

Crude prices may hover around \$85-100 in near term: S&P Global

RAJESH BHAYANI

Mumbai, 25 June

With the geopolitical scenario changing, crude oil prices could go up again. Brent crude oil price is already up by about 10 per cent since the first week of June to around \$85 per barrel now.

Joel Hanley, global director, crude & fuel oil markets, S&P Global Commodity Insight, told *Business Standard*, “Our analysts project the (Brent crude) prices to move in the range of \$85-\$100 in the coming months.”

This follows the continuing geopolitical interference. However, OPEC countries have enough oil, which can potentially cap any sharp price increases. Hanley said that OPEC countries may supply more oil and “can act as a cap on prices.”

Currently, Russian oil is the preferred choice in India due to their competitive prices. Five years ago, Russia accounted for only 5 per cent of India's total crude oil imports. But this figure has now risen to 41 per cent. Following the imposition of sanctions by Western countries on Russia after the Ukraine war, Russia has offered to supply crude oil to India at a reduced price.

OPEC remains reliant on crude oil. In future, if OPEC begins supplying oil at a lower price and India's cost of importing oil from OPEC falls below that from Russia, India's demand will shift towards OPEC. This could create pressure on Russia to match that price.

He said India is now on the global map of the crude oil market. India has been a big importer.

“Now, it is a key supplier of refined products to

Europe and beyond. It also furnishes its own growing population. India's building of large refineries has helped put it on the energy map,” said Hanley.

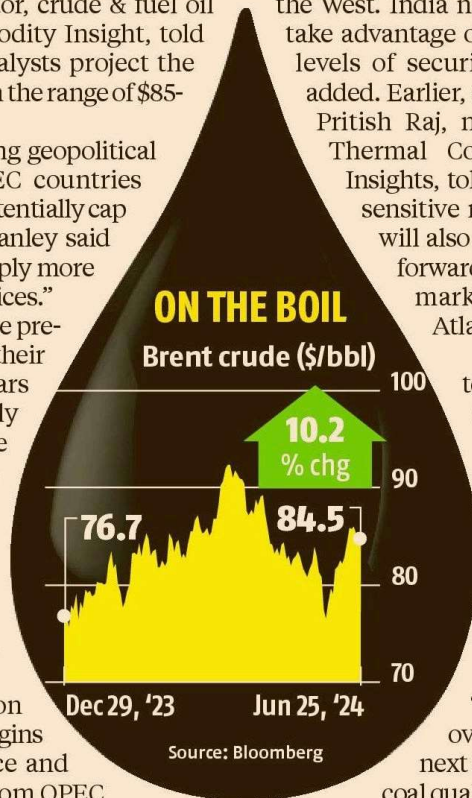
“As of now, India has received a huge boost from trade with Russia at a discount. Sweet/sour crude spreads have been turned upside down by the actions of OPEC+ and increased production from the West. India now sits very well positioned to take advantage of these changes to increase its levels of security and affordability,” Hanley added. Earlier, addressing a media roundtable, Pritish Raj, managing pricing editor, Asia Thermal Coal, S&P Global Commodity Insights, told the media that, “For a price-sensitive market like India, coal imports will also not be uncompetitive, as going forward we see an oversupplied global market from both the Pacific and Atlantic basins.”

India's coal demand is expected to be 1.5 billion tonnes by 2030 and can be easily met by imports.

But Raj said, “Domestic coal quality is a challenge and transportation hurdles still stay strong.”

He expects India's domestic production to easily be in the range of 1.5-1.7 billion tonnes by 2030. He added, “And, imports will stay stable at over 150 million tonnes over the next 5-6 years.” However, if domestic coal quality improves and transportation hurdles also reduce, imports by India's power sector may fall to 100 million tonnes, he said.

Raj sees thermal coal prices moving in a narrow range in the near future. Indonesia's benchmark 4200 kcal price is around \$66 a tonne and 5000 kcal around \$76.





'Gas-based power plants may have limited role by 2030'

Rishi Ranjan Kala

New Delhi

The role of gas-based power generation, which currently accounts for around 2 per cent of India's power generation, may become limited to just providing grid flexibility by FY30, a study by the Institute for Energy Economics and Financial Analysis (IEEFA) has projected.

The IEEFA in its global liquefied natural gas (LNG) outlook 2024-28 pointed out that the power sector's LNG consumption has been low due to the high costs of gas-based power.

From 2022 to 2023, at least half India's 62 gas-based power plants did not generate any electricity, although the government will continue to use gas plants for peak de-

mand requirements in 2024, it added.

"In the longer term, the government does not intend to build any new gas-based power plants. Meanwhile, renewables capacity is rapidly expanding and targeted to reach 500 GW by 2030. Renewables generation, including hydropower, is expected to increase to 40 per cent of the generation mix by 2029-30. Over that time, gas-based generation may be limited to a peaking role as a tool for grid flexibility, rather than for baseload power," it said.

GAS-BASED GENERATION

Gas-based power currently accounts for 1.8 per cent of the generation mix while renewable energy has grown to a 15.6 per cent market share. According to government officials, gas-based power costs ₹13-14

(\$0.16-0.17), while renewable electricity costs just ₹2.4 (\$0.029), IEEFA report said.

Gas-based power plants have an installed capacity of 24.8 gigawatts (GW) and account for around 2-3 per cent of India's total power generation, as per government data.

The plant load factor (PLF), or capacity utilisation, of gas-based power plants rose to 21.4 per cent in April 2024, a four year high for the month. The PLF for May 2024 is awaited.

International Energy Agency projects India's gas demand to grow 7 per cent y-o-y in 2024 calendar year, while Gas Exporting Countries Forum (GCEF) predicts usage to grow at 6 per cent y-o-y. Higher gas consumption for power generation is among the reasons fuelling the growth.

The government has no plans to build new gas-based power plants in the long term, as renewable energy capacity is rapidly expanding.

GAS SUPPLY

Overall, gas-based power generation may be limited to a peaking role for grid flexibility in the future. India is aiming to expand the city gas distribution network to the entire country by 2032.

It has set ambitious targets to increase the country's overall natural gas consumption by 2030.

In 2022, however, LNG imports fell 17 per cent due to LNG price spikes, demonstrating the country's sensitivity to volatile prices. As markets eased in 2023, India's LNG demand rebounded by 9 per cent to 22 million tonnes per annum.

India Inc's CSR Spends on Sports Likely to Surge in Next Few Years

Listed cos' estimated FY23 CSR expenditure on sports pegged at around ₹280 crore; RIL, Tata Steel, IOCL, ONGC leading spenders on category

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ET Intelligence Group: As the Indian contingent is gearing up for participating in the 2024 Olympics in Paris next month, companies that have been supporting the athletes would be keenly following their performances.

The foundations of several companies, such as the Reliance Group, Tata Steel, JSW, Hindustan Zinc and SKF India, have been supporting sports as part of their corporate social responsibility (CSR) commitments. However, the data on whether there has been an increase in the CSR spend on sports and by which companies is not available. This is due to an MCA notification in September 2022 that no longer requires companies to disclose

details of their CSR spends but only the total spends towards CSR.

As per data sourced from Prime Database, between FY19 and FY22 listed Indian companies altogether spent an average of ₹248 crore annually towards sports. This amounts to an average of 1.8% of their total CSR spends. Companies such as Reliance Industries, Tata Steel, IOCL, ONGC and Hindustan Zinc, have been the leading consistent spenders in championing sports in India. Reliance Industries has been the top CSR spender on sports — spending on average ₹41.6 crore annually between FY19 and FY22. Incidentally, the total CSR amount spent by companies in FY23 stood at ₹15,600 crore, as per Prime Database. Applying the average of 1.8% of that amount, CSR spend on sports could be estimated to be about ₹280 crore in FY23.

STEADY CLIMB LIKELY?

According to industry experts, the CSR expenditure on sports has not increased disproportionately higher; but it is likely to increase steadily over the years.

“Earlier the companies used to consider spending on sports with a view of how they can get promo-

tional value, but now there is an increase in understanding of the category, the needs on the ground”, said sports industry veteran Joy Bhattacharjya. “However, they find it tough to directly undertake initiatives since it is not just about spending but having a long-term vision and expertise

about the kind of difference one must make. So, companies now tend to engage specialist organizations already in the space such as GoSports Foundation and Olympic Gold Quest to undertake the initiatives. These agencies either offer them options for best using their funds

or carve out targeted projects for these companies to support. Companies have different needs and objectives, some might want their funds to build capacity in Olympic sports, while some others may be aiming to support more general objectives like providing facilities for underprivileged children”.

According to him, the companies are not spending disproportionately more on sports than what they were spending earlier. “However, as India gears up to bid for hosting the 2036 Olympics, we should definitely see an increase in CSR spends on sports”, he said.

Based on voluntary disclosures of their detailed CSR spends, 135 companies of the top 1,000 listed companies have disclosed in FY23 their detailed CSR spends — which in case of sports, stood at ₹91 crore altogether.

Corporate India's CSR Spends on Sports

FY	No. of cos for which CSR is applicable	Final Actual Amt Spent (₹ cr)	No. of cos which spent on sports	Total Amount Spent on sports (₹ cr)
2018-19	1,096	11,883	251	236
2019-20	1,161	14,797	274	278
2020-21	1,192	14,825	227	236
2021-22	1,265	14,862	254	240
2022-23	1,382	15,602	135 [^]	91 [^]

[^]Based on Voluntary Disclosures; Source: primeinfobase.com



VIJAY P

Inter-City Buses Entering Capital To Switch To Cleaner Fuels By Year-End

CAQM Fixes Deadline, Move To Check Vehicular Pollution In The Region

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New Delhi: Inter-city buses from Punjab, Himachal Pradesh, Uttarakhand, Jammu and Kashmir and Madhya Pradesh coming to Delhi-NCR will switch to electric or CNG or BS VI mode by year-end to reduce pollution.

The Commission for Air Quality Management (CAQM) in the national capital region and adjoining areas has fixed deadlines for transition of inter-city buses of the five states or UTs operated by state govt. CAQM said buses operated by state PSUs and private entities will also have to switch to cleaner fuels. The move is aimed at reducing vehicular pollution, among the major sources of air pollution.

According to source apportionment study carried out by The Energy and Resources Institute (TERI) and Automotive Research Association of India (ARAI) in 2018, the contribution of transport to PM2.5 in Delhi's air is 39% and NCR's air is 13%. Transport contributes 19% to Delhi's PM10 and 7% to NCR's PM10.

Due to concerns of highly polluting inter-city buses to Delhi from other states, Delhi govt in Jan last year requested all the states/ UTs to work

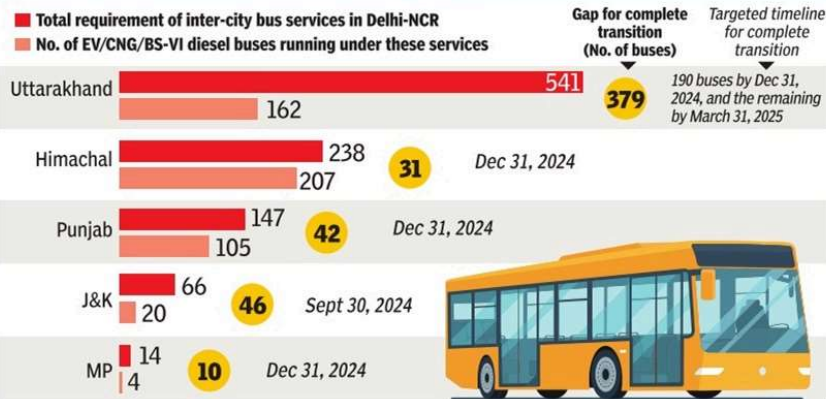
ON BOARD GREEN DRIVE

> Vehicular pollution is one of the major sources of pollution in Delhi



> Inter-city buses from Punjab, HP, Uttarakhand, MP and J&K to Delhi will have to switch to cleaner fuels

> Apart from bus services operated by state govts, inter-city bus services being operated by state PSUs and private entities have also been asked to make the transition



towards migration towards a cleaner service.

"It emerged during a meeting with these five states or UTs that transition to only CNG/ EV buses by these states will take a much longer time. It became necessary to prioritise replacing older BS-III/ IV inter-city diesel buses running from these states to Delhi-NCR with BS-VI diesel compliant buses and action was initiated in this direction towards appropriate replace-

ment of such buses," CAQM said.

In a meeting on April 5, the commission fixed the deadline for transition to cleaner fuels. Out of 541 requirements of inter-city buses from Uttarakhand to Delhi-NCR, 160 EV/ CNG/ BS-VI diesel buses are running now and 379 buses have to make the transition. 190 buses have been targeted for transition by Dec 31, 2024, and the remaining by March 31, 2025.

The deadline for inter-city buses from Punjab, Himachal Pradesh and Madhya Pradesh to switch to cleaner fuels is Dec 31, 2024. The deadline for buses from Jammu and Kashmir for complete transition is Sept 30, 2024.

"Apart from the bus services operated by state govt, inter-city bus services being operated by the state PSUs and private entities have to switch to electric or CNG or BS VI-complaint. Bus servi-

ces operating under the Association of Independent Tour Operators (AITO) licence regime are, however, not to be covered in the ambit of these guidelines," CAQM said in an order dated June 14.

It added that transport and traffic departments of Delhi govt, NCR states and these five states and Union Territories, will ensure strict compliance through regular monitoring of the field level implementation, including for bus services being operated by the state PSUs and other private entities.

Anumita Roychowdhury, executive director of research and advocacy at the Centre for Science and Environment, said: "This is a very important intervention. This strategy, if scaled up, can be a win-win from the perspective of scaling up public transport connectivity in the region and reducing emissions from mass commuting. Upscaled inter-city bus services based on clean fuel and technology and preferably on battery technology to eliminate tailpipe emissions from the heavy-duty bus fleet, can contribute substantially towards controlling transport related emissions in the region and also in the pollution hotspots around interstate bus terminals like Anand Vihar."

Rally a good chance for PSU divestments: Market players

AKSHATA GORDE
Mumbai, June 25

AS THE INDIAN equity market surges to unprecedented highs, market players see a great opportunity for the government to divest stake in public sector undertakings (PSUs) to meet its ambitious fiscal targets.

In the interim Budget, the government set a goal of raising ₹50,000 crore through divestment, monetisation of public assets, and capital receipts for the financial year 2024-25. This target was a first shift away from specific divestment targets, aiming for a more gradual approach.

"This is the best time for the government to divest stake in PSUs with the amount of money coming into the equity market. There is enough demand in the market to easily absorb whatever stake is divested," said DP Singh, joint CEO at SBI Mutual Fund.

PSU stocks have been riding a wave of confidence, driven by government focus on infrastructure, manufacturing, and capital expenditure. The BSE PSU index has soared 35% so far in 2024, outpacing the benchmark Nifty 50, which has gained 8% in the same period.

The PSU sector has been a significant wealth creator in recent years. The market capitalisation of the BSE PSU index has climbed to ₹67.62 trillion, of which public shareholders



D-ST FAVOURITES

- The BSE PSU index has soared 35% so far in 2024, outpacing Nifty's 8% return
- The market capitalisation of the BSE PSU index has climbed to ₹67.62 trillion

hold ₹20.63 trillion as of June 21.

On June 20, capital market participants urged finance minister Nirmala Sitharaman to divest some stake in low float PSU stocks, pointing to valuation bubbles. A low public float means limited supply, leading to a demand-supply mismatch that can inflate stock prices with even modest buying activity.

"The markets are at all-time highs, and it makes so much more sense for the government to monetise its stake in PSUs to continue its fiscal glide path and even increase the target," said Dhiraj Relli, MD & CEO of HDFC

Securities. In the past two weeks alone, the Nifty 50 index has hit new record highs on seven out of nine trading days.

Despite missing its divestment target for four consecutive years, market participants anticipate a high target of ₹50,000-55,000 crore in the upcoming Budget.

"It remains to be seen if the government will achieve its divestment target after missing it in the past several years, and take advantage of the euphoria surrounding PSU stocks and increase stake sale, through a mix of OFS and ETFs," said Kotak Institutional Equities in a report.

In FY24, the Department of Investment and Public Asset Management (DIPAM) raised ₹16,507 crore in disinvestment receipts, falling short of the already lowered target of ₹30,000 crore. These included smaller stake sale of Coal India, SJVN, Housing & Urban Development Corporation of India, Ireda, Rail Vikas Nigam and Ircon International.

Some larger strategic sales of public sector enterprises such as IDBI Bank, Shipping Corporation, NMDC Steel, BEML and Container Corporation, which were delayed due to market conditions, could capitalise on the current rally. Market experts also foresee stake sales in sectors such as power and capital goods, where valuations have surged.



Send only less-polluting buses to Delhi region, non-NCR states told

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NEW DELHI: Buses from five states coming to Delhi and National Capital Region (NCR) will have to transition to electric, CNG or BS VI by the end of the year to reduce vehicular emissions in the region, the Commission for Air Quality Management (CAQM) in NCR has said in an order.

CAQM has asked Punjab, Himachal Pradesh, Madhya Pradesh, Uttarakhand and Jammu and Kashmir, the states from which inter-city buses come to Delhi-NCR, to facilitate transition to cleaner fuels by the end of 2024, fixing deadlines for each of the states and UTs. The apex pollution control body for NCR said that this will be applicable to buses operated by the state Public Sector Undertakings (PSUs)

THE DECISION WAS TAKEN DURING A MEETING WITH THE STATE GOVTS ON APRIL 5, SAID CAQM

as well as private entities, which make trips to Delhi-NCR and back.

The decision was taken after deliberations with these state governments in a meeting held on April 5, CAQM said. "It emerged during the meeting with these five states and UTs that transition to only CNG or EV buses by these states will take much longer time. But it becomes necessary to prioritise replacing older BS-III or BS-IV inter-city diesel buses running from these states to Delhi-NCR with BS-VI diesel compliant

buses and action was initiated in this direction towards appropriate replacement of such buses," CAQM said in its order, dated June 14, a copy of which HT has seen.

The document said the deadline to switch to cleaner fuels for inter-city buses from Punjab, Himachal Pradesh and Madhya Pradesh is December 31, 2024, and for Jammu and Kashmir, it is September 30, 2024.

For Uttarakhand, CAQM said that out of the 541 buses required to run to and from Delhi-NCR, 160 were currently complaint, and the remaining 379 is required to switch to clean fuels. For 190 buses, the deadline to transition is December 31, 2024, with the remaining required to be done by March 31, 2025.

After Uttarakhand, the highest number of inter-city buses to Delhi-NCR comes from Hima-

chal Pradesh (238), followed by Punjab (147). Himachal Pradesh already has 207 of its buses using clean fuels, and Punjab has 105 out of its 147 buses running on cleaner fuels, it said.

"Apart from the bus services operated by the state government, inter-city bus services being operated by the state PSUs and private entities also have to switch to electric or CNG or BS VI compliant. Bus services operating under the Association of Independent Tour Operators licence regime are presently not to be covered in the ambit of these guidelines," it added.

Anumita Roychowdhury, executive director, research and advocacy, Centre for Science and Environment, said, "This can provide cleaner public transport, and also ensure significantly lower emissions from tailpipes of these heavy-duty buses."

Why RIL investors opposed board role for Aramco exec

Reliance's resolutions on Al-Rumayyan and Khaitan were passed despite opposition

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In the three years since Reliance Industries Ltd appointed Saudi Arabian businessman Yasir Al-Rumayyan as an independent director, he's skipped about 25% of the company's board meetings. On Monday, about 40% of the public shareholders of India's largest company sought to pull up Al-Rumayyan for his absence, voting against his reappointment.

A third of Reliance's large investors also rejected the appointment of Haigreve Khaitan as an independent director, given that he's on the board of several other companies and may not be able to devote enough time to a conglomerate with diverse interests ranging from exploration and energy to retail and telecom.

The 54-year-old Al-Rumayyan is not only the chair of Saudi Aramco, the world's largest oil company, but also the governor of Public Investment Fund, Saudi Arabia's sovereign wealth fund and the owner of Newcastle United football club. Only 5% of Reliance's large shareholders had rejected his appointment to Reliance's board in 2021.

At Monday's shareholder meeting, Reliance's resolutions on Al-Rumayyan and Khaitan were passed despite significant opposition, with 50.3% promoter holding helping the proposal on Al-Rumayyan secure 84% votes in favour, and 87% for Khaitan. Nevertheless, the dissenting voices were loud enough for two proxy advisory firms and two investors in Reliance Industries to term the voting outcome unprecedented.

"The resolutions may have been



Yasir Al-Rumayyan, chairman of Saudi Aramco and governor of the Public Investment Fund, Saudi Arabia's sovereign wealth fund . YASIR AL RUMAYYAN/LINKEDIN

passed with a majority. Still, this kind of pushback from investors is a lesson for all promoter-owned companies that you cannot take your shareholders for granted," said an executive at one of those proxy advisory firms, speaking on condition of anonymity.

Reliance Industries's 14-member board comprises chair Mukesh Ambani, his three children, Akash, Isha and Anant, and his nephew Hital Meswani.

Industry experts also point to potential conflicts of interest in the appointments of Al-Rumayyan and Khaitan to the Reliance board.

"Yasir Al-Rumayyan is the chair of Saudi Arabia's sovereign wealth fund, which has invested 2% in Reliance Retail, and, therefore, (that) does not make him an independent director,"

said Sharmila Gopinath, a specialist adviser for India at the Asian Corporate Governance Association.

"And in the case of Haigreve Khaitan, his firm Khaitan & Co. provides legal services to Reliance and he is also on the board of more than seven companies, which goes against the law," Gopinath said.

Reliance did not reply to an email seeking comment on the development. A spokesperson for Aramco is yet to reply to an emailed questionnaire from *Mint*. An email sent to Khaitan seeking comment went unanswered.

Shareholders at other large Indian companies have also been voicing their displeasure in recent times, such as when Wipro sought to award former chief executive Thierry Delaporte a ₹36 crore cash severance last month.

In June, shareholders of Dish TV India Ltd rejected the candidature of two independent directors, bringing the number of directors booted out by them to 18 since September 2021. Nestle India's shareholders recently rejected the company's proposal to increase royalty payouts to its Swiss parent.

At Reliance's latest shareholder meeting, at least 10 large foreign institutional investors, including the world's largest sovereign fund and the UK's largest fund manager, opposed Al-Rumayyan's reappointment, show documents reviewed by *Mint*.

About 91% of public investors, who own 38% of Reliance, exercised their vote, while only a fifth of retail and non-institutional shareholders, who own about 13% in the company, participated.

"Board members should devote sufficient time to fulfil their responsibilities effectively," reasoned Norway-based Norges Bank Investment Management, the world's biggest sovereign wealth fund, managing \$1.63 trillion of assets as of 31 March.

"The chairperson is responsible for leading all aspects of the board's work and should devote a significant amount

of time to fulfill his or her responsibilities effectively. Board members should contribute to effective discussions and decision-making by attending all meetings," said Norges, which owns 0.85% of Reliance, making it the fifth-largest public shareholder in the company.

The UK's largest fund manager, Legal & General Investment Management, said it voted against Al-Rumayyan's reappointment owing to "the director's level of attendance at board and committee meetings and therefore their ability to provide oversight for shareholders."



कच्चे तेल की कीमतें 85 से 100 डॉलर के दायरे में रहने के आसार

राजेश भयानी
मुंबई, 25 जून

भूराजनीतिक परिदृश्य में बदलाव से कच्चे तेल की कीमतें फिर से चढ़ सकती हैं। कच्चे तेल की कीमतें जून के पहले सप्ताह से करीब 10 प्रतिशत तक चढ़ कर इस समय करीब 85 डॉलर प्रति बैरल पर पहुंच गई हैं। एसऍंडपी ग्लोबल कमोडिटी इनसाइट में क्रूड ऐंड फ्यूल ऑयल मार्केट्स के वैश्विक निदेशक जोएल हैनली ने बिजनेस स्टैंडर्ड को बताया, लगातार भू-राजनीतिक हस्तक्षेप के कारण 'हमारे विश्लेषकों का अनुमान है कि कच्चे तेल की कीमतें आगामी महीनों में 85 से 100 डॉलर के दायरे में रह सकती हैं।'

हालांकि ओपेक देशों के पास पर्याप्त तेल है जिससे किसी बड़ी कीमत वृद्धि की आशंका सीमित हो सकती है। हैनली ने कहा कि ओपेक देश ज्यादा तेल की आपूर्ति कर सकते हैं और कीमत पर सीमा के तौर पर काम कर सकते हैं।

इस समय रूसी तेल भारत में पसंदीदा विकल्प (रूस की प्रतिस्पर्धी कीमतों की वजह से) है। पांच साल पहले रूस का भारत के कुल कच्चे तेल आयात में सिर्फ 5 प्रतिशत योगदान था लेकिन यह आंकड़ा अब बढ़कर 41 प्रतिशत हो गया है। यूक्रेन के साथ युद्ध की वजह से रूस पर पश्चिमी देशों के प्रतिबंधों के बाद रूस ने कम कीमतों पर भारत को कच्चे तेल की आपूर्ति की पेशकश की है। उन्होंने कहा कि भारत अब कच्चे तेल के बाजार के वैश्विक नक्शे पर जगह बना चुका है। भारत एक बड़ा आयातक रहा है लेकिन अब वह यूरोप और अन्य देशों के लिए रिफाईंड उत्पादों का मुख्य आपूर्तिकर्ता भी है। साथ ही वह अपनी स्वयं की बढ़ती आबादी की जरूरत पूरी कर रहा है। हैनली का कहना है कि बड़ी



पांच साल पहले रूस का भारत के कुल कच्चे तेल आयात में सिर्फ 5 प्रतिशत हिस्सा था, लेकिन यह अब बढ़कर 41 प्रतिशत हो गया है

रिफाइनरियों के निर्माण से भारत को ऊर्जा क्षेत्र में जगह बनाने में मदद मिली है।

हैनली ने कहा, 'इस समय भारत को रूस से रियायती दाम पर पर तेल मिलने से कारोबार में बड़ी मदद मिली है। भारत अब सुरक्षा और किफायत का स्तर बढ़ाने के लिए मौजूदा बदलावों का लाभ उठाने के लिहाज से अच्छी स्थिति में है।'

इससे पहले एसऍंडपी ग्लोबल कमोडिटी इनसाइट्स में एशिया थर्मल कूल के मैनेजिंग प्राइसिंग एडिटर प्रीतीश राज ने एक मीडिया राउंड टेबल में कहा, 'भारत जैसे कीमत-संवेदी बाजार के लिए कोयला आयात भी गैर-प्रतिस्पर्धी नहीं होगा क्योंकि भविष्य में हम प्रशांत और अटलांटिक बेसिन, दोनों से वैश्विक बाजार में ज्यादा आपूर्ति देखेंगे जिसका समुद्री मार्ग से यात्रा

की कीमतों पर असर पड़ेगा और यह कई एशियाई देशों के लिए व्यवहार्य हो जाएगा।'

भारत में कोयले की मांग वर्ष 2030 तक 1.5 अरब टन पहुंचने का अनुमान है जिसे आयात की मदद से आसानी से पूरा किया जा सकता है। लेकिन राज का कहना है, 'घरेलू कोयला गुणवत्ता मुख्य चुनौती है और परिवहन की समस्या बनी हुई है।' उनका मानना है कि भारत का घरेलू उत्पादन वर्ष 2030 तक आसानी से 1.5-1.7 अरब टन तक पहुंच जाएगा और आयात अगले 5-6 साल में 15 करोड़ टन पर बना रह सकता है।

हालांकि यदि घरेलू कोयले की गुणवत्ता सुधरती है और परिवहन समस्या भी दूर होती है तो भारत के विद्युत क्षेत्र का आयात भी घटकर 10 करोड़ टन पर आ सकता है। राज को ताप कोयला कीमतें अल्पावधि में सीमित दायरे में रहने का अनुमान है।

पशु पालकों से गोबर खरीदकर बनाई जाएगी गैस, बढ़ेगी किसानों की आय

धर्मेन्द्र यादव • जागरण

बाहरी दिल्ली: राजधानी में आवासीय क्षेत्रों को पशु डेरी से मुक्त करने के उद्देश्य से घोघा गांव में स्थापित पशु डेरी परिसर में बनाया जा रहा गोबर गैस संयंत्र आत्मनिर्भर गांव की परिकल्पना और क्षेत्र की आर्थिकी में नई जान फूंक सकता है। संयंत्र चलाने वाली कंपनी पशु पालकों से गोबर खरीदकर गैस बनाएगी। घोघा पशु डेरी परिसर में बिखरा गोबर जो समस्या के रूप में नजर आ रहा है, वह गैस बनाने के साथ ही पशु पालकों की आमदनी बढ़ाएगा। घोघा गांव स्थित पशु डेरी परिसर में निर्माणाधीन गोबर गैस संयंत्र अगले साल मार्च तक चालू होने की उम्मीद है। दिल्ली नगर निगम से एमओयू के तहत गोबर गैस संयंत्र को निजी कंपनी बना रही है। नगर निगम के एक वरिष्ठ अधिकारी ने बताया कि संयंत्र का 30 प्रतिशत कार्य पूरा हो

350 डेरी चल रही हैं घोघा पशु डेरी परिसर में

500 से अधिक पशु डेरी के लिए प्लाट हैं परिसर में



घोघा गांव में निर्माणाधीन गोबर गैस प्लांट • जागरण

चुका है। अब इस पर तेजी से काम चल रहा है। मार्च 2025 तक इसे पूरा किया जाना है।

2.47 एकड़ में बन रहे इस संयंत्र पर अनुमानित 30 करोड़ रुपये खर्च होंगे। इस परियोजना में नगर निगम ने तीन करोड़ रुपये सहयोग राशि के

तौर पर दिए हैं, बाकी धनराशि कंपनी खर्च करेगी। इस बारे में कंपनी और नगर निगम के बीच 20 वर्ष के लिए अनुबंध हुआ है।

अनुबंध के तहत कंपनी पशु डेरी संचालकों से 651 रुपये प्रति टन की दर से गोबर खरीदेगी। गोबर

गोबर से पीएनजी और सीएनजी बनाएगी कंपनी

निगम के अधिकारी ने बताया कि संयंत्र में कंप्रेस्ड नेचुरल गैस (सीएनजी) बनेगी। इसके बाद इस गैस से पीएनजी बनाई जा सकती है। रोज पांच टन सीएनजी का उत्पादन होने का अनुमान है। उन्होंने बताया कि कंपनी घरेलू गैस को आइजीएल कंपनी को बेचेगी। गोबर के अलावा खराब फल, सब्जी व शुगर मिल वेस्ट का भी इस्तेमाल किया जाएगा।

अनुबंध की शर्त के अनुसार प्रति वर्ष रायल्टी में पांच प्रतिशत बढ़ोतरी करनी होगी।

गोबर की खरीद से आय बढ़ने के साथ ही परिसर की सफाई व्यवस्था में सुधार होगा। इस समय डेरी परिसर में गोबर बड़ी समस्या है। गोबर की गंध से गांव के लोग भी परेशान हैं। घोघा में डेरी संचालक बलबीर सिंह का कहना है कि अगर कंपनी गोबर खरीदेगी तो गांव व पशु पालकों की समस्या का समाधान होगा, साथ ही आमदनी भी बढ़ेगी।

बलबीर सिंह ने कहा कि जिस भाव से कंपनी गोबर खरीदेगी, उससे ज्यादा दाम तो इस समय बाजार में मिल रहे हैं। इस दिक्कत के बारे में नगर निगम को विचार करना चाहिए। घोघा गांव निवासी व सामाजिक कार्यकर्ता राजेंद्र भारद्वाज का कहना है कि गांव की आत्मनिर्भरता की दिशा में यह अच्छा कदम साबित हो सकता है।

की आपूर्ति को लेकर नगर निगम के पशु पालन विभाग की ओर से कंपनी और डेरी संचालकों के बीच गोबर की आपूर्ति को लेकर त्रिपक्षीय समझौता होगा। इस समझौते के तहत 170 टीपीडी गाय के गोबर की आपूर्ति सुनिश्चित की गई है।