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Page No. 4, Size:(23.22)cms X (38.15)cms.

Centre may drag FAME defaulters to Delhi HC

Three original equipment manufacturers yet to refund around ₹310 cr

NITIN KUMAR
New Delhi, 18 March

The Centre is planning to take legal action against electric vehicle (EV) manufacturers who have not refunded incentives claimed wrongfully under the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME II) scheme. Three original equipment manufacturers (OEMs) are yet to refund around ₹310 crore to the government due to violations of phased manufacturing programme (PMP) guidelines.

According to government officials, the Ministry of Heavy Industries is preparing to move Delhi High Court (HC) against Hero Electric and Benling India.

The matter involving Okinawa Autotech, another defaulter, is already sub-judice. It filed a petition in the HC in November 2023, seeking a restraining order against the government's directive to recover the subsidy.

"All defaulters were given sufficient time to return the wrongfully claimed subsidy. Of the seven, four have repaid it, but three are yet to do so. Okinawa's case is already in court. We will proceed with legal action against the remaining two," a senior government official said.

Penalties amounting to approximately ₹140 crore were imposed on Hero Electric, while Okinawa faced a penalty of ₹120 crore. Benling received a penalty of ₹50 crore. The penalty amounts continue to increase due to accrued interest.

Hero Electric, in an emailed response to the paper, said, "We have been actively engaged in discussions regarding this matter for over 18 months now. Our stance is publicly available, and we remain committed to resolving this issue. We have proposed various solutions for an amicable settlement already. On the matter of non-compliance, we have already provided the Ministry of Heavy Industries with necessary information demonstrating our complete compliance with the FAME policy and that the order in question does not apply to us at all."

Similar queries sent to Benling India remain unanswered until the time of going to press.

In addition to taking legal action in court, the ministry is also "debarring" these OEMs from participating in any other government schemes administered by the ministry.

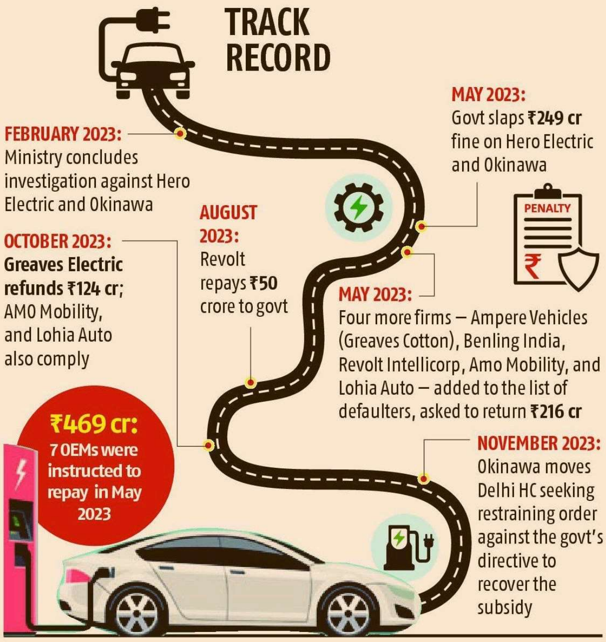
"The companies are being barred from participating in both existing and future schemes administered by the ministry," another official said.

Hero Electric, Okinawa Autotech, Greaves Electric Mobility (formerly Ampere EV), Benling India, Revolt Intellicorp, AMO Mobility Solutions, and Lohia Auto were the seven OEMs found violating the PMP guidelines and were instructed to repay approximately ₹469 crore in May 2023.

The Ministry of Heavy Industries initiated the process to 'deregister' the violators from the FAME portal. Notices were sent to these companies by the ministry, instructing them to comply and repay the subsidy. However, when the OEMs requested more time to present their case, the ministry granted an extension until July 2023. Starting in August, the defaulter OEMs began complying with the ministry's order.

Revolt Intellicorp became the first firm to repay ₹50 crore to the government. In October, Greaves Electric Mobility — the e-mobility division of Greaves Cotton — refunded ₹124 crore. Subsequently, AMO Mobility Solutions and Lohia Auto also settled their accounts soon after.

In November, Okinawa became the first OEM to seek legal remedy against the Ministry of Heavy Industries' directive to repay the subsidy. During the court hearing, the Centre argued that Okinawa should not be granted interim relief as it has 'acknowledged' violation of the scheme. The case is ongoing, with the next hearing scheduled for May 16.



BUSINESS LINE, Delhi, 19.3.2024
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CPSE dividends may exceed ₹62,000 cr, 24 per cent more than revised estimate

Shishir Sinha
New Delhi

The Centre is expected to close the fiscal year 2023-24 with more than ₹62,000 crore or even more through dividends from Central public sector enterprises (CPSEs). If this happens, it will exceed the revised estimate by more than 24 per cent. Also, this will be an all-time high, besides being the third successive year of ₹50,000 crore plus revenue through dividends.

According to the Department of Investment and Public Asset Management (DIPAM), during the current financial year 2023-24, over ₹61,000 crore has been obtained through dividend from the CPSEs. With the current fiscal year yet to close, officials expect more money to flow in. The latest number is higher not just than the budget estimate but also exceeds the revised estimate by a good margin.

BUDGET ESTIMATE

While presenting the Union Budget for FY24, Finance Minister Nirmala Sitharaman estimated ₹43,000 crore through 'dividends from public sector enterprises and other investments'. However, this was revised upward to ₹50,000 crore. Disinvestment proceeds from CPSEs are likely to remain below the budget estimate of ₹51,000 crore, though the revised estimate has subsumed the receipts from disinvestment into 'miscellaneous capital receipts' and set the number as ₹30,000 crore, still, that may not be achieved.

GROWTH DRIVERS. The better dividend collection can be attributed to improved profitability of CPSEs and a consistent dividend policy ISTOCKPHOTO

Collections from dividends and disinvestment are part of non-tax revenue and maintained by DIPAM. While the combined collection is lower than the target, it is unlikely to affect the revised fiscal deficit-target of 5.8 per cent as mobilisation through direct tax, GST, and RBI surplus is likely to be much higher.

The better dividend collection can be attributed to improved profitability of CPSEs and a consistent dividend policy. According to Finance Ministry guidelines announced in 2016, a CPSE would pay an annual dividend of 30 per cent PAT (profit after tax) or 30 per cent of the government's equity, whichever is higher.

However, due account should be taken of cash and free reserves with the CPSE, and accordingly, special dividend would have to be paid to the government as a return for its equity investments. Furthermore, CPSEs with large cash/free reserves and sustainable profit may issue bonus shares. "Any case of exception should be explained specifically by the concerned administrative ministry/department concerned to the Secretary DEA," the guidelines say.

Later in 2020, an advisory on consistent dividend policy said CPSEs, especially companies that pay relatively higher dividend (100 per cent dividend or ₹10 per share), may consider paying quarterly dividend. For others, the frequency could be half yearly. Further, all CPSEs should consider paying at least 90 per cent of the projected annual dividend in one or more instalments as interim dividend.

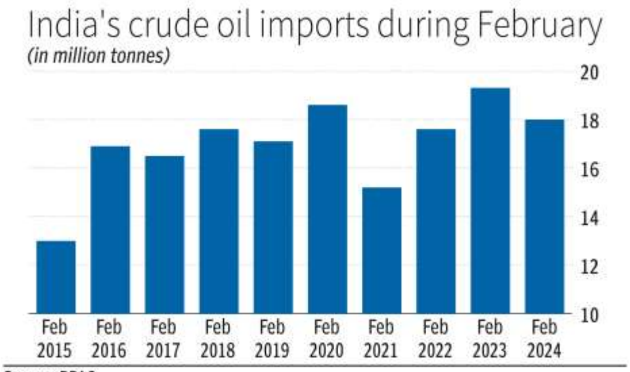
DISINVESTMENT

During the current financial year 2023-24, over ₹14,700 crore has been obtained through OFS, OFS (Employee) and others. Selling stakes in CPSEs has not been easy for the government this fiscal. Though it managed to sell minor stakes in HAL, Coal India Ltd, RVNL, SJVN Ltd and Hudco, strategic sell-off of IDBI Bank, Shipping Corporation, BEML PDIL, HLL Life Care Ltd and NMDC Steel Ltd is unlikely to be completed during the remaining part of the fiscal.

DIPAM attributes the snail's pace of divestment to the emphasis it lays on value creation in CPSEs. It underlines that since the introduction of the new PSE policy in January 2021, the NSE CPSE and BSE CPSE indices have surpassed benchmarks, showcasing returns of over 160 per cent and 128 per cent, respectively, until November 2023, and even after that, momentum has been there.

Crude oil imports dipped to a four-month low in February

Rishi Ranjan Kala
New Delhi



Source: PPAC

India's crude oil imports during February 2024 declined by 6.6 per cent y-o-y and 16 per cent m-o-m to 18 million tonnes (mt), the lowest since September 2023.

The steep monthly decline follows the record high registered in January. India imported 21.4 mt crude oil in January — the highest in the last 20 months — as refiners topped up cargoes to meet domestic consumption and took advantage of the rising demand for refined products in export markets.

Besides, the in-bound cargoes would have been much lower had Sokol shipments not resumed last month. India imported around 97,229 barrels per day (b/d) of Sokol last month, as per Kpler, after availing zero shipments of the sweet crude in December 2023 and January 2024 due to payment and sanction issues.

Comparing crude oil cargoes for February in the last ten years shows that shipments last month were the third highest since 2015. The highest shipments were recorded in February 2023 at 19.3 mt followed by February 2020 at 18.6 mt.

Also, during February 2023, import volumes from Russia were higher due to high discounts.

Crude oil prices also inched up monthly during February 2024 on a monthly basis. The price of Brent Crude averaged at $83.93 per barrel in February, against $80.32 per barrel in January. Indian basket's price averaged $81.62 in February 2024, against $79.22 in January 2024 and $82.28 in February 2023.

RUSSIAN IMPORTS

It remains to be seen how imports from Russia will fare in the coming months amidst several developments. The drone attacks on Russian refineries are is expected to spare barrels for exports.

owever, this development comes amidst rising US and Wwestern nation sanctions on ships ferrying Russian crude, particularly the shadow fleets. Besides, shippers are avoiding the Red Sea route, while favouring the Cape of Good Hope (COGH), leading to higher travel time and costs.

Besides, discounts on Russian crude have been inching south. Quoting the Centre for Monitoring Indian Economy (CMIE), JM Financial, in a March 17 report, said that the discount on Russian crude to India declined m-o-m to around $2 per barrel in January 2024, compared to $4 in December 2023, and far lower than the discount of $6-10 a barrel in H1 2023.

The growing obstacles in importing crude oil from Russia could work in favour of India's traditional suppliers such as Iraq and Saudi Arabia.

When asked about the impact of the above scenarios on Russian imports, Kpler's Lead Crude Analyst Viktor Katona told *businessline*. "I generally don't see US sanctions derailing Russian exports to India; however, they would most probably make Russian barrels cheaper because Indian refiners now have a strong argument to use Russian crude oil."

He pointed out that Russian crude oil flows to India have found a new equilibrium in the 1.5-1.6 million barrels per day (mb/d) range.

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Page No. 13, Size:(13.59)cms X (19.83)cms.

Electric mobility

EV import policy can face execution challenges

In a major new policy direction for the Indian automobile sector, the government has announced that import duties on electric vehicles (EVs) will be slashed as long as the EV manufacturer makes certain commitments to the government about producing in India. In particular, for models of electric cars with a combined cost, insurance, and freight price in India of $35,000 or above, the tariffs have been slashed from 100 per cent to 15 per cent. A similar reduction has been made for cheaper vehicles attracting a tariff of 70 per cent. In return, the companies have to promise to set up a manufacturing plant in India alongside an investment of $500 million (₹4,150 crore) within three years. Further, the localisation of components is required, with at least 50 per cent domestic value addition by the fifth year of operation.

The government certainly needs help in achieving an ambitious target of a 30 per cent share for EVs in cars sold by 2030. Several EV makers, including Tesla, can technically benefit from these rules. It is possible that even China's BYD, which dominates the electric car market, could enter the Indian market, though companies from countries sharing land borders with India need additional government permission for investments. In this context, it should be noted that Tesla's "Gigafactory" approach, which incorporates a large part of the components required for its cars into a single factory instead of requiring the presence of a large ecosystem of component producers, is set up more towards such single-deal agreements than others. However, creating an EV ecosystem within the country would require not just a single manufacturer to be introduced but an entire set of supporting companies, each with its own supply chain, to be moved. For this it is required not that the tariffs on the final product be reduced, but that those on intermediate goods and inputs be rationalised so that global value chains can be built.

There are additional questions to be asked about the promissory note that investors will provide the government in return for this concession on tariffs. Tracking the cooperation of a company that has received a reduction in duties will be extraordinarily difficult. Delays in the investment and localisation requirements will constantly be demanded by the companies that have been granted concessions. It is not clear how the government will deal with firms that ultimately fail to fulfil investment targets. If the promised investment does not materialise, or a new factory is insufficiently localised within five years, will the duty concessions be clawed back? From the consumer or from the company? If a similar approach is adopted in other sectors, trade policy will become enormously more complicated.

Trade policy requires overall low and stable tariffs, particularly in sectors that are relevant for entering global value chains. Such concession-based mechanisms are always difficult to track and make policies less consistent. To be sure, India needs large investments in a variety of sectors and this sometimes pushes policymakers to adopt innovative measures. However, as has been the evidence, simple and stable policies tend to attract more businesses and investment.

Imports of Natural Gas Continue to Surge

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New Delhi: India's appetite for imported natural gas is dramatically growing with prices falling in the international markets.

Imports of liquefied natural gas (LNG) surged 33% year-on-year in February, after increasing 26% in January, 12% in December last year and 5% in November.

LNG imports cost $1.1 billion in February, as much as in the year-ago period, even though the volumes were a third higher this year at 2.45 billion cubic metres. For the first 11 months of this financial year, LNG imports cost $12 billion, lower than $15.9 billion last year, even though volumes were up 18% this year.

For consumers, gas became more attractive than alternative fuels due to unusually low prices this winter, said an industry executive, adding that industrial consumers are switching to gas as it has become more affordable. Fertiliser, city gas and power sectors accounted for two-thirds of the increase in imported gas consumption in January.

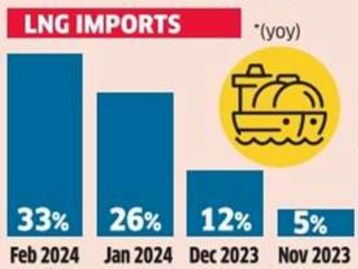
LNG is currently available for about $8.5 per mmbtu in the Asian spot market. It averaged $10 in the three months through February, about half of $21 in the year-ago period. Crude oil fell to $80 from $85 per barrel during this period. Crude is currently around $85.

Booming imports have boosted domestic consumption of natural gas, which increased 20% year-on-year in February and 11% in the April-February period. Domestic consumption was also aided by an 11% year-on-year expansion in local production of gas in February and nearly 6% in the April-February period.

Increased global gas supply, mainly from the US, milder winter, lower-than-expected demand from China and higher gas storage in Europe have all weighed on gas prices this season.

The easy and cheaper availability of LNG has induced Indian consumers to order more of it after more than a year of having to deal with extremely high spot prices and supply shortages. In 2022-23, India imported 15% less LNG even as it paid 27% more year-on-year.

Low Prices Help



BUSINESS LINE, Delhi, 19.3.2024
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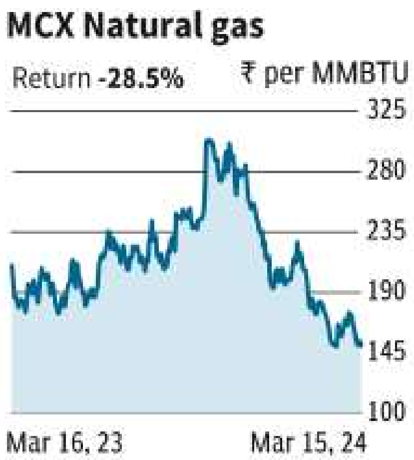
Natural gas futures can rally, go long

Akhil Nallamuthu
bl. research bureau

Natural gas futures on the MCX depreciated over the past couple of weeks. It fell off the resistance at ₹176. Last week, it marked an intra-week low of ₹147.8 and closed at ₹150.3.



COMMODITY CALL.

The daily chart shows that ₹150 is a good support and the bulls successfully defended this level twice over the last month. While this is not an indication of a bullish trend reversal, the probability of an upswing, which could at least be a corrective rally, has been increasing. If April natural gas futures rally from the current level, it is likely to face resistance at ₹165 and ₹176. A breakout of ₹176 will change the short-term outlook bullish and can potentially lift the price to ₹200. On the other hand, if the contract decisively breaks below ₹150, we expect a quick decline to ₹130. Since the support at ₹150 is holding well now, traders can buy natural gas futures at ₹156. Place initial stop-loss at ₹145. When the contract rallies past ₹165, raise the stop-loss to ₹158. Book profits at ₹176.

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Russia remains top crude supplier in Jan

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NEW DELHI

Russia remained the top supplier of oil to India in January, accounting for nearly a third of the crude brought into the country, according to data from the commerce ministry.

At $4.47 billion, the value of the crude oil supply from Russia jumped 41% year-on-year. Sequentially, crude imports from that country increased 14% from $3.92 billion in December 2023, the data showed.

Moscow was the biggest crude supplier to India in 2023, accounting for more than 30% of its imports, and will likely remain so through early 2024 despite the Red Sea crisis, as per a report by S&P Global Commodity Insights in January. This is significant because, despite Russian oil initially remaining unaffected by the Houthi attacks in the Red Sea, the situation has evolved with recent reports of Russian oil cargoes coming under attack. This has forced ships to take different routes, via the Cape of Good Hope, and traders to recalculate costs.

At $4.47 billion, the value of the crude oil supply from Russia jumped 41% year-on-year

The increase in oil supplies from Russia has coincided with a year-on-year decline in imports from traditional suppliers in the Gulf region. Iraq was the second-largest source of crude oil for India in December, supplying $2.54 billion worth of the commodity, 5% higher year-on-year. Supplies from Saudi Arabia fell 31.3% on year to $1.55 billion in January. Among the top five suppliers, the United Arab Emirates and the US followed, with their supplies to India worth $980.24 million and $107.49 million, respectively. The UAE saw a 6.70% rise in its oil supplies to India in January 2024, up from $918.63 million a year ago. In contrast, crude oil supplies from the US to India slumped about 91%, falling to $107.49 million in January.

The greening of flights

One way for airlines to be cleaner is to use green jet fuel — also known as sustainable aviation fuel, or SAF. Though it is priced two to three times higher than conventional fuel, airlines are securing increasing volumes.

More than 40 carriers have set some form of SAF adoption target. Most aim for the fuel to account for 10 per cent of their consumption by 2030. Latam Airlines and Singapore Airlines have a target of 5 per cent by 2030, and freight carriers DHL and FedEx aim for 30 per cent by the same year. United Airlines has emerged as the top buyer of the clean fuel, having secured 2.9 billion gallons of SAF through offtake agreements and investments. This volume is to be delivered over varying timelines.

VANDANA GOMBAR

The jump in demand has triggered a spurt in production. "Global SAF production capacity is expected to increase 10-fold by the end of the decade, provided projects materialise on schedule and producers lock-in sufficient feedstock volumes," said Jade Patterson, *BloombergNEF*'s renewable fuels analyst. That would meet over 5 per cent of jet fuel demand by 2030.

New developers and existing refiners, such as Neste, Phillips 66 and Shell, are constructing a slew of projects set to come online in the next few years.

"Airlines really want SAF. It is a question of how you make it so they can afford it," said Chris Ryan, chief operating officer of Gevo, a US-based company that is building a greenfield plant to produce SAF. Dubbed Net-Zero 1, the facility is likely to be ready by 2026.

The International Air Transport Association (IATA), which represents over 300 airlines accounting for 83 per cent of global air traffic, is committed to net-zero carbon dioxide (CO2) emissions by 2050. One pathway to net zero relies on SAF enabling about two-thirds of the emissions cuts needed, with the rest being managed via carbon capture, offsets, new technologies such as electric or hydrogen and operational efficiencies.

Despite SAF's momentum, however, feedstock constraints and high costs remain a challenge. Companies are working to develop new feedstocks or alternative production pathways.

Oil, gas companies and transition

Energy transition investment by oil and gas companies had been on an upswing over the last few years. The direction has reversed. After five years of rapid growth, energy transition spending slowed down for the first time last year. The oil and gas sector invested about $27 billion in low-carbon assets in 2023 — 17 per cent less than in 2022.

BNEF analysed 41 companies across the sector. Their energy transition spending accounted for 6.5 per cent of the sector's total capital expenditure, the lowest since 2020. Over half reduced low-carbon investments as a share of capex in 2023.

The biggest chunk of investment went to renewable energy, at $10 billion, with solar power at the helm. Carbon capture and storage, or CCS, investment jumped to $7.4 billion in 2023, making up over a quarter of last year's total energy transition investment. Renewable fuel, advanced materials, advanced transport and hydrogen were the other main areas of investment.

India solar

Solar activity in India continues to surprise on the upside. Over 16 gigawatts of standalone solar capacity was auctioned last year, which was more than the combined total of the previous two years. State-owned firms have been stepping up their participation in these auctions. "Companies owned by federal or regional governments accounted for 31 per cent of the total bids in auctions for new solar capacity last year, up from 10 per cent in 2019," said Rohit Gadre, *BNEF*'s solar analyst.

There has also been an increase in the volume of "complex" projects, where solar is combined with wind and/or storage.

India has overtaken Japan to become the world's third-largest solar market by cumulative capacity, with only the US and China ahead of it. The top three are unlikely to see their ranking change until the end of the decade, according to *BNEF*.

The world's most populous country is entering a period of robust growth in solar installations. *BNEF* expects a record 13 gigawatts of new solar capacity to come online this year despite the policy activity pause that will be necessitated by the federal elections set to begin next month. This includes a record volume of small-scale solar plants. Annual installations are seen ratcheting up over the next few years.

The government's target of 500 gigawatts of installed electricity capacity from non-fossil sources by 2030 — and of bidding out 50 gigawatts per annum of renewable energy capacity — would require a further scaling up of activity. At least 10 gigawatts of this annual bidding is to be for wind power.

India's wind power installations are also entering an upcycle this year, with new installations reaching close to 4 gigawatts. Annual installations will rise to over 5 gigawatts in 2027.

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Why price cuts can hit HPCL more

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Hindustan Petroleum Corp. Ltd's (HPCL) shares are down nearly 23% after hitting a lifetime high of ₹595 apiece on 16 February. The decline may indicate that investors were anxious because of concerns about a potential cut in fuel prices ahead of the general elections..

These fears have come true with the government announcing a price cut of ₹2 per litre for petrol and diesel.

This is the first cut in prices since May 2022, signalling an end of the high marketing margin period during the nine-month ended December (9MFY24) that oil marketing companies (OMCs) have enjoyed so far.

It may be a coincidence that Bharat Petroleum Corp. Ltd (BPCL) stock also hit a lifetime high on the same day as HPCL shares and started sliding, but its fall from the peak has been curtailed to 15%.

Indian Oil Corp. Ltd (IOC) has also moved in tandem with a 18% slide from the high.

Even so, HPCL's relative underperformance does not make it appealing compared to peers if one has a more positive view on refining margin vis-à-vis marketing margin.

While the gross refining margin (GRM) per barrel is not affected by the recent fuel price cut, it does squeeze the gross marketing margin (GMM). From consumers' point of view, the fuel price cut may not appear to be substantial as it is less than 3% of the prevailing prices in most states.

However, there could be a significant adverse impact on the profits of oil marketing companies (OMCs) whose gross earnings include GRM as well as GMM.

Losing sheen

Refining margins of oil marketing companies have tapered this year

Note: BPCL figures include Bina refinery's figures after merger

Source: Petroleum Planning and Analysis Cell report

PRANAY BHARDWAJ/MINT

Since the cut was announced in March, the Q4FY24 numbers will have a negligible impact, but FY25 numbers could be more adversely impacted. For example, HPCL sold 3,463 crore litre of petrol and diesel in FY23, as per its annual report.

The cut in retail fuel price flows straight to profit before tax (PBT) as there is no corresponding change in the cost structure, leading to a potential annual hit of ₹6,926 crore. For perspective, this is 44% of HPCL's consolidated PBT during 9MFY24. The same parameter for BPCL and IOCL works out to about 26% and 30% of 9MFY24 consolidated PBT, respectively.

Adding to the woes, HPCL not only has the lowest GRM but also the lowest refining capacity among all the OMCs. The company is taking steps to increase its refining capacity to 45 million tonnes by FY28 from 29 million tonnes in FY23. This will be achieved through a combination of brownfield and greenfield capacity additions.

While that augurs well, this time around, GRM is unlikely to provide succour when GMM is being compressed. Notably, the base of GRM is already high, as OMCs benefited from higher margin on lower-priced crude due to the discounts offered in the wake of the Russia-Ukraine war.

Those discounts are normalizing now. For instance, HPCL's average GRMs in FY23 stood at $12 a barrel, a huge jump from $7 a barrel in the previous year.

DEALING WITH CUTS

FROM consumers' point of view, the fuel price cut of less than 3% may not appear substantial

HOWEVER, there could be a significant adverse impact on the profits of oil marketing firms

The trends are similar for BPCL and IOC. The global spare capacity of refining is expected to be low, as per the International Energy Agency.

This may keep GRMs globally on a firm footing, but it may not push the GRM to FY23 level given the far higher benefit of discounted crude back then.

Given all this, HPCL is facing a double whammy, making it the most vulnerable among peers to the hit on marketing margin following the cut in retail fuel price. The best period for HPCL versus peers, therefore, may not be on the horizon anytime soon.

RASHTRIYA SAHARA, Delhi, 19.3.2024
Page No. 13, Size:(17.81)cms X (16.19)cms.

कश्मीर में ईवी संयंत्र लगाएगी नेक्सजेन

नई दिल्ली (एजेंसियां)। टिकाऊ ऊर्जा समाधान प्रदाता नेक्सजेन एनर्जिया ने सोमवार को कहा कि वह जम्मू-कश्मीर में इलेक्ट्रिक वाहनों (ईवी) के लिए विनिर्माण इकाई की स्थापना पर 1,000 करोड़ रुपये का निवेश करेगी। नोएडा स्थित कंपनी नेक्सजेन एनर्जिया के चेयरमैन पीयूष द्विवेदी ने कहा कि जम्मू-कश्मीर के अधिकारियों के साथ इस इकाई की स्थापना पर बातचीत चल रही है। कंपनी इसके लिए कठुआ औद्योगिक क्षेत्र या कश्मीर घाटी में 100 एकड़ जमीन की तलाश में है।

कुछ समय पहले ही कंपनी ने गुजरात में 3,000 करोड़ रुपये की लागत से कंप्रेस बायो गैस (सीबीजी) संयंत्र लगाने की घोषणा की थी। द्विवेदी ने कहा, 'हम सरकार के साथ मिलकर जम्मू-कश्मीर में ईवी संयंत्र लगाने पर 1,000 करोड़ रुपये का निवेश करेंगे। इस इकाई से लगभग एक लाख लोगों को प्रत्यक्ष और परोक्ष रूप से रोजगार मिलेगा।' इसके साथ ही नेक्सजेन एनर्जिया अगले महीने नोएडा इकाई से अपना सबसे किफायती इलेक्ट्रिक दोपहिया वाहन पेश करने की योजना बना रही है। इसकी कीमत 36,900 रुपये रहने का अनुमान है।

VIRAT VAIBHAV, Delhi, 19.3.2024
Page No. 15, Size:(126.76)cms X (12.42)cms.

नेक्सजेन एनर्जिया कश्मीर में निवेश से लगाएगी ईवी संयंत्र

नोएडा। टिकाऊ ऊर्जा समाधान प्रदाता नेक्सजेन एनर्जिया ने सोमवार को कहा कि वह जम्मू-कश्मीर में इलेक्ट्रिक वाहनों (ईवी) के लिए विनिर्माण इकाई की स्थापना पर 1,000 करोड़ रुपए का निवेश करेगी। नोएडा स्थित कंपनी नेक्सजेन एनर्जिया के चेयरमैन पीयूष द्विवेदी ने पीटीआई-भाषा से कहा कि जम्मू-कश्मीर के अधिकारियों के साथ इस इकाई की स्थापना पर बातचीत चल रही है। कंपनी इसके लिए कठुआ औद्योगिक क्षेत्र या कश्मीर घाटी में 100 एकड़ जमीन की तलाश में है। कुछ समय पहले ही कंपनी ने गुजरात में 3,000 करोड़ रुपए की लागत से कंप्रेस बायो गैस (सीबीजी) संयंत्र लगाने की घोषणा की थी। द्विवेदी ने कहा, हम सरकार के साथ मिलकर जम्मू-कश्मीर में ईवी संयंत्र लगाने पर 1,000 करोड़ रुपए का निवेश करेंगे। इस इकाई से लगभग एक लाख लोगों को प्रत्यक्ष और परोक्ष रूप से रोजगार मिलेगा। इसके साथ ही नेक्सजेन एनर्जिया अगले महीने नोएडा इकाई से अपना सबसे किफायती इलेक्ट्रिक दोपहिया वाहन पेश करने की योजना बना रही है।

BUSINESS STANDARD HINDI, Delhi, 19.3.2024
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न्यूनतम कार्य योजना में पीछे हैं सीजीडी

शुभायन चक्रवर्ती
नई दिल्ली, 18 मार्च

पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) ने कहा कि सिटी गैस डिस्ट्रीब्यूटर (सीजीडी) अपने न्यूनतम कार्य कार्यक्रम (एमडब्ल्यूपी) में काफी पीछे हैं। सीजीडी ने मात्र 1.2 करोड़ रसोई गैस कनेक्शन का विस्तार किया। सीजीडी की कनेक्शन विस्तार की कुल प्रतिबद्धता 2.2 करोड़ की थी और उन्होंने कुल प्रतिबद्धता का करीब आधा हिस्सा ही पूरा किया है।

पीएनजीआरबी ने बिजनेस स्टैंडर्ड को ईमेल से भेजे जवाब में बताया कि चूक करने वाली इकाइयों को पत्र जारी कर कहा गया है कि वे अपनी न्यूनतम कार्य कार्यक्रम प्रतिबद्धताओं को पूरा करें और आम लोगों के उपयोग के लिए गैस बुनियादी ढांचे को खोलने का प्रयास करें।

नियामक ने महानगर गैस और वडोदरा गैस की बुनियादी ढांचे की एक्सक्लूसिविटी (विशेष अधिकार) की अवधि का विस्तार नहीं करने पर कहा, 'सीजीडी इकाइयां प्रतिबद्धताओं पर खरी नहीं उतर पा रही हैं। अब पीएनजीआरबी पाइप्ड नैचुरल गैस कनेक्शनों का तेजी से विस्तार करने पर ध्यान केंद्रित कर रहा है। इस क्रम में 26 जनवरी से 31 मार्च तक विशेष अभियान चलाया जा रहा है।' मौजूदा कानूनों के तहत पीएनजीआरबी और तकनीकी-वाणिज्यिक व्यवहार्यता द्वारा न्यूनतम कार्य कार्यक्रम तैयार किए गए हैं।

AMAR UJALA, Delhi, 19.3.2024
Page No. 2, Size:(10.48)cms X (5.56)cms.

प्रदूषण जांच नहीं कराई तो 10 हजार का चालान

100 पेट्रोल पंपों पर लगाए गए सीसीटीवी कैमरे, ई-चालान भेजने की कार्रवाई तेज

धनंजय मिश्रा

नई दिल्ली। राजधानी में वाहनों के वैध प्रदूषण नियंत्रण (पीयूसी) प्रमाणपत्र नहीं हैं तो अब यह लापरवाही भारी पड़ने वाली है। परिवहन विभाग ने वाहनों पर आर्टिफिशियल इंटेलिजेंस (एआई) बेस्ड कैमरों से नजर रखने के साथ ई-चालान भेजने की कार्रवाई तेज कर दी है। दिल्ली के विभिन्न क्षेत्रों में 100 पेट्रोल पंपों पर सीसीटीवी कैमरे लगाए गए हैं। इन कैमरों के बेहतर संचालन के लिए परिवहन विभाग एक एकीकृत एप्लीकेशन शुरू करने जा रहा है। इसके जरिये पेट्रोल पंपों पर लगे सीसीटीवी कैमरे एप्लीकेशन से जुड़ जाएंगे। परिवहन विभाग ने इसके लिए 6 करोड़ रुपये का टेंडर जारी किया है, यह पांच वर्ष के लिए होगा।

पेट्रोल पंप पर पहुंचते ही वाहन की नंबर प्लेट सीसीटीवी कैमरों के जरिए होगी स्कैन

पेट्रोल पंप पर पहुंचते ही वाहन का नंबर प्लेट सीसीटीवी कैमरों के जरिये स्कैन होगा। 30 सेकंड में पता चल जाएगा कि वाहन के पास वैध प्रदूषण नियंत्रण (पीयूसी) प्रमाणपत्र है या नहीं। यदि नहीं है तो पेट्रोल पंप पर लगी स्क्रीन में बता दिया जाएगा। अगर तीन घंटे के भीतर प्रदूषण जांच नहीं करवाया तो 10 हजार रुपये का चालान काट दिया जाएगा। वर्तमान में दिल्ली के 25 पेट्रोल पंपों पर सीसीटीवी कैमरे से चालान किया जा रहा है। अब परिवहन विभाग इसे बढ़ाकर 100 पेट्रोल पंपों पर यह व्यवस्था लागू करेगा। अधिकारियों का कहना है कि आने वाले कुछ समय में दिल्ली के सभी पेट्रोल पंपों पर व्यवस्था लागू की जाएगी।

एक माह में 88,347 वाहनों की हुई जांच

इस व्यवस्था के तहत बीते एक माह में पेट्रोल पंपों पर आने वाले 88,347 वाहनों के पीयूसी प्रमाणपत्र की जांच की गई, जिसमें सामने आया कि 20,942 वाहनों के पास वैध पीयूसी नहीं थी। यानी 23.70% वैध पीयूसीसी के बिना पाए गए। विभाग ने हर जिले के 2-3 पेट्रोल पंपों पर पीयूसी जांच करने के लिए विशेष कैमरे लगाए हैं। पीयूसी नहीं होने पर एक महीने में 5,202 वाहन मालिकों के मोबाइल पर 10-10 हजार रुपये का ई-चालान भेजा गया।