

CORPORATE BRIEFS



AWARD — POWERGRID

POWERGRID has been bestowed SCOPE Meritorious Award for CSR & Responsiveness. It was presented by Jagdeep Dhankhar, Vice President of India & received by RK Tyagi, CMD POWERGRID in a ceremony held at Vigyan Bhawan. The SCOPE awardees were selected by a panel of eminent jury under the Chairmanship of Justice TS Thakur, former Chief Justice of India. Corporate Social Responsibility is embedded into POWERGRID's business model. POWERGRID has been consistently contributing to the field of social development in & around its business establishments spread across the country. Adopting a 360-degree approach towards implementation of CSR interventions, the Company consults & engages with all its stakeholders. It also emphasizes on community participation by way of effective collaboration, capacity building and sustainability aligned to the UN Sustainable Development Goals. POWERGRID has commissioned & operating 276 Sub-stations & more than 1,76,531 ckm transmission lines & 5,17,861 MVA of transformation capacity.

EVENT—SCOPE

The Vice-President of India, Jagdeep Dhankhar conferred the SCOPE Awards at Vigyan Bhawan, New Delhi during the event



organised by Standing Conference of Public Enterprises (SCOPE). Sandeep Kumar Gupta, Chairman, SCOPE; Atul Sobti, DG, SCOPE & Brajesh Kumar Updadyay, Vice Chairman, SCOPE were also present on the dais. The function was attended by Senior Government Officials from various Ministries & Departments of Government; senior officials from PSEs & national, international associates of SCOPE. The program was attended both physically and virtually by a large number of participants. SCOPE Awards commemorate the innovative, development driven and entrepreneurial spirit of Public Sector Enterprises. Speaking on the occasion, the Vice-President commended the potential and capability of the Public Sector Enterprises by calling them the pride of the Nation & spine of the Indian economy. He appreciated the rich human resources of the PSEs & also guided them to optimise their talent pool, take initiatives towards research and development while embracing emerging & disruptive technologies. Chairman, SCOPE,

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AWARD— EIL

EIL has been conferred with the prestigious SCOPE Eminence Award in the category of Women Empowerment for the period 2019-20. The award was presented to EIL by the Vice-President of India, Jagdeep Dhankhar and was received by Sanjay Jindal, Director (Finance) & Atul Gupta, Director (Commercial) on Jan. 18, 2024, during an award ceremony held at Vigyan Bhawan, New Delhi.



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AWARD— THDCIL

Vice-President of India, Jagdeep Dhankhar honored THDCIL with the prestigious SCOPE Meritorious Award for their outstanding Best Practices in Human Resource Management in a distinguished ceremony at Vigyan Bhawan, New Delhi. The accolade was received by RK Vishnoi, CMD along with S Singh, Dir (Pers.) of THDCIL. Vice President of India, Jagdeep Dhankhar addressed.

Vice President of India confers SCOPE Awards to PSEs, the pride of the Nation

The Vice President of India, Jagdeep Dhankhar conferred the SCOPE Awards at Vigyan Bhawan, New Delhi during the event organised by the Standing Conference of Public Enterprises (SCOPE). Sandeep Kumar Gupta, Chairman, SCOPE; Atul Sobti, Director General, SCOPE and Brajesh Kumar Updadyay, Vice Chairman, SCOPE, were also present on the dais.

The function was attended by several senior government officials from various Ministries and Departments of the Government;



senior officials from PSEs and national, and international associates of SCOPE. The program was

attended both physically and virtually by a large number of participants from across the country.



POWERGRID wins SCOPE Meritorious Award



On January 19, Power Grid Corporation of India Ltd (POWERGRID) was bestowed the SCOPE Meritorious Award for CSR & Responsiveness. It was presented by Jagdeep Dhankhar, Vice President of India and received by RK Tyagi, CMD POWERGRID, in a ceremony held at Vigyan Bhavan.

Crude now below \$80/barrel, govt may offer pre-poll relief

Oil Cos Making Profit Of ₹11 On A Litre Of Petrol & ₹6 On Diesel

Sanjay Dutta | TNN

New Delhi: Consumers can look forward to a reduction in fuel prices as oil once again turns Narendra Modi's friend, giving government enough room to put some money into people's pocket and bring down the cost of living ahead of seeking a third term.

Rating agency ICRA on Tuesday said the sharp decline in oil prices since Sept last year has bumped up marketing margins of state-run fuel retailers, which control 90% of the market, to Rs 11 per litre on petrol and Rs 6 on diesel, reversing double-digit losses seen through periods of elevated crude prices since Feb 2022.

The return to profitability comes on the back of benchmark crude prices hovering below \$80 per barrel as subdued demand outlook, combined with rising production in Libya and Norway, partly offset apprehen-



Petrol and diesel prices have been frozen since May 2022 when the Centre reduced excise duty for the second time to soften the impact of crude surging above \$100 per barrel after the Ukraine conflict

sions over a wider conflict breaking out in West Asia. Petrol and diesel prices have been frozen since May 2022 when the Centre reduced excise duty for the second time to soften the impact of crude surging above \$100 per barrel after the Ukraine conflict.

The fuel retailers have been swinging between loss and profit with the rise and fall of oil. The only constants were the pump prices that

did not change even when low oil prices made selling petrol and diesel profitable.

Though the retailers made profit between July and Sept 2023 and again since Oct — ahead of the state elections, they did not cut pump prices, ostensibly to recoup past losses. But private retailers Jio-BP and Rosneft-backed Naya-ra cut petrol and diesel prices by Re 1 per litre.

The reason was more po-

litical than economic. The International Energy Agency and brokerages at that time had projected the oil market tightening towards 2023 end and through early 2024. So retailers were allowed to build up a profit buffer as a cushion to absorb losses in case crude prices shot up as projected. If prices had been cut then, it would have been difficult to raise them again before the Lok Sabha polls if oil prices hardened as projected.

Contrary to expectation, oil has remained benign. The latest IEA monthly oil report has projected global oil supply growing faster than demand this year, indicating adequate supply in the market, while the OPEC+ grouping has projected a balanced market. Given that the new government will have the next 12 months till March 31, 2025 to work out its math, this is perhaps the best time — economically and politically — to cut fuel prices.



Crude oil steadies on mixed supply cues

Singapore: Crude oil prices were little changed as traders weighed a host of conflicting supply and demand worries, with rising tensions in the Middle East and cold weather woes disrupting production in the US. Brent crude futures fell 2 cents to \$80.04 a barrel, while US WTI were last down 1 cent at \$74.75 a barrel. REUTERS

'Improved marketing margins of OMCs could permit cut in retail auto fuel rates'

Our Bureau

New Delhi

Ratings agency ICRA on Tuesday said that the marketing margins on retail sales of petrol and diesel for the Indian oil marketing companies (OMCs) have improved in recent weeks with the reduction in crude prices, which could lead to a cut in retail prices of these auto fuels.

"ICRA estimates that the OMCs' net realisation was higher by ₹11/litre for petrol and ₹6/litre for diesel vis-à-vis international product prices in January 2024 (till January 19). The marketing margins for petrol witnessed an improvement in the last few months after a sharp decline in September 2023. While the margins for diesel were negative till October 2023, they rebounded and turned positive from November 2023.

"The retail selling prices of these fuels have been unchanged since May 2022 and headroom for their downward revision may emerge if crude prices remain stable," ICRA Senior Vice President and Group Head, Corporate



LOOKING UP. Marketing margins on petrol have improved in the last few months after a sharp decline in September

Ratings, Girishkumar Kadam said.

LESS DEMAND

The prices moderated in the last few months owing to tepid Chinese oil demand coupled with elevated production and inventory levels in the US, despite tightening supply, post the extension of supply cuts by the OPEC+.

The Special Additional Excise Duty (SAED) on petroleum products was reduced in line with international product prices. It has witnessed multiple revisions since it was initially imposed in July 2022. In the

latest revision on January 1, 2024, the SAED was decreased on diesel and ATF to nil and remained nil on petrol, the agency pointed out.

The Singapore GRMs witnessed a moderation in Q3 FY24 to \$5/bbl due to lower product prices across all the major products.

The end of the summer season and reduction in demand along with higher product supplies decreased the crack spreads for gasoline. The gasoil prices also fell due to demand-side issues. There was no pick-up in China's consumption, which put pressure on the overall demand for the products, it added.

"The OMCs reported healthy operating margins in H1 FY2024, recouping the losses incurred during FY2023. The aggregate operating profitability of the OMCs was ₹-Rs.90,000 crore in H1 FY2024 against a loss of ₹-Rs.14,600 crore in H1 FY2023. Despite moderation in the GRMs, the improvement in marketing margins is likely to result in the OMCs maintaining their profitability in Q3 FY2024," Kadam said.



MoU— OIL INDIA LTD.

OIL & Guwahati Municipal Corporation inked a MoU to collaborate on the transformation of Municipal Solid Waste into Compressed Bio Gas. The MoU was signed by B J Phukan, MD, NRL representing OIL, & M N Dahal (IAS), Commissioner, GMC, representing the Guwahati Municipal Corporation in the presence of Dr. Ranjit Rath, CMD, OIL & Chairman, NRL, P Goswami, Dir (Ops), OIL, Ashok Das, Dir (HR), OIL.





ONGC plans to spend ₹1 trillion on installing 10GW of renewable energy capacity. REUTERS

Nod for ONGC gas, clean energy unit

State-owned Oil and Natural Gas Corp. Ltd (ONGC) will set up a new unit to house its gas business and clean energy projects such as green hydrogen, as it looks to fast-track its venture into new areas.

The firm said it received approval from the ministry of petroleum and natural gas last month for the formation of a wholly-owned subsidiary company for its gas business and clean energy projects, and that its board at a meeting on Tuesday approved the formation of the unit, in a stock exchange filing.

“The proposed name of the company is ‘ONGC Green Ltd’ subject to approval of the ministry of corporate affairs, Government of India,” the company said in the filing.

The public sector oil and natural gas explorer plans to spend ₹1 trillion on installing 10GW of renewable energy capacity and setting up 2 million tonnes annual production capacity for green ammonia by 2035 as part of its decarbonization strategy. In February 2021, the company had proposed a separate unit for importing liquified natural gas and trading in gas.

PTI



ONGC GETS GOVT NOD FOR GREEN ENERGY, GAS UNIT



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its gas business and clean energy projects such as green hydrogen. In a stock exchange filing, the firm said it last month received approval of the ministry of petroleum and natural gas for formation of a wholly-owned subsidiary company for gas business and clean energy projects.

ONGC gets nod for green energy, gas unit

PTI ■ NEW DELHI

State-owned Oil and Natural Gas Corporation (ONGC) will set up a new unit to house its gas business and clean energy projects such as green hydrogen, as it looks to fast-track foray into new areas.

In a stock exchange filing, the firm said it last month received approval of the Ministry of Petroleum and Natural Gas for formation of a wholly-owned subsidiary company for gas business and clean energy projects.

"The proposed name of the company is 'ONGC Green Limited' subject to approval of the Ministry of Corporate Affairs, Government of India," it said, adding the company board at its meeting on Tuesday approved the formation of the wholly-owned subsidiary for green energy and gas business. The wholly-owned subsidiary company will be for value-chains of energy business such as green hydrogen, hydrogen blending, renewable energy



(solar, wind and hybrid), biofuels/ biogas business and LNG, ONGC said.

The nation's largest oil and gas producer plans to spend Rs 1 lakh crore on installing 10 GW of renewable energy capacity, and setting up two million tonnes of green ammonia annual production capacity by 2035 as part of its decarbonisation strategy.

ONGC had in February 2021 proposed a separate unit for importing LNG and trading in

gas. It is India's largest gas producer but does not trade in the fuel. It sells most of the gas it produces from fields in Mumbai offshore and other place to the buyer identified by the government.

The government also sets the price at which it would sell most of the natural gas, which is used to generate electricity, produce fertilizers and turned into CNG for running automobiles or piped to household kitchens for cooking.

In the filing, the company also stated that its board has accorded in-principle approval for formation of a joint venture company either directly or through an affiliate with NTPC Green Energy Ltd (a wholly-owned subsidiary of NTPC Ltd).

"The said joint venture company shall be engaged into the business of offshore wind energy and other renewable energy," ONGC said.

ONGC had in September last year inked an agreement with NTPC Green Energy Limited for development of renewable energy projects. The agreement envisages collaborations on offshore wind projects and exploring opportunities in the storage, e-mobility, carbon credits and green credits, nuclear, green hydrogen business and its derivatives (green ammonia and green methanol).

ONGC has a renewable portfolio of 176 MW comprising 153 MW wind power and 23 MW of solar. It is aiming to add 10 gigawatt of renewable power to its portfolio by 2040.

Petrol product export earnings decline

Rhik Kundu
rhik.kundu@livemint.com
NEW DELHI

India saw a steep fall in earnings from exports of refined petroleum products in the nine months from April to December 2023 due to declining crude prices, a rise in domestic consumption, and shrinking discounts on Russian oil.

According to data from the government's Niryat portal, exports of chemicals and petroleum products stood at \$59.16 billion in April-December 2023, down 12.54% from \$67.64 billion in the year-ago period.

In April to December 2021, India's export value of chemicals and petroleum products amounted to \$44.28 billion.

Earnings from exports to Europe, North America and CIS region rose but not enough to balance out declines in shipments to South America, West Asia-North Africa (WANA), South Asia, ASEAN and North East Asia.

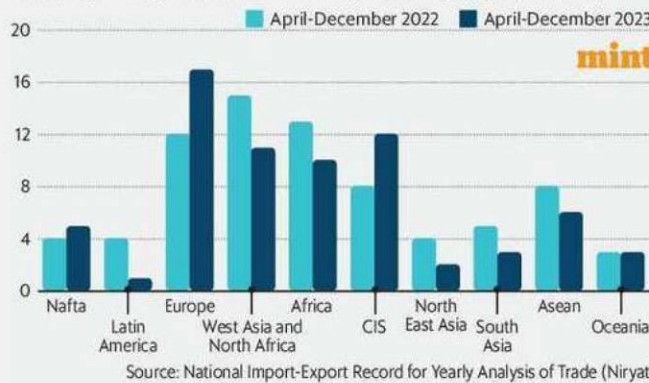
The price of Brent crude, which stood at \$79.88 a barrel on Tuesday, has declined 8.42% in the last year.

A commerce ministry spokesperson didn't respond

Steep fall

Exports of chemicals and petroleum products stood at \$59.16 billion in April-December 2023, down 12.54% from \$67.64 billion in the year-ago period.

India's exports of petroleum and chemical products, by region (in \$ billion)



Source: National Import-Export Record for Yearly Analysis of Trade (Niryat)

SARVESH KUMAR SHARMA/MINT

to emailed queries.

India imports more than 87% of its petroleum requirements despite being a key refining hub in Asia, with an annual installed capacity of 250 million tonnes across 23 refineries.

It exports refined petroleum products across the world.

Since early 2022, India's oil imports have been boosted by discounted oil from sanctions-hit Russia.

From April to September

2023, India imported on average 1.76 million barrels per day (bpd) of Russian oil, more than double the 780,000 bpd it imported in the year-ago period.

With discounts on Russian crude oil shrinking, the volume of shipments from Moscow has also fallen in the past months.

However, despite a 4.5% decrease in imports from October, Russia remained India's leading oil supplier in November, according to data

from the Union ministry of commerce and industry.

During November, the \$3.61 billion worth of crude imported from Russia accounted for 30% of India's total \$11.86 billion oil imports.

The fall in crude oil prices, which also impacts prices of other petroleum and chemical products, is one of the main reasons for the falling export earnings from petroleum and chemical products, said Prashant Vashisht, vice-president of Corporate Ratings at ICRA.

"The crude prices are currently not at the same level as last year, mainly due to disappointment around China's economic recovery," Vashisht added.

Meanwhile, India's petroleum product consumption during April-December 2023 rose 4.9% annually to 172.7 million metric tonnes (MMT), up from 164.60 MMT in the same period of the previous year, according to data from the oil ministry's Petroleum Planning and Analysis Cell (PPAC).

During FY23, global crude oil prices soared to a record \$130 a barrel following the Russia-Ukraine war, which sparked widespread supply concerns.

India imports more than 87% of its petroleum requirements despite being a key refining hub in Asia

State-run oil firms may report drop in Q3 profit

Inventory losses, lower refining margins may impact numbers

ARUNIMA BHARADWAJ
New Delhi, January 23

STATE-OWNED OIL marketing companies (OMCs) — Indian Oil, Bharat Petroleum and Hindustan Petroleum — may post a significant sequential drop in their operating profits in the October-December period (Q3 FY24) because of inventory losses and lower gross refining margins.

The OMCs had reported strong numbers in the first half of FY24.

According to Emkay Global, the OMCs' diesel marketing margins fell to a negative ₹0.5 per litre, while petrol margins improved by 20% to ₹6.8 per litre in the third quarter of FY24. "Brent averaged at around \$84 per barrel in Q3 FY24, down 3% quarter on quarter, closing around \$19 lower at \$78/bbl between the two quarter ends, thereby resulting in refining inventory losses of \$2.5-\$3 per barrel for OMCs," the brokerage said.

The gross refining margins of the three OMCs also fell q-o-q to \$5-6 per barrel from \$9-10 in Q3 FY24 due to a correction in distillate spreads. "We expect OMCs to record a 70-80% decline in Ebitda on quarter. Q3 FY24E PAT (profit after tax) for Indian Oil is estimated at ₹2,600 crore, while Bharat Petroleum and Hindustan Petroleum would see a PAT of ₹6,000 crore and ₹2,000 crore, respectively," according to analysts at Emkay Global.

Kotak Institutional Equities also

ROBUST GROWTH



Consolidated PAT of OMCs (₹ crore) Q3 FY24E as per Kotak Institutional Equities

RESULTS PREVIEW

expects a sharp 54-65% decline in Ebitda (earnings before interest, taxes, depreciation, and amortisation) of Indian Oil (IOC), Bharat Petroleum (BPCL) and Hindustan Petroleum (HPCL).

ICICI Securities, however, said in a recent report that with the softness in crude prices in the last quarter and retail auto fuel prices being capped, the marketing earnings of OMCs should remain strong.

Marketing margins on petrol and diesel have continued to remain strong amid a fall in benchmark prices with a gross marketing margin of ₹9.1

per litre and ₹1.2 per litre on petrol and diesel, respectively, according to analysts at Prabhudas Lilladher.

In the first two quarters of the fiscal, the three state-run OMCs have been able to post healthy profits compared with the first half of the last fiscal, primarily on the back of improved marketing margins.

The three OMCs reported a combined consolidated net profit of ₹27,783.59 crore in the quarter ended September against a cumulative loss of ₹3,724.39 crore in the same period a year ago.

For upstream companies, however, the operating profitability is likely to remain flat with muted volume growth and unchanged realisations, analysts said. "We expect Ebitda to be flat for both ONGC and Oil India," Kotak Institutional Equities said.





PHOTO: SHUTTERSTOCK

STEPPING ON THE NATURAL GAS

Three-wheeler dominance gives Bajaj the confidence to try two-wheelers running on CNG

SURAJEET DAS GUPTA
New Delhi, 23 January

Bajaj Auto, the king of the market for CNG-powered passenger three-wheelers, now wants to replicate this dominance in two-wheelers. The difference is that while the former is zooming — registrations for CNG-powered passenger three-wheelers nearly doubled during January-December 2023 — the latter, meaning a market for CNG-powered two-wheelers, does not exist.

CNG, or compressed natural gas, works in a way similar to petrol in internal combustion engines (ICE), but is considered more environment-friendly

and cheaper to run than petrol. More and more auto-rickshaws find it economical and profitable to run on CNG, pushing up the penetration of CNG in all three-wheelers from 26 per cent in 2020 to 57 per cent now. In passenger three-wheelers, CNG is 67 per cent.

But CNG has not yet been proven as a commercially viable two-wheeler fuel. In 2016, the central government started a pilot with Indraprastha Gas Ltd to run two-wheelers on CNG in Delhi, under which a few Honda Activa scooters were converted to CNG, but the project did not go far.

Undaunted, Bajaj is looking at launching a CNG-powered motorcycle by 2024-25 and then testing the market

with a CNG scooter. For projections, it is looking at electric two-wheelers as an indication.

“We expect it [CNG two-wheelers] to mirror the share of electric. If 5 to 7 per cent of mobikes are expected to go electric, there is no reason not to have a similar share for CNG. And in scooters, if that number is 25 per cent for electric, we are looking at the same levels for CNG,” Rakesh Sharma, executive director of Bajaj Auto, told *Business Standard*.

Driven by 3-wheelers

Bajaj is not the first company in the world to think of CNG for two-wheelers. Way back in 2009, Zanella, in Argentina, came out with a factory-fitted CNG model, but

it did not lead to a big commercial breakthrough. Some companies in China have tried it, but did not look at scale.

Bajaj draws its confidence from its success with CNG-powered three-wheelers. Sharma says many who buy ICE three-wheelers and replace it after seven years are now coming after four years to replace their ICE vehicle with a CNG version. They find it so remunerative they do not mind giving up on the remaining three years of their ICE three-wheeler. As a positive side effect, the conversion to CNG helps in reducing carbon emissions, one of the stated goals of the government to curb the ill effects of climate change.

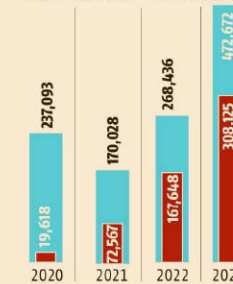
In addition to its three-wheeler success, Bajaj is buoyed by the widespread CNG infrastructure that has burgeoned in the last few years, with 4,600 filling stations in more than 335 towns, as of the last quarter. A study undertaken by Bajaj shows the average density of CNG stations is one for every 62,000 people. The network already covers 70 per cent of the two-wheeler market.

Comparing this to the EV infrastructure, EV players say there are almost 10,500 public charging stations in the country, of which 80 per cent are in the metros. These numbers must be seen in the context of the time taken to recharge an electric two-wheeler (four to seven hours, depending on the battery) versus the three to six minutes spent on refilling a CNG vehicle.

GAINING GROUND

CNG growing in passenger three-wheeler market

■ Three-wheelers ■ CNG variants



Source: Vahan data

Talking costs

But how does the cost of ownership and operations compare?

Sharma says the running cost per kilometre is more relevant in the case of motorcycles, which typically run 40 to 50 km a day, sometimes more, than for scooters, whose usage is usually 20 to 30 km.

This, says Bajaj, needs a nuanced look. The cost of running a petrol three-wheeler is about ₹4.4 per km and of a CNG three-wheeler about ₹2.5 per km — 45 per cent lower. The difference, the company says, would be very similar, if not the same, for two-wheelers. For electric two-wheelers, however, the running costs are far lower than even CNG.

Sharma says he cannot give out the difference between the cost of producing an electric two-wheeler and a CNG-powered one, because it is competitive information, but CNG two-wheelers would have a lower cost than electric two-wheelers.

In theory, to make CNG two-wheelers, the company has to modify its ICE platform to make it suitable to run on CNG. Industry experts say 90 per cent of the cost of producing a CNG two-wheeler could be the same as a petrol two-wheeler. In electric, on the other hand, the commonality of components is only about 35 per cent.

That said, CNG two-wheelers would need to be priced higher than their petrol versions, not only because of the modifications but also because the ICE market has much larger and more efficient economies of scale. That is why Bajaj has been trying to persuade the government to lower the goods and services tax on CNG two-wheelers to promote their adoption.

Minuses and pluses

Bajaj Auto's competitors, especially startups making electric two-wheelers, say Bajaj's push for CNG does not make

CNG SCAN

PROS

■ Large and wide CNG filling network in 335 cities

■ No range issues with CNG two-wheelers

■ Cost of modifying an ICE platform to CNG much lower than switching to electric

■ Operating cost per kilometre can be 45% lower than ICE vehicles

■ Helps reduce carbon emissions

CONS

■ Operating cost per kilometre far lower for EV than CNG

■ As CNG is imported, no reduction in forex outgo

■ Safety concern with a two-wheeler carrying a gas cylinder

■ Range no longer an issue with electric two-wheelers

■ CNG can at best be an interim measure

sense for them.

“We don't find any benefit that compensates for the problems, such as the additional weight of the kit leading to less efficiency, and the fears on safety. Also, the range of electric, which was a worry earlier, is no longer an issue, as electric two-wheelers can be easily charged at home. So, frankly, it has no pluses for us,” says the founder of a leading EV startup that once considered CNG.

Others say CNG does not really address the two focus areas of the government on going green. One is reducing the foreign exchange outgo by cutting down on fossil fuels. India depends on imports for half of its natural gas needs. The other is to reduce carbon emissions. CNG, they say, can be an interim measure at best, as it reduces emissions but to the extent EVs do.

There have also been concerns on safety. Lugging a gas cylinder on a mobike can be tricky.

Bajaj executives point out that there are safety norms clearly written down by the government, and, because so many three-wheelers with CNG cylinders are moving around the country, the fear is unfounded. The challenge is to design a CNG unit top down again so it is in sync with the vehicle.

That is a work in progress.

Some of Bajaj's rivals say its CNG drive comes from the motorcycle major's experience in building an electric motorcycle with power, which would require heavier and bigger batteries. A heavier and larger battery impinges on performance and efficiency, undermining the appeal of a motorcycle. It can be done, but the price differential between an electric mobike and its ICE version will be so huge that it will not be a viable market proposition.

CNG could be the answer.

भारतीय कंपनियों को 5,000 अरब डॉलर की अर्थव्यवस्था का लक्ष्य पाने का भरोसा: सर्वे

नई दिल्ली। भारतीय कंपनियों को 5,000 अरब डॉलर की अर्थव्यवस्था का लक्ष्य हासिल करने का भरोसा है। डेलॉयट टच तोहमात्सू इंडिया एलएलपी के बजट से पहले किए गए एक सर्वेक्षण में यह बात सामने आई है। भारतीय उद्योग जगत ने कहा कि बुनियादी ढांचे में निवेश, अतिरिक्त सुधार और उन्नत प्रौद्योगिकियों को अपनाने के लिए केंद्र सरकार से मिल रहे समर्थन के बल पर उन्हें यह भरोसा है। डेलॉयट ने बयान में कहा कि कारोबारी हस्तियों को अगले वित्त वर्ष में मजबूत आर्थिक वृद्धि की उम्मीद है और लगभग 50 प्रतिशत को भरोसा है कि देश वित्त वर्ष 2024-25 में 6.5 प्रतिशत से अधिक की वृद्धि दर्ज करेगा। उद्योग में क्षेत्रवार बात करें तो ऑटोमोटिव (50 प्रतिशत), उपभोक्ता और खुदरा (66 प्रतिशत), प्रौद्योगिकी, मीडिया और दूरसंचार (47 प्रतिशत) और ऊर्जा, संसाधन और औद्योगिक क्षेत्र (44 प्रतिशत) को उच्च वृद्धि की उम्मीद है। सर्वेक्षण में भारतीय उद्योग जगत ने कहा कि सरकारी पहल, व्यापार सहयोग में वृद्धि, लॉजिस्टिक्स लागत में कमी, और औद्योगिक उत्पादन बढ़ाने की नीतियों के चलते वृद्धि की गति बढ़ेगी।

राजकोषीय घाटे के लक्ष्य को हासिल कर लेगी सरकार



जागरण ब्यूरो, नई दिल्ली: 80 करोड़ से अधिक गरीबों को मुफ्त अनाज देने की स्कीम जारी रखने, खाद सब्सिडी व उज्वला से जुड़ी सब्सिडी में बढ़ोतरी के बावजूद सरकार चालू वित्त वर्ष में राजकोषीय घाटे के लक्ष्य को हासिल कर लेगी। चालू वित्त वर्ष के लिए राजकोषीय घाटे का लक्ष्य जीडीपी का 5.9 प्रतिशत रखा गया है। यह लक्ष्य सरकार की राजस्व प्राप्ति में होने वाली खासी बढ़ोतरी और पूंजीगत खर्च के मद में होने वाले व्यय में कमी होने से हासिल होती दिख रही है। सब्सिडी में बढ़ोतरी की वजह से सरकार का व्यय बजट में अनुमानित व्यय से अधिक होता दिख रहा है। तभी शीतकालीन सत्र में ही सरकार ने 58,300 करोड़ रुपये अतिरिक्त खर्च करने की अनुमति संसद से ले चुकी है।

ईंधन के मद में 10 हजार करोड़ व्यय का अनुमान

सरकार ने चालू वित्त वर्ष में 26.3 लाख करोड़ रुपये के राजस्व प्राप्ति का अनुमान लगाया था जबकि यह प्राप्ति 27.3 लाख करोड़ तक जा सकता है। चालू वित्त वर्ष में खाद्य सब्सिडी के मद में 2.1 लाख करोड़, खाद के मद में 1.9 लाख करोड़ तो ईंधन के मद में 10,000 करोड़ व्यय का अनुमान है।



15.8 लाख करोड़ रुपये का कर्ज ले सकती है सरकार

सूत्रों के मुताबिक आगामी वित्त वर्ष 2024-25 में सरकार राजकोषीय घाटे के लक्ष्य को जीडीपी का 5.3 प्रतिशत रख सकती है। यह संकेत पिछले साल बजट पेश के दौरान ही दे दिए गए थे। सूत्रों के मुताबिक सरकार अगले वित्त वर्ष में भी चालू वित्त वर्ष की तरह ही बाजार से 15.8 लाख करोड़ रुपए का ऋण ले सकती है।

आर्थिक विशेषज्ञों के मुताबिक सरकार का खर्च निश्चित रूप से बढ़ा है, लेकिन चालू वित्त वर्ष में सरकार के अनुमान से एक लाख करोड़ रुपये अधिक राजस्व की प्राप्ति हो सकती है। चालू वित्त वर्ष में पूंजीगत व्यय के मद में 10 लाख करोड़ खर्च करने का लक्ष्य है,

लेकिन इस मद में 60,000 करोड़ रुपये कम खर्च होने का अनुमान है। चालू वित्त वर्ष में सरकार ने राज्यों को पूंजीगत खर्च के लिए ब्याजमुक्त 1.3 लाख करोड़ का प्रविधान किया था और इनमें से एक लाख करोड़ आवंटित किए हैं और भुगतान सिर्फ 60,000 करोड़ का किया गया है।

- राजस्व प्राप्ति में होने वाली बढ़ोतरी से सब्सिडी में खर्च करने के लिए मिलेगी अतिरिक्त रकम
- चालू वित्त वर्ष में टैक्स के मद में अनुमान से एक लाख करोड़ अधिक की प्राप्ति के आसार

प्रत्यक्ष व अप्रत्यक्ष दोनों टैक्स में बढ़ोतरी के साथ सरकार को गैर टैक्स प्राप्ति के मद में भी 19,000 करोड़ से अधिक की प्राप्ति होगी।

-साक्षी गुप्ता, प्रमुख अर्थशास्त्री, एचडीएफसी बैंक

इसलिए इस मद में 30,000 करोड़ रुपये बच सकते हैं। पेट्रोलियम व प्राकृतिक गैस मंत्रालय को भी नेट जीरो व नवीकरणीय ऊर्जा पर निवेश करने के लिए 35,000 करोड़ का आवंटन किया गया था, लेकिन उम्मीद है कि इस मद के 30,000 करोड़ रुपये खर्च नहीं हो पाएंगे।