैयारियां चरम पर हैं। इसराइल की आईडीएफ ईरान को घुटनों पर लाने की तैयारी में जुटी है। आशंका जतायी जा रही है कि इसराइल ईरान के महत्वाकांक्षी परमाणु कार्यक्रम को निशाना बना सकता है। उधर खाड़ी के देश युद्ध के विस्तार को लेकर खासे चिंतित हैं और अमेरिका को युद्ध से दूरी बनाये रखने को लेकर चेता रहे हैं। हाल ही में जिस तरह ईरान की रिवोल्यूशनरी गार्ड ने हार्मूज जलडमरूमध्य में एक इसराइली समुद्री जहाज को कब्जे में लिया है, उससे आशंका है कि इस संघर्ष से वैश्विक कच्चे तेल की आपूर्ति का बड़ा भाग प्रभावित हो सकता है। आशंका यह भी जतायी जा रही है कि यदि इसराइल जवाबी कार्रवाई करता है तो

हाल ही में जिस तरह ईरान की रिवोल्यूशनरी गार्ड ने हार्मूज जलडमरूमध्य में एक इसराइली समुद्री जहाज को कब्जे में लिया है, उससे आशंका है कि इस संघर्ष से वैश्विक कच्चे तेल की आपूर्ति का बड़ा भाग प्रभावित हो सकता है। आशंका यह भी जतायी जा रही है कि यदि इसराइल जवाबी कार्रवाई करता है तो युद्ध का विस्तार बड़े इलाके में हो सकता है।

युद्ध का विस्तार बड़े इलाके में हो सकता है। अब संयुक्त राष्ट्र समेत वैश्विक बड़ी ताकतें चिंता जता रही हैं कि दुनिया अब एक नये युद्ध को सहन करने की स्थिति में नहीं है। सवाल उठाये जा रहे हैं कि जब इसराइल आक्रामकता की सीमाएं लांघ कर पिछले छह महीने से गाजा पर लगातार हमले जारी रखे हुए था तो अमेरिका ने स्थिति नियंत्रण के प्रयास क्यों नहीं किये। ऐसा लगता है कि अमेरिका भी अब मध्यपूर्व के संकट में उलझता नजर आ रहा है। खाड़ी में उसके सहयोगी देश ईरान-इसराइल संकट को बढ़ने से रोकने के लिये दबाव बना रहे हैं। उन्होंने अमेरिका को दो टूक शब्दों में कहा है कि उनके देश में बने सैन्य अड्डों का ईरान के खिलाफ कार्रवाई में इस्तेमाल करने से बचा जाए। जाहिरा तौर पर जिस तरह की भूमिका अमेरिका व उसके मित्र देश यूक्रेन युद्ध में रूस के खिलाफ निभा रहे थे, वैसी भूमिका रूस-चीन अब ईरान-इसराइल संघर्ष में निभा सकते हैं। इन दोनों देशों के ईरान के साथ गहरे रिश्ते बने हुए हैं।

कच्चा तेल : 100 डॉलर के पार संभव

नई दिल्ली। मध्य एशिया में तनाव का सबसे बड़ा प्रभाव कच्चे तेल की कीमतों पर पड़ सकता है। ईरान-इजरायल के बीच तनाव को देखते हुए तेल की कीमतें छह महीने के उच्च स्तर पर पहुंच गईं। विश्लेषकों का कहना है कि कच्चे तेल की कीमतें, जो शुक्रवार को 90 डॉलर प्रति बैरल के करीब बंद हुई थीं, अगले कुछ दिनों में 100 डॉलर के स्तर को पार कर सकती हैं। इससे कच्चे तेल से जुड़े पदार्थों के दाम बढ़ सकते हैं। सोमवार को ब्रेंट क्रूड 89.51 डॉलर प्रति बैरल पर आ गया।





पेट्रोल पंप के नोजल में लगाई आग

फरीदाबाद। गलत दिशा से आए ऑटो में सीएनजी नहीं डालने पर ऑटो चालक ने पेट्रोल पंप पर ही आग लगा दी। पंप पर लगे सीसीटीवी में सारी घटना कैद हो गई। मामला सेक्टर-88 स्थित पेट्रोल पंप का है। यहां सीएनजी और पेट्रोल पंप एक साथ बने हुए हैं। यहां एक ऑटो चालक गलत दिशा से आया और सीएनजी भरवाने की जिद करने लगा। कर्मचारी ने उसे लाइन से आने को कहा। इसपर चालक भड़क गया और ऑटो दूर खड़ा कर वापस आया। ऑटो चालक ने पेट्रोल पंप पर एक नोजल को जमीन पर रखा और माचिस से आग लगा दी। गनीमत रही कि पंप पर काम कर रहे कर्मचारी ने समय रहते ही आग पर काबू पा लिया। कर्मचारियों ने ऑटो चालक का पीछा किया लेकिन वह फरार हो गया। संवाद

पेट्रोल पंप में आग लगाने का प्रयास



वायरल वीडियो

फरीदाबाद, कार्यालय संवाददाता। सेक्टर-88 स्थित एक सीएनजी-पेट्रोल पंप पर सोमवार सुबह एक ऑटो चालक ने आग लगाने का प्रयास किया। समय रहते पंप पर कार्यरत कर्मचारियों की नजर उसपर पड़ गई और उसे खदेड़ कर पकड़ने का प्रयास किया गया, लेकिन आरोपी फरार होने में सफल रहा।

बताया जा रहा है कि आरोपी चालक ऑटो में सीएनजी नहीं भरे जाने से नाराज था। उसकी हरकत सीसीटीवी कैद हो गई। सोमवार शाम यह वीडियो वायरल हो गया। पुलिस जांच में जुटी है। जानकारी के अनुसार वायरल वीडियो सोमवार सुबह का है। वायरल



वायरल वीडियो में ग्रेटर फरीदाबाद के सेक्टर-88 के पेट्रोल पंप पर आग लगाने का प्रयास करता दिख रहा झुका युवक। 'हिन्दुस्तान' इस वीडियो की पुष्टि नहीं करता।


वीडियो में देखा जा रहा है कि एक ऑटो पास स्थित सीएनजी पंप पर सीएनजी भरवाने आया। किसी बात को लेकर उसकी वहां तैनात कर्मचारियों

से बहस हो गई। बीपीटीपी थाना प्रभारी श्रीभगवान का कहना है कि इस मामले की सूचना मिली है, लेकिन अभी तक किसी ने शिकायत नहीं दी है।

पेट्रोल-डीजल होगा महंगा

■ संतोष ठाकुर @ नवभारत.

दिल्ली. ईरान-इजराइल के बीच तनाव बढ़ने पर जनता को महंगे पेट्रोल-डीजल की मार झेलनी पड़ सकती है. इसकी वजह यह है कि ईरान ने जिस तरह से सीधे इजराइल से टक्कर लेने के सक्ति दिए हैं उससे विदेश से भारत आने वाले तेल के समुद्री मार्ग में परिवर्तन हो सकता है. ऐसे में माल ढुलाई पर आने वाले अतिरिक्त खर्च के साथ ही सप्लाई को लेकर भी आशंका उत्पन्न हो सकती है. इसका सीधा असर तेल के दाम पर पड़ेगा. एक प्रमुख तेल कंपनी के वरिष्ठ अधिकारी ने कहा कि अगर आम चुनाव संपन्न होने तक स्थिति नहीं सुधरती है तो चुनाव के बाद जनता को महंगे पेट्रोल-डीजल की स्थिति का सामना करना पड़ सकता है.



चुनाव
तक रुकी
सरकार

इजरायल पर ईरान द्वारा ड्रोन और मिसाइल से हमले के दो दिन बाद भारतीय अधिकारी सक्रिय

मंत्रालयों के बीच बैठकें व बातचीत शुरू

रुचिका चित्रवंशी, शुभायन चक्रवर्ती, श्रेया नंदी और संजीव मुखर्जी
नई दिल्ली, 15 अप्रैल

ईरान और इजरायल के बीच चल रहे तनाव के असर को समझने और आगे की योजना बनाने के लिए नई दिल्ली में सरकारी अधिकारियों ने विभिन्न हिस्सेदारों से बातचीत शुरू कर दी है। इनमें शिपिंग और कंटेनर कंपनियों से लेकर निर्यात संवर्धन परिषद शामिल हैं। सूत्रों ने कहा कि पश्चिम एशिया में संकट की स्थिति को देखते हुए मंत्रालयों के बीच बातचीत भी चल रही है।

अधिकारियों के मुताबिक कच्चे तेल की आवक पर अभी सीधा कोई खतरा नहीं है, लेकिन तेल की कीमतों में वृद्धि को लेकर चिंता बनी हुई है। सोमवार को वाणिज्य सचिव सुनील बड्थवाल ने संवाददाताओं से बातचीत में कहा कि सरकार स्थिति की निगरानी कर रही है, वह इस सिलसिले में उपचारात्मक कदम उठाएगी और उचित कार्रवाई करेगी। बड्थवाल ने कहा, 'जब भी इस तरह का टकराव पैदा होता है, हम व्यापार की निगरानी और हिस्सेदारों से परामर्श शुरू कर देते हैं। नीतिगत हस्तक्षेप तब शुरू होगा, जब हम समझ लेंगे कि व्यापारियों को किस तरह की समस्याएं हो रही हैं।' उन्होंने कहा कि सरकार पिछले 2 साल से ज्यादा समय से क्षेत्रीय टकरावों से निपट रही है और विभिन्न क्षेत्रों में निर्यात में



पश्चिम एशिया में तनाव के बीच दक्षिणी इजरायल में सोमवार को इजरायल-गाजा सीमा पर ड्रोन को उड़ाने वाले इजरायली सैनिक
फोटो-पीटीआई

विविधता लाने की रणनीति तैयार की गई है। इजरायल पर ईरान द्वारा ड्रोन और मिसाइल से हमले के दो दिन बाद वित्त मंत्रालय के अधिकारियों ने कहा कि वे स्थिति पर नजर रखे हुए हैं और इस मामले पर संबंधित मंत्रालयों के संपर्क में बने हुए हैं।

नई दिल्ली स्थित थिंक टैंक ग्लोबल ट्रेड रिसर्च इनीशिएटिव (जीटीआरआई) ने कहा कि लाल सागर में जहाजों की आवाजाही बाधित होने के कारण भारत के व्यापार की समस्या जटिल हो सकती है

क्योंकि ईरान और इजरायल में नया टकराव शुरू हो गया है।

ईरान और इजरायल के बीच युद्ध के कारण तेल की आवक पर सीधा असर पड़ने की आशंका नहीं है, लेकिन सरकार तेल की वैश्विक कीमतों पर पड़ने वाले असर को लेकर चिंतित है।

पेट्रोलियम और प्राकृतिक गैस मंत्रालय के एक शीर्ष अधिकारी ने कहा, 'हमने हमेशा यह ध्यान रखा है कि कच्चे तेल की कीमत 100 डॉलर प्रति बैरल से ऊपर जाने पर

कठिन स्थिति पैदा हो सकती है। इस स्तर तक पहुंचने से पहले अभी पर्याप्त बफर है। पश्चिम एशिया में लगातार चल रहे संकट के असर के कारण तेल की कीमत हमारी अपेक्षा से कहीं लंबे समय तक ऊंचे स्तर पर बनी रह सकती है, जैसा कि हमने पहले अनुमान लगाया था।'

जीटीआरआई की रिपोर्ट में कहा गया है कि इस टकराव का संभवतः भारत में पेट्रोलियम की कीमत पर असर नहीं पड़ेगा। रिपोर्ट में कहा गया है, 'इस टकराव के कारण पश्चिम एशिया में स्थिति बहुत अस्थिर बन गई है। इससे भारत मध्य-पूर्व गलियारा (आईएमईसी) जैसी परियोजनाओं पर असर पड़ सकता है। यह व्यापार गलियारा लंबे समय से कागजों में पड़ा है।' रिपोर्ट में कहा गया है कि समुद्री मार्ग की सुरक्षा में वृद्धि के कारण लाल सागर के शिपिंग मार्ग प्रभावित हो सकते हैं और इससे भारत का इजरायल और ईरान के साथ कारोबार प्रभावित हो सकता है।

उदाहरण के लिए चावल निर्यातक बहुत चिंतित हैं। सूत्रों ने कहा कि टकराव को देखते हुए लाल सागर से आवाजाही के मामले व अन्य चुनौतियों को लेकर उन्होंने बैठक की है।

तेल मंत्रालय के एक और अधिकारी ने कहा, 'चुनौती यह है कि पड़ोसी देश कई शिपिंग मार्ग संचालित कर रहा है। कच्चे तेल की दुलाई की दर पहले से ही बढ़ी हुई है। अमर दुलाई की दर आने वाले समय में और

बढ़ती है तो तेल विपणन कंपनियों द्वारा खरीद पर नकारात्मक असर पड़ेगा। हम स्थिति पर नजर बनाए हुए हैं।'

साल 2023 में वस्तु निर्यात सहित भारत से ईरान की निर्यात 1.7 अरब डॉलर रहा है, जबकि आयात 67.2 करोड़ डॉलर रहा है। भारत से ईरान को भेजी जाने वाली प्रमुख वस्तुओं में चावल (1.03 अरब डॉलर) और कार्बनिक रसायन (11.3 करोड़ डॉलर) शामिल हैं।

यूक्रेन और गाजा में युद्ध और ईरान समर्थित हूती चरमपंथियों की धमकियों के कारण लाल सागर और अदन की खाड़ी में तनाव बढ़ा है और इसकी वजह से तेल के कारोबार पर असर पड़ा है।

बहरहाल अधिकारियों ने कहा कि पश्चिम एशिया में नए तनाव से भारत के आयात चैनल पर सीधा कोई असर पड़ने की आशंका नहीं है क्योंकि भारत भुगतान की कठिनाइयों के चलते ईरान से तेल नहीं खरीदता है।

साल 2018-19 तक ईरान, भारत का तीसरा बड़ा तेल स्रोत था, जब आयात बढ़कर 12.1 अरब डॉलर पर पहुंच गया। एक साल से ज्यादा समय तक रूस से कच्चा तेल खरीदने के बाद भारत एक बार फिर पश्चिम एशिया के अपने परंपरागत आपूर्तिकर्ताओं से संबंध बढ़ाने पर विचार कर रहा है। इन देशों से आने वाला कच्चा तेल फारस की खाड़ी, ओमान की खाड़ी और ईरान के जल क्षेत्र से आता है।

सीएनजी नहीं डाली तो पंप में आग लगाने की कोशिश की



सीएनजी पंप पर बाइक सवार के आगे नोजल को जमीन पर रखकर तीली लगाते हुए दिखाई दे रहा है युवक • सौ. इंटरनेट मीडिया

जासं, फरीदाबाद : ग्रेटर फरीदाबाद, सेक्टर-88 स्थित एक सीएनजी-पेट्रोल पंप पर सीएनजी न डालने से नाराज आटो चालक ने पंप पर आग लगाने की कोशिश की। शुरु रहा कि समय रहते आग भड़कने से पहले ही उसे बुझा दिया गया। यह वारदात पंप पर लगे सीसीटीवी कैमरे में कैद हो गई है। सोमवार सुबह पंप पर एक आटो चालक सीएनजी डलवाने आया था। वह लाइन से हटकर सीएनजी डलवाने आगे पहुंच गया। पंपकर्मी ने उसे लाइन में आने को कहा। इस पर बहस हो गई। चालक ने आटो को

साइड में खड़ा किया और वापस आया। उसने पंप पर एक नोजल से थोड़ा सा पेट्रोल निकाला और तीली लगा दी। हालांकि नोजल में काफी कम पेट्रोल था। आग जैसे ही लगी तुरंत पंपकर्मी ने अपने जूते से उसे वहीं बुझा दिया। तब तक चालक भाग चुका था। युवक की इस हरकत से अन्य वाहन चालकों में हलचल मच गई थी। सभी ने अपने वाहन दूर कर दिए। बीपीटीपी थाना प्रभारी श्रीभगवान का कहना है कि इस मामले की सूचना मिल गई है। शिकायत आने के बाद उचित कार्रवाई की जाएगी।

सेक्टर-34 में गीले कूड़े से बनेगी खाद और बायोगैस



सेक्टर 34 में लगी मशीन को देखते आरडब्ल्यूए पदाधिकारी व अन्य • सौ.निवासी

जागरण संवाददाता, नोएडा: सेक्टर 34 में पूरे गीले कूड़े का निपटान किया जाएगा। इसके लिए आरडब्ल्यूए पदाधिकारियों ने एचसीएल कंपनी के साथ मिलकर श्रेडर मशीन (कूड़ा रिसाइक्लिंग में भारी खाद्य सामग्री को तोड़ने में उपयोगी) लगाई है। सेक्टर के घरों से निकलने वाले कूड़े को रिसाइकिल कर मशीन की मदद से खाद व बायोगैस बनाई जाएगी। यह मशीन नहीं लगने से सेक्टर का गीले कूड़े की काफी मात्रा (मोटा कूड़ा) प्राधिकरण को देना पड़ रहा था।

आरडब्ल्यूए अध्यक्ष केके गुप्ता ने बताया कि वर्ष 2019 में दो टन क्षमता के बायो मैथेनाइजेशन प्लांट लगाया गया था। ताकि सेक्टर के 5000 घरों

से निकलने वाले गीले कूड़े का निपटान किया जा सके लेकिन नारियल आदि के खोल के रूप में निकलने वाले मोटे व जटिल गीले कूड़े का निपटान कराने में दिक्कत आ रही थी। इस तरह का कूड़ा प्राधिकरण को देना पड़ रहा था। इसके समाधान के लिए एचसीएल कंपनी से संपर्क किया गया तो सोमवार को प्लांट में श्रेडर मशीन का उद्घाटन संपन्न हो सका। मशीन की कीमत करीब चार लाख रुपये है। इस मौके पर महासचिव धर्मेन्द्र शर्मा, एचसीएल फाउंडेशन से मयंक चंद्रा, संध्या पांडे, अभिषेक व देवेन्द्र कुमार, प्रदीप सिंह, सुशांत भल, ओम्रेन्द्र कुमार, कुलदीप, अभिजीत दत्ता आदि रहे।