

Oil import bill up 11% in June on reduced Russian discounts

ARUNIMA BHARADWAJ
New Delhi, July 16

INDIA'S CRUDE IMPORT bill increased 10.9% in June to \$11.1 billion even as the imports volume declined by 5.6%, data from the Petroleum Planning and Analysis Cell showed. The increase in import bill can be attributed to the lowering of discounts offered by Russia on its crude oil.

The country imported 18.5 million tonne (MT) of crude oil in June compared with 19.6 MT in the corresponding period of last fiscal.

Russia has become the top supplier of crude oil to Indian refiners post the Ukraine conflict.

The country imported 2.13 million barrels of crude oil per day from Russia last month, up 7.2% from the previous month, according to the data provided by Kpler. This was the highest since May 2023 when imports from Russia stood at 2.15 million barrels per day.

During the first quarter of the current fiscal, India's crude oil imports rose by 3% to 62.0 MT valued at \$37.5 billion, up from \$31.5 billion in the year ago period, as per PPAC data. "The rise in crude oil import bill reflects higher crude oil prices as well



CRUDE OIL IMPORTS

In million tonnes



In \$ billion



as lower discount on imports from Russia," IDFC First Bank said in a note.

During April-May, the imputed cost of crude oil from Russia has risen to \$84 per barrel, which is similar to the other two key suppliers of crude oil, Iraq (\$83/barrel) and Saudi Arabia

(\$90/barrel), according to the bank.

"For the same period in FY24, the discount on Russian crude oil was \$12/barrel (on an average vs Iraq and Saudi). As a result, the share of crude oil imports from Russia has reduced to 35% in FYTD 25 (April-May) in volume terms against 38% in the same period in FY24."

The country's dependency on import of crude oil during the first quarter of the current fiscal rose to 88.8%, up from 88.3% in the April-June quarter of FY24 as the domestic production remained stagnant.

Upstream companies produced 7.3 MT of crude oil during April to June, unchanged from the same quarter last fiscal.

In June too, production remained muted at 2.4 million tonne from last year. Despite the government's efforts to boost production and reduce dependency on imports, the production has remained stagnant over the last 10 years.

So far, the country's upstream sector companies have explored only 10% of the sedimentary basin.

The government is now aiming to increase the explored area to 16% by the end of 2024 after the end of upcoming rounds of bids under Open Acreage Licensing Programme.



Crude oil imports decline to 4-month low of 18.5 mt in June

Rishi Ranjan Kala

New Delhi

India's crude oil imports during June declined to a four-month low of 18.5 million tonnes (mt) after the world's third largest importer procured record high cargo of the commodity in May.

After rising for four months, beginning February, crude oil imports fell by 15 per cent m-o-m and almost 6 per cent y-o-y in June on a provisional basis, Petroleum Planning and Analysis Cell (PPAC) data showed.

India procured a record 21.8 mt of crude in May, the highest on record as refiners rushed to meet domestic demand for auto fuels as well as for export opportunities. Subdued interest from China also spared more bar-

rels to be shipped to India.

RUSSIAN CRUDE

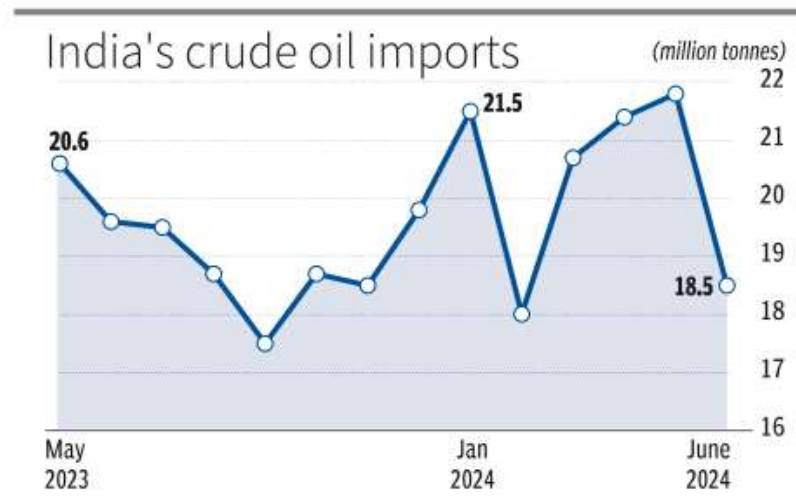
During June, Indian refiners continued their purchasing momentum from Russia, its largest supplier. Inbound volumes were in the range of 2 million barrels per day (mb/d) with both public and private sector refiners lifting record volumes.

Even as India lifted higher cargo from Russia, import from traditional suppliers Iraq and Saudi Arabia declined during June, both on an annual and monthly basis.

IMPORTS FROM US

However, import of crude oil from the US has been rising since March.

Trade sources said imports were of light sweet grade due to weak market fundamentals amid refinery



Source: PPAC

outages in Europe and the US's lowered demand, coupled with high supply availability specifically from US exports and better price arbitrage compared to West Asian grades. Crude oil exporting bloc OPEC said India's robust economic expansion, coupled with a positive outlook for the man-

ufacturing sector, is expected to bolster demand for oil products in the near term.

"This is expected to drive growth of 0.2 mb/d, y-o-y, on average in H2 2024. Moreover, government initiatives aimed at supporting manufacturing and household consumption are expected to underpin demand for

LPG, ethane and diesel," OPEC said in its monthly oil market report for July.

At the same time, India's jet fuel demand may surge as the government adds more airport terminals amid an ongoing recovery in air travel. Jet fuel demand is expected to outperform all other transport fuels, leading to oil demand growth in the 2024 fiscal, it added.

FESTIVE BOOST

"The country's annual traditional festivities are set to support transportation activity and boost gasoline demand. However, cyclone activity in eastern India and a forecast of above-average rainfall this monsoon could weigh on agricultural and construction activities, affecting oil demand in the third quarter..." OPEC said.



CPCL to undertake new projects to expand portfolio, revenue streams

G Balachandar
Chennai

Chennai Petroleum Corporation Ltd (CPCL) plans to undertake new projects to expand its portfolio and revenue streams, and maintain competitive edge and sustainable growth. It plans to produce pharma-grade hexane in the isomerisation unit at an estimated cost of ₹67.15 crore. The project involves replacing existing conventional column internals with divided wall column (DWC) technology to produce 35,000 mtpa of pharma-grade hexane. This is expected to be completed during this quarter, according to the company's annual report for FY24.

CPCL is conducting a Fluid Catalytic Cracking Unit (FCCU) revamp scoping study to enhance FCCU and maximise propylene production

It also plans to implement a project for the production of Group II/III lube oil base stocks. It received first-stage approval for this project. Preparations, including the basic design and engineering package (BDEP) and detailed feasibility report, are complete, and environmental clearance was obtained in January 2024.

Final investment approval is pending.

CPCL is conducting a Fluid Catalytic Cracking Unit (FCCU) revamp scoping study to enhance FCCU and maximise propylene production. The study, awarded to UOP last year, is in progress, with the final report expected by this month.

It has also taken up a feasibility study for the installation of a new de-oiling unit to produce microcrystalline wax. The job was awarded to Engineering India in March 2024. The study is in progress and the final report is expected to be submitted by September 2024.

WATER PIPELINE

Meanwhile, the company is laying a 22-km-long new 28-

inch desalination water pipeline and a new 10-inch RO reject water pipeline between Manali Refinery and its desalination plant at Ennore, at an estimated cost of ₹205 crore. This project is expected to be completed by September 2025.

In 2010, CPCL inaugurated a 5.8-mgd desalination facility at Kattupalli. By tapping into seawater, CPCL has substantially cut down on its use of freshwater.

Providing an update on its upcoming 9-mtpa Cauvery Basin refinery at Nagapattinam in Tamil Nadu, the company said site-enabling activities are underway. The cost of the project, scheduled to be completed in 39 months following statutory approval, is estimated at ₹36,354 crore.

Green revolution 2.0: Why India needs an integrated energy policy



Anil Kumar Jain

Over the last decade, the Indian energy sector has carefully navigated the throes of climate change concerns and the contentious issue of political economy imperatives while not losing sight of the need to cater to the energy demand required to become a developed country by 2047.

Going forward, this gradient is expected to get steeper, given the overall magnitude of the transition challenge. This is evident from the fact that we are substantially reliant on coal and oil that account for 53% and 20%, respectively, of commercial primary energy consumed by the country.

The multitude of objectives, hence, brings forth the need for an integrated planning approach at an unprecedented level. For example, the recent power shortages that have been partly precipitated by an imbalanced growth in renewables capacity over the last decade

reflect the need for better resource planning, both at the Centre and state-level. To improve supply adequacy, diversity metrics can be used while formulating policies. The country's energy basket requires a larger presence of renewable, gas, hydro and nuclear-based capacities. Currently, they stand at modest levels at 25% of the total generation. This approach can be applied to feedstock supplies as well. For example, naphtha and petcoke used in the petrochemical and iron and steel industry account for a significant 5% and 8.5% of the country's oil basket, respectively.

Hence, a key aspect of the climate imperative narrative in the country's approach to fuel/ feedstock switching, is of stepping down on coal and oil, and stepping up on low carbon fuels like natural gas, carbon free sources like hydel, solar and nuclear.

Let us now look at the approach to two key fuel sources—coal and gas.

Coal: The challenge in weaning away from coal for power generation (accounts for 75% generation,

50% carbon emission) lies in developing round-the-clock (RTC) alternate supplies at affordable prices. While solar tariffs are competitive, for the short to medium term, the complementing low-carbon capacities for RTC supplies are currently expensive (battery), or risk laden (hydel resources). The supply security in meeting the rising demand is equally important. For example, owing to water bodies going dry, Canada, which was dependent largely on its vast hydel resources, is now buying fossil fuel-fired electricity from across the border.

The challenge on the demand side is equally of a tall order: it is fraught with the political predicament of raising electricity tariffs to align with supply costs.

This calls for a larger policy framework involving electricity sector reforms to reduce appetite for coal. To improve fuel diversity in an 'organic' manner, the risk models used by lenders to appraise projects are currently biased towards coal projects, needs to be reviewed. For example, according to a study, in Europe, the loan loss-provisioning for low carbon sectors

is twice that for big emitters.

This approach will also facilitate faster adoption of newer technologies to reduce emissions in hard-to-abate sectors like cement and steel that use coal or the petrochemical sector which uses naphtha as a feedstock.

Natural gas: As a developing country on its journey to 'Viksit Bharat' by 2047, 'Just' transition is

The country's energy basket requires a larger presence of renewable, gas, hydro and nuclear-based capacities

an important aspect of government policy, one that enables reasonable pricing and availability of mass consumption products. Natural gas eminently fulfils this role. In the case of the transport sector, which contributes 12% of the country's carbon emissions, CNG and LNG offer a 'soft landing' since currently, Green Hydrogen is expensive, while EVs suffer from lack of ade-

quate charging infrastructure. In the agriculture sector, Nitrogen is the most consumed nutrient. No doubt, its production largely relies on the use of Natural Gas. However, a shift to a cleaner option, namely Green Ammonia, is expensive. In the case of cooking gas, piped natural gas is a cheaper option than the dominant supply of LPG (without subsidy) in the country.

These are some of the reasons why the government is committed to increasing the use of natural gas from the current primary energy levels of 7% to 15% by 2030. The challenges in this pursuit are significant and require policy interventions at various levels. In the case of City Gas Distribution (CGD), a key hurdle lies at the municipal level, where the cost of access to lay pipeline is exorbitant thanks to municipal levies. Secondly, to improve the viability of gas vis a vis coal in electricity, regulatory reforms are required to bring forth the real cost of electricity that consumers ought to pay. For example, the coal supplies to power do not reflect the cost of environmental rehabilitation and repurposing of 'End-of-

Life' mines and are sold at prices fixed in 2018.

Central to the Viksit Bharat narrative is the imperative to meet the energy demand that is expected to rise significantly, since India's per capita energy is currently at a third of the world average. With the rising need for climate action and the limitations posed by the fastest growing Renewables sources, that of supplies dependent on the sun shining and the wind blowing, nuclear power offers immense potential. This needs to be harnessed, from both 'base load' supply security as well as competitiveness perspectives.

India's global engagement on carbon, especially at the United Nations-led COP conferences, has ensured that the principle of Common But Differentiated Responsibilities and Respective Capabilities (CBDR-RC) has prevailed. Thus, our low-emission strategies must provide for a differential approach to our energy mix through policy incentives in keeping with our social-economic obligations. As much as that, policies must evolve to recognise the various aspects of

technology and its ability to disrupt. For example, repurposing coal to produce petrochemicals or the declining cost of scrubbing carbon from the air.

In short, the challenges are evolving, and opportunities even more so. These need to be seized to implement the country's priorities through an integrated energy policy.

One approach to formulating such a policy, a dynamic one, would be through the outreach and synthesis efforts of an institution like NITI Aayog. This would address the gamut of climate issues such as calibration of fossil vis-a-vis clean fuels from a taxation standpoint, pricing of mass consumption products, the development of carbon markets, addressing 'Just' transition imperatives, etc. This will also efficiently facilitate medium-to-long term energy transition wherein stakeholders are able to smoothly play their part in a synergistic manner with measurable outcomes in every sector.

Anil Kumar Jain is chairman, Petroleum and Natural Gas Regulatory Board.

Decentralized, green electricity networks will require a workforce with new skills



Kirit S. Parikh

Even as India aims to be a developed nation by 2047, it has set itself an ambitious target of net zero emissions by 2070, reflecting its commitment to undertake serious yet measured climate action. As we go forward, the twin goals need to shape our economic policies in a manner that transition must be fair and equitable to all stakeholders, with a 'leave-no-one-behind' approach. The policies also need to accelerate the pace at which fossil fuel is being substituted by non-greenhouse-gas-emitting sources.

The key challenge in these endeavours is to transform the electricity sector from being a key polluter to a net zero emitter. Currently, electricity generation accounts for 70% of coal use, while coal-based electricity constitutes 75% of total generation in the country.

Replacing coal-based electricity and meeting the growing demand will require a considerable volume of renewable capacity, which, in turn, has implications.

Let us begin with the case of solar power generation. While the cost of photovoltaic cells has come down dramatically, electricity generation is limited to the period when the sun shines. In a year, this works out to around 18-20% utilization of the panels, compared to 80% for a coal-fired plant. Thus, at an asset creation level, a 1MW coal power plant is equivalent to 4MW solar panel capacity.

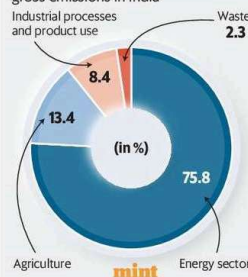
Hence, the initial investment required is greater, as much as four to five times that required for a coal-based plant. This brings forth a significant challenge—that of garnering long-term climate finance at a low interest rate. Industrialized countries must provide this, and Indian policymakers must aggressively engage in this direction.

A just way to mobilize funds from the Global North is to put a small annual parking fee of, say, \$1 per tonne of carbon dioxide parked in the global atmosphere by each country from 1990 onwards, the year when preparations for the Rio Earth Summit started and greater global awareness on the perils of climate change emerged. This approach recognizes the fact that the stock of greenhouse gases (GHGs) is causing warming in greater dimensions than annual emissions.

Another key challenge with augmenting solar capacity is that of land availability on the scale required to meet the demand. No doubt, rising cell efficiency will reduce land needs. For example, an efficiency of 30% compared to current levels of 20% will reduce land needs by 30%. Appropriate policy incentives for rooftop installations in domestic and industrial establishments, roadside areas and on water bodies, too, will help reduce

Green challenge

Contribution of various sectors to gross emissions in India*



*Excludes land-use, land-use change and forestry
Data: Nandita Venkatesan; Design: Satish Kumar/Mint
Source: India Climate and Energy Dashboard

land needs.

Apart from high upfront investment, renewable generation sources also suffer from their inability to be available at all times of the day. No doubt, the intermittence in solar generation is lower than in the case of wind power, which is far more erratic and less predictable. However, that still leaves the challenge of providing reliable, continuous supplies to consumers.

The balancing options include battery energy storage systems (BESS), pumped hydro plants, particularly off-river plants, flexible operations of coal and nuclear plants and importing power from our neighbours, namely, Nepal and Bhutan, which have large hydro capacity. Battery storage is expensive, though lithium ion-based batteries are getting cheaper.

Energy labelling has been implemented successfully in India, helping consumers make informed choices while purchasing products.

This throws light on the emerging energy security horizon at a geopolitical level—imports of lithium will rise, while that of oil from the Middle East will decline. Given China is a dominant owner of lithium reserves across the globe, a large dependency on lithium may raise concerns about energy security and may not be acceptable to India.

Meanwhile, hydel resources have their challenges, too—the availability of electricity from hydro plants depending on the flow of the river.

Growing our nuclear power generation capacity will help meet the twin objectives of moving away from fossil fuels and meeting the rising electricity demand. However, our experience with nuclear plants has been that they are seldom com-

pleted within the allocated cost and time estimates.

Policy measures are required to introduce greater managerial efficiency for timely delivery of these projects.

The net zero power challenge can be approached from the other end of the pipe as well, namely, carbon capture and energy efficiency.

Carbon capture use storage (CCUS) is currently expensive and, besides, there are limited options for its use. The storage capacity of CO₂ is estimated to be quite small as well.

Energy efficiency, on the other hand, has been successfully implemented in the Indian context. Energy labelling has helped consumers make informed choices while purchasing products. For the business-to-business segment, industries have an opportunity to produce energy-efficient equipment that is globally competitive. However, by and large, these gains are incremental in nature, given the country's energy needs to grow economically to meet its human development goals and the large and growing aspirational class.

At an economy level, going beyond electricity, the net zero challenge will require oil and gas supplies to be substituted as well with non-polluting options. The popular emerging choices are electricity and green hydrogen.

Electric vehicles can significantly curtail the consumption of petroleum products. However, for heavy-duty trucks, shipping and airplanes, use of electricity is not practical as the range required will call for 'onboarding' of large battery capacity, which is not exactly feasible. Meanwhile, the shift of two-wheelers and three-wheelers and cars to electricity will increase the demand for electricity and put pressure on the electricity systems to deliver efficiently.

Green hydrogen requires green electricity, or electricity sourced from renewable sources by splitting water. Currently, the costs are very high. Yet, for some of the hard-to-abate CO₂ emissions sectors like steel, it currently seems to be almost the only alternative. In the medium term, it is likely to remain only as a niche option.

As a robust energy system evolves, especially involving decentralized electricity networks, operating them will require a workforce with new skills. This will require capacity building, both at the Centre and state levels. While policies have been formulated, they need to be followed up on to ensure efficient and fast-paced implementation. Further, the budget should remove distortions in the energy market, bring petroleum products under the goods and services tax, eliminate dual pricing of natural gas and usher in market-determined prices, and incentivize states to replace power subsidies with direct money transfers.

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OVL-Oil India team eyes oil in offshore Bangladesh

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A consortium of state-run ONGC Videsh Ltd and Oil India Ltd is expected to bid for offshore hydrocarbon blocks in Bangladesh, amid India's efforts to reduce its dependence on a few oil-exporting countries for the fuel.

Bangladesh government-owned PetroBangla in March floated a tender inviting bids for the exploration of 24 offshore blocks, including 15 deep-sea and nine shallow-sea blocks. Bids are to be submitted by 9 September.

"A consortium of OVL and Oil India, which already has operations in Bangladesh, is likely to bid in the tender currently open for offshore blocks in the country," said a person aware of the developments.

An executive with one of these two oil companies said the blocks on offer have to be evaluated before a final decision is made. "The bids need to be submitted by September, so there is considerable time for a concrete decision on this."

Russia's invasion of Ukraine and the resultant energy market volatility have left Indian

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OVL-Oil India team eyes oil in offshore Bangladesh

FROM PAGE 1

oil-producing companies scouting for long-term contracts and stakes in assets across regions to reduce dependence on a few nations.

India imports about 85% of its annual energy requirements. In 2023-24, India imported 232.5 million tonnes of crude.

ONGC Videsh, the overseas arm of state-run Oil and Natural Gas Corp. Ltd, and Oil India are already involved in the exploration of two blocks in Bangladesh.

The two companies did not reply to queries on their plans for bidding in the new blocks on offer.

PetroBangla's tender document seeking bids for the offshore hydrocarbon blocks specifies that the bidders must have daily offshore production of at least 15,000 barrels of oil, or 150 mmscf (million standard cubic feet) of gas, as an operator to quality. In the case of a consortium, at least one of the entities must meet that requirement.

PetroBangla added that the bidders must be involved in the exploration and production of at least one global oil and gas project.

ONGC Videsh qualifies on both terms.

In 2023-24, OVL's oil production stood at 7.178 million tonnes, as per its annual results. That translates to about 52.61 million barrels, or about 144,150 barrels per day.

Besides, as of 2022-23, ONGC Videsh had investments worth \$20.86 billion in 13 oil-and-gas-producing assets across the globe, including in Russia, Vietnam, Venezuela, Colombia, and Abu Dhabi, per its annual report. It had another \$487.57 million worth of



Oil India's overseas exploration and production portfolio as on 31 March 2023 was spread across seven countries. REUTERS

cumulative investments in 14 exploratory assets across Colombia, Brazil, Libya, Iraq, Vietnam, Bangladesh and Myanmar.

Oil India's overseas exploration and production portfolio as on 31 March, 2023 was spread across seven countries—four producing assets in Russia and Venezuela, two discovered and development assets in Mozambique and Nigeria, and four exploratory assets in Libya, Gabon, and Bangladesh.

In 2023-24, Oil India produced 3.359 million tonnes of oil, which translates to about 24.62 million barrels, or 67,456 barrels per day. Its production last financial year was 5.76% higher than in 2022-23.

Along with Oil India, ONGC Videsh is involved in the exploration of two blocks in Bangladesh.

Block SS-09 was awarded to a consortium of OVL and Oil India in 2012. The Bangladesh government, PetroBangla, and a consortium of ONGC Videsh, Oil India and Bangladesh

Petroleum Exploration and Production Co. Ltd (Bapex) signed a production-sharing contract on 17 February 2014.

ONGC Videsh is the operator of the block with a 45% participatory interest, while Oil India and Bapex hold 45% and 10% participatory interest, respectively.

Similarly, ONGC Videsh is the operator in Bangladesh's

Block SS-04, with a 45% participatory interest.

Bangladesh has oil reserves of about 82 million barrels. The country's move to offer 24 offshore blocks comes amid expectations that

its gas reserves will be depleted by 2033 if no new major discoveries are made.

On 16 July, Bangladesh daily *The Daily Star* cited data from PetroBangla that of the country's original reserve of 28 trillion cubic feet (Tcf) of natural gas, about 18 Tcf of gas had been consumed, leaving on 10 Tcf of natural gas.

PetroBangla estimates another 1 Tcf of gas in the possible reserve category.

PetroBangla said bidders must be involved in the exploration and production of at least one global oil & gas project



Divestment Halt

India's approach to managing its state-owned enterprises has taken a notable turn. For years, the government's strategy was characterised by aggressive privatisation, aiming to offload large segments of its more than Rs 50 lakh crore state sector. However, the plan has encountered significant hurdles, prompting a strategic pivot. The new focus is on enhancing the value and profitability of these enterprises rather than selling them off. This shift not only reflects a pragmatic response to current political and economic realities but also signals a longer-term vision for sustainable growth and development. The initial privatisation drive, announced in 2021, was ambitious but faced considerable resistance, culminating in limited success. The sale of debt-ridden Air India was a notable achievement, yet many other planned sales were either rolled back or stalled. Political dynamics, especially Prime Minister Narendra Modi's numbers in Parliament, have further complicated these efforts. In the face of these challenges, the government is now emphasising unlocking value and improving performance within these public sector enterprises (PSUs). Central to the new strategy is a comprehensive overhaul of more than 200 state-run firms. This includes selling large parcels of underutilised land and monetizing other assets to raise substantial funds. The government aims to reinvest these funds into the companies, setting five-year performance and production targets rather than short-term goals. This approach not only fosters long-term stability but also aims to enhance the intrinsic value of these enterprises. One of the critical aspects of this shift is the introduction of succession planning and professional development within these companies. The government plans to train 230,000 managers for senior roles, aiming to professionalise management and improve corporate governance. By fostering a culture of high performance and accountability, the government hopes to make these companies more competitive and profitable. The market's response to these reforms has been notably positive. The valuation of state-run firms has surged, reflecting investor confidence in the government's new approach. However, some analysts caution that the current valuations may be overly optimistic, requiring substantial operational and financial turnarounds to justify. Nonetheless, the government's focus on enhancing the intrinsic value and profitability of these enterprises appears well-founded. Higher dividends from state-owned firms are also expected, with projections surpassing earlier estimates. This not only provides a significant revenue stream for the government but also aligns with its goal of maximising returns from its investments. The plan to sell minority stakes while maintaining majority control further underscores this strategic intent, allowing the government to benefit from booming market valuations without relinquishing control. This strategic pivot from privatisation to enhancing PSUs represents a nuanced approach to economic management. It acknowledges the limitations and challenges of outright privatisation while leveraging the potential for value creation within the state sector. By focusing on long-term performance, professional management, and strategic asset monetisation, the government aims to transform these enterprises into robust contributors to India's economic growth.



300 अन्य अधिकृत केंद्रों पर वाहन चालक कराएं प्रदूषण की जांच : कैलाश गहलोत

राज्य ब्यूरो, जागरण • नई दिल्ली:



कैलाश गहलोत

दिल्ली सरकार ने पेट्रोल पंपों पर प्रदूषण जांच केंद्र संचालकों की हड़ताल के चलते लोगों से सरकार के अन्य अधिकृत प्रदूषण जांच केंद्रों का विकल्प चुनने की अपील की है। परिवहन मंत्री कैलाश गहलोत ने कहा कि जांच ठप होने से वाहन चालकों को परेशानी हो रही है। ऐसे में, वाहन चालक दिल्ली सरकार की ओर से अधिकृत 300 अन्य प्रदूषण जांच केंद्रों पर जांच करा सकते हैं। उन्होंने कहा कि दिल्ली सरकार कई और प्रदूषण जांच केंद्र खोलने पर विचार कर रही है। इसकी प्रक्रिया जल्द शुरू की जाएगी।

गहलोत ने कहा कि सरकार के अधिकृत केंद्रों पर नियमित रूप से वाहनों की प्रदूषण की जांच हो रही है। सोमवार को 1,375 वाहनों की प्रदूषण जांच की गई और मंगलवार

- जांच केंद्रों की सूची वेबसाइट transport.delhi.gov.in/transport/list पर उपलब्ध
- पेट्रोल पंपों पर स्थित प्रदूषण जांच केंद्रों की हड़ताल से वहां पर वाहनों की प्रदूषण की जांच नहीं हो पा रही

को शाम करीब 5 बजे तक करीब 1,464 वाहनों की जांच हो चुकी थी। इन सभी जांच केंद्रों की सूची परिवहन विभाग की आधिकारिक वेबसाइट transport.delhi.gov.in/transport/list पर उपलब्ध है।

गहलोत ने बताया कि दिल्ली में प्रदूषण जांच केंद्र स्थापित करने के लिए टाई बाई टाई का एक केबिन चाहिए, ताकि उसमें मशीनें रखी जा सकें। बिजली का कनेक्शन चाहिए। मुख्य समस्या वाहन पार्किंग की है, क्योंकि अधिक वाहन होने से लाइन लग जाती है। सरकार गंभीरता से विचार कर रही है कि प्रदूषण जांच केंद्र स्थापित करने के लिए आवेदन प्रक्रिया जल्द शुरू की जाए। प्रदूषण जांच केंद्र स्थापित करने को जगह

सरकार ने प्रदूषण की जांच दरों में इतनी की है वृद्धि

- पेट्रोल, सीएनजी, या एलपीजी (जैव ईंधन सहित) दो और तीन पहिया वाहनों के लिए 80 रुपये।
- पेट्रोल, सीएनजी, या एलपीजी (जैव-ईंधन सहित) चार पहिया वाहनों और उससे ऊपर की श्रेणियों के लिए 110 रुपये।
- डीजल से चलने वाले वाहनों के लिए 140 रुपये।

2011 में संशोधित दरें

2011 में संशोधित वर्तमान दरें क्रमशः 60, 80 और 100 रुपया हैं। इससे पहले, दरों को 2005 में संशोधित किया गया था।

देने के लिए आरडब्ल्यूए भी तैयार है। आने वाले समय में बड़े होटल समेत व्यावसायिक केंद्रों से जल्द बातचीत शुरू की जाएगी।

संबंधित खबर » जागरण सिटी