

# कंपनियों ने दिल खोलकर बांटा लाभांश

कृष्ण कांत  
मुंबई, 10 मई

भारतीय उद्योग जगत अपने शेयरधारकों को लाभांश बांटने में जमकर दिलदारी दिखा रहा है। मोटी नकदी वाली कंपनियां जैसे टाटा कंसल्टेंसी सर्विसेज (टीसीएस), हिंदुस्तान जिंक और कोल इंडिया इसमें और भी आगे हैं। इन तीन कंपनियों द्वारा ज्यादा लाभांश बांटे जाने की वजह से सभी सूचीबद्ध कंपनियों का इक्विटी लाभांश भुगतान वित्त वर्ष 2023 में साल भर पहले के मुकाबले 38 फीसदी बढ़कर 2.27 लाख करोड़ रुपये हो गया। वित्त वर्ष 2022 में यह आंकड़ा 1.65 लाख करोड़ रुपये ही था।

इसकी तुलना में पिछले वित्त वर्ष में इन कंपनियों का कुल शुद्ध मुनाफा 2021-22 के मुकाबले 13.4 फीसदी बढ़ा था। इसलिए वित्त वर्ष 2023 में कंपनियों के लाभांश भुगतान का अनुपात भी बढ़ गया। बिज़नेस स्टैंडर्ड के नमूने में शामिल कंपनियों ने वित्त वर्ष 2023 में अपने शुद्ध मुनाफे का 41.2 फीसदी लाभांश के तौर पर वितरित किया, जबकि वित्त वर्ष 2022 में मुनाफे का 33.9 फीसदी हिस्सा लाभांश पर खर्च किया गया था।

यह विश्लेषण वित्त वर्ष 2023 के लिए नमूने में शामिल 557 कंपनियों के नतीजे तथा अंतिम लाभांश की घोषणा के आधार पर किया गया है। सभी सूचीबद्ध कंपनियों के बाजार पूंजीकरण में इन कंपनियों की हिस्सेदारी करीब 50 फीसदी है।

हालांकि वित्त वर्ष 2023 में इक्विटी लाभांश में इजाफा मुख्य रूप से टीसीएस, हिंदुस्तान जिंक और कोल इंडिया द्वारा ज्यादा लाभांश चुकाए जाने की वजह से हुआ है। इन कंपनियों ने कुल



## पिछले वित्त वर्ष में लाभांश भुगतान

■ वित्त वर्ष 2023 में कंपनियों ने रिकॉर्ड 2.27 लाख करोड़ रुपये के लाभांश का किया भुगतान

■ आगे और कंपनियों के नतीजे आने के बाद कुल लाभांश में हो सकता है इजाफा

■ लाभांश के मामले में टीसीएस, हिंदुस्तान जिंक और कोल इंडिया सबसे आगे

94,482 करोड़ रुपये का लाभांश दिया, जबकि वित्त वर्ष 2022 में इन्होंने 60,663 करोड़ रुपये लाभांश बांटा था। वित्त वर्ष 2023 में कुल लाभांश भुगतान में इन तीन कंपनियों की हिस्सेदारी करीब 41.5 फीसदी रही। लाभांश

भुगतान में बढ़ोतरी में इन तीनों फर्मों का योगदान करीब 97 फीसदी रहा। इन तीनों को निकाल दें तो नमूने में शामिल कंपनियों को कुल लाभांश भुगतान वित्त वर्ष 2023 में महज 1.4 फीसदी बढ़ा है और भुगतान अनुपात में गिरावट आई है।

विश्लेषकों ने कहा कि ऊंचे कराधान के कारण इक्विटी लाभांश अब शेयरधारकों के लिए बहुत काम का नहीं रह गया है। इक्विनामिक्स रिसर्च एंड एडवाइजरी सर्विसेज के संस्थापक और प्रबंध निदेशक जी चोकालिंगम ने कहा, 'लाभांश आय पर अब सबसे ऊंची दर से कर लगाया जाता है, इसलिए उच्च आय वाले लोगों को लाभांश आय पर 42 फीसदी तक कर चुकाना पड़ सकता है। इसलिए कर के लिहाज से लाभांश के मुकाबले शेयर पुनर्खरीद और अधिग्रहण बेहतर हैं।'

लाभांश के आंकड़ों में आगे बदलाव हो सकता है क्योंकि रिलायंस इंडस्ट्रीज सहित कई बड़ी कंपनियों ने अभी लाभांश की घोषणा नहीं की है। रिलायंस ने वित्त वर्ष 2022 में कुल 4,512 करोड़ रुपये लाभांश दिया था। ओएनजीसी, वेदांत, इंडियन ऑयल, आईटीसी, पावर ग्रिड, एनटीपीसी, भारतीय स्टेट बैंक और गेल (इंडिया) जैसी कंपनियों ने भी अभी लाभांश की घोषणा नहीं की है।

वित्त वर्ष/कैलेंडर वर्ष 2022 में 1,391 सूचीबद्ध कंपनियों ने कुल 3.6 लाख करोड़ रुपये का इक्विटी लाभांश बांटा था। धातु एवं खनन क्षेत्र की दिग्गज कंपनी वेदांत ने सबसे ज्यादा 16,740 करोड़ रुपये का लाभांश दिया था। इसके बाद टीसीएस ने 15,738 करोड़ रुपये और आईटीसी ने 14,171 करोड़ रुपये लाभांश बांटा।

(शेष पृष्ठ 3 पर)

## कंपनियों ने दिल खोलकर बांटा लाभांश

पृष्ठ-1 का शेष

हालांकि वित्त वर्ष 2023 में लाभांश की घोषणा करने वाली कंपनियों में अभी तक टीसीएस 42,090 करोड़ रुपये के साथ सबसे आगे है। कंपनी ने अपना समूचा शुद्ध मुनाफा लाभांश के तौर पर शेयरधारकों को दे दिया है। कंपनी को वित्त वर्ष 2023 में 42,147 करोड़ रुपये का शुद्ध मुनाफा हुआ था।

इसी तरह हिंदुस्तान जिंक ने वित्त वर्ष 2023 में 31,901 करोड़ रुपये का लाभांश देने की घोषणा की है, जो वित्त वर्ष 2022 के 7,605 करोड़ रुपये से करीब चार गुना अधिक है। पिछले वित्त वर्ष में कंपनी का शुद्ध मुनाफा 9.2 फीसदी बढ़कर 10,511 करोड़ रुपये रहा था।

कोल इंडिया ने वित्त वर्ष 2023 में शेयरधारकों को 20,491 करोड़ रुपये लाभांश दिया है, जो वित्त वर्ष 2022 के 10,477 करोड़ रुपये से 95.6 फीसदी अधिक है। कंपनी का शुद्ध मुनाफा वित्त वर्ष 2023 में 66 फीसदी बढ़कर 28,165 करोड़ रुपये रहा। एचडीएफसी (48.4 फीसदी), मारुति सुजुकी (50 फीसदी) और आईसीआईसीआई बैंक (56.3 फीसदी) ने भी पहले से ज्यादा लाभांश बांटा है।

# Govt plans green fuel port usage, bunkering in net-zero target push

DHRUVAKSH SAHA  
New Delhi, 10 May

The ministry of ports, shipping, and waterways (MoPSW) on Wednesday launched green port guidelines for India's 12 major ports in another push to decarbonise the transport sector, a major contributor to the country's carbon emissions.

According to the Harit Sagar guidelines, the ministry will push for data monitoring based on environmental performance indicators. "This also covers aspects of the National Green Hydrogen Mission pertaining to ports, development of green hydrogen facility, LNG bunkering, offshore wind energy, and provides provision for adopting global green reporting initiative standard," it said. The guidelines focus on minimising the impact on biotic components of the harbour ecosystem. "It lays emphasis on use of clean, green energy in port operation, developing port capabilities for storage, handling and



bunkering greener fuels like green hydrogen, green ammonia, green methanol, ethanol, etc.," a statement by the ministry said.

The objective of the guidelines is to minimise waste through principles, such as reduce, reuse, repurpose, and recycle to attain zero waste discharge from port operations. MoPSW Secretary Sudhansh Pant said, "Our four major ports — Deendayal Port, Visakhapatnam Port, New Mangalore Port, and VOC Port — are generating more renewable energy than their demand. Our

## TURNING BLUE ECONOMY GREEN: ACTION PLAN

► **Ships (EXIM/coastal) that are using cleaner fuel and vessels having shore power reception facility** may get queue priority or rebate in berth dues

► **Ports to make efforts to achieve the target** for EVs, ports equipment

► **50% electrification of ports by 2030**, which is to be increased to over 90% by 2047

► **Green belt area under port authority to be increased by over 20%** by 2030 and 33% by 2047 of the port area

ports will now be able to evaluate themselves on the environmental indicators to know their capability in the environmental aspects."

Green hydrogen is defined as hydrogen produced by splitting water into hydrogen and oxygen using renewable electricity. The ministry aims to develop Kandla, Paradip, and Tuticorin ports as green hydrogen hubs in the coming years. Senior officials present at the event said while proliferating green hydrogen in the Indian shipping sector was a distant objective, there

was huge demand in European markets for the green fuel and the Centre was exploring export opportunities in the sector. The draft policy in 2022 had explored options such as viability gap funding for capital-intensive projects and establishing a carbon cess on port operators and users which would be used to fund green initiatives. MoPSW Minister Sarbananda Sonowal plans to raise the share of green energy to 60 per cent of the total power demand of each of its major ports from less than 10 per cent.



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## Green hydrogen bunkering likely at ports by 2035

**INDIA HAS SET** a deadline of 2035 to establish green hydrogen bunkering and refuelling facilities at major ports in the drive to cut its carbon footprint, the shipping ministry said in guidelines issued on Wednesday.

One of the world's biggest emitters of greenhouse gases, India aims to cut emissions to net zero by 2070, and the shipping minister said three of its ports would initially have bunker facilities for green hydrogen and ammonia. "Our target is to cover all 12 major ports with a green hydrogen bunkering facility by 2035," Shipping Minister Sarbananda Sonowal told Reuters. The ports in the effort are to be Paradip in the east, Kandla in the west, and Tuticorin in the south. **—REUTERS**

# Brent crude falls 1.8%

**SHARIQ KHAN**  
Bengaluru, May 10

**OIL PRICES FELL** more than a dollar a barrel on Wednesday, ending a three-day rally as an unexpected jump in US oil inventories sparked demand concerns.

Brent crude dropped \$1.38, or 1.8%, to \$76.06 a barrel by 10:47 am EDT (1447 GMT) while US West Texas Intermediate (WTI) crude fell \$1.48, or 2%, to \$72.23.

In a possible sign of weakening demand, US crude inventories rose by about 3 million barrels for the week ended May 5, the Energy Information Administration said.

Analysts polled by Reuters expected a drawdown of 900,000 barrels of crude.

The surprising US inventory build, along with lower crude imports and April's softer export growth in China,



exacerbated worries about global oil demand.

US consumer prices rose in April, potentially raising the likelihood that the Federal Reserve will maintain higher interest rates for the time being. Rising global interest rates have stirred fears of an impending recession, putting more pressure on oil prices.

—REUTERS

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**GREEN NORMS ISSUED**

# Major Ports to Set Up Clean Fuel Storage, Refuelling Facilities

Bid to cut carbon footprint; deadline set for '35

**Our Bureau**

**New Delhi:** India's major ports will house clean fuel storage and ship refuelling facilities as part of the country's plan to cut carbon footprint, according to the green port norms issued on Wednesday by the ministry of ports, shipping and waterways (MoPSW).

The guidelines, called 'Harit Sagar', provide a comprehensive framework for major ports to achieve quantifiable reductions in carbon emissions over defined timelines, minister for ports, shipping and waterways Sarbananda Sonowal said at the launch event.

The deadline for establishing the facilities has been set at 2035.

"These guidelines cover all areas of the port ecosystem that contribute to the carbon intensity of our ports. By implementing focused and monitored green initiatives, we can make substantial progress in our decarbonisation efforts," Sonowal said.

The financing required to turn these ports into green ports is under consideration, officials said.

All 12 major ports that are under the central government's administrative ambit will be covered.

More than 200 ports dot India's coastline, which stretches 7,500 km, in addition to the 12 major ones, all together accounting for 95% of its trade by volume and 65% by value.

Authorities want electricity to power at least half the vehicle and equipment needs of major ports by 2030, rather than diesel, and want the figure raised fur-

## Setting Sail

**What New Guidelines say:**

**Ports must meet**  
at least 60% of electricity needs via renewables by 2030, 90% by 2047



**Must have**  
at least one LNG bunkering station by 2030

**Ministry for setting up** EV charging stations in and around port areas by 2025



her to 90% by 2047.

To that end, the new shipping guidelines require ports to satisfy at least 60% of electricity needs through renewables by 2030 and 90% by 2047.

Also, by 2030, all ports must achieve cuts of more than a fifth in energy consumption on each tonne of cargo versus 2023, the guidelines show.

To boost use of gas, the shipping ministry wants ports to set up at least one liquefied natural gas (LNG) bunkering station by 2030 and electric vehicle charging stations in and around port areas by 2025.

"The guidelines emphasise on use of clean or green energy in port operation, developing port capabilities for storage, handling and bunkering greener fuels namely green hydrogen, green ammonia, green methanol and ethanol," a statement said.



## Mahanagar Gas launches outdoor campaign



Mahanagar Gas Limited (MGL), one of the largest city gas distribution companies in India, launched its new outdoor branding campaign in association with Maha Mumbai Metro Operation

Corporation Limited (MMMOCL). The campaign includes branding through exterior train wrap and interior on Metro Train plying on the newly commissioned Mumbai Metro Line 2A and 7. Coinciding with the company's Foundation Day on 8th May 2023, the train was flagged-off at Dahanukarwadi Metro Station by Ashu Shinghal, Managing Director, Mahanagar Gas Limited and Sanjay Shende, Deputy Managing Director, Mahanagar Gas Limited. The event was attended by other senior management of MGL.

## EIA lowers 2023 global oil price view



INFORMIST / Mumbai

The US Energy Information Administration has scaled down its forecast for global crude oil prices in 2023 because of a growth in output from the non-Organization of the Petroleum Exporting Countries producers. It expects non-OPEC producers' crude oil production to rise by an average of 2.2 mln bbl per day this year.

Brent crude oil prices are now seen averaging at \$78.65 per barrel in 2023, against the estimate of \$85.01 per bbl in April, the agency said in its Short Term Energy Outlook on Wednesday. It expects West Texas Intermediate crude oil prices to average \$73.62 a barrel this year, against its previous estimate of \$79.24.

For 2024, the agency sees Brent prices averaging \$74 per bbl, because of consistent global oil inventory build-up from the start of Mar-Jun, 2024, to rest of the year as global oil production outpaces global oil demand, putting downward pressure on crude oil prices.

"Although demand growth for liquid fuels faces downside risks through the end of 2024, we expect the seasonal rise in oil consumption and a drop in OPEC crude oil production to put some upward pressure on crude oil prices in the coming months," the agency said in the report.





### **Gujarat Gas Q4 consol PAT falls 16.7% to ₹3.69 bn**

Gujarat Gas Ltd's consolidated net profit for the March quarter fell 16.7% to 3.69 bln rupees. However, it was above the average of estimates of eight analysts of 2.78 bln rupees. The company's consolidated revenue for the quarter fell to 40.74 bln rupees, from 47.73 bln rupees a year ago. Revenue too was above estimates of 38.42 bln rupees.

# Palghar gets its first CNG station

**PANKAJ S RAUT / Palghar**



The first compressed natural gas (CNG) filling station got operational in Palghar on Tuesday. Over 1000 vehicles including autos and taxis filled the gas from this station on its first day. The gas supply to industries started a few years back in Boisar by Gujarat Gas Limited. The station opted for independently supplying gas to the newly started filling stations with 400kg capacity. Palghar has about 500 taxis and 800 autos fitted with CNG kits.

# India moves towards energy self-sufficiency



RAJESH KUMAR SINGH

For efficient transition and to achieve its net-zero goals, India needs to invest heavily in the energy sector

Moving fast towards achieving energy self-sufficiency by 2047, is undoubtedly the greatest strides that India is making. The country is now the world's 3rd largest energy consumer, 3rd largest consumer of oil, 3rd largest LPG consumer, 4th largest LNG importer and 4th largest refiner, and many more achievements are in the offing. This remarkable journey helps India emerge as the epicentre of the global energy landscape, as it remains the most critical component of its sustained growth trajectory. In the recent past, the country has taken several revolutionary policy decisions that aim to bring about a secure and sustainable energy future, including 20% ethanol-blended gasoline to be rolled out in 15 cities in the next two years.

Being the fastest-growing major economy of the globe, India is estimated to be accounting for approximately 25% of the global energy demand growth, which makes it essential to ensure access, availability and affordability of energy for all to grow. However, the total ener-



gy consumption per capita in India presently remains just around 0.7 toe, which is half the Asian average and much less than the average of the developed world.

The electricity consumption per capita, though, grew to 920 kWh in 2021, but it also remains just a third of the Asian average. Moreover, coal remains the country's top energy source with a share of around 46%, oil with 23%, biomass with 21%, natural gas with 6% and hydro, nuclear, solar, and wind together with a share of around 4%. In the meantime, the declining oil production since 2010 in the country, has also increased its dependence on crude oil imports to around 88% of the needs in 2021. Of the total consumption of oil, around 42% is used in transport, 30% in industry and 21% in the residential, services and

agriculture sectors.

Nevertheless, India has managed to navigate the most serious energy crisis, which swept through the world, creating crippling conditions in dozens of countries including our neighbours like Pakistan, Sri Lanka, Nepal, Bangladesh and others. In recent months, petrol and diesel prices went up by around 40% in the US, Canada, European Countries and much more in many other countries, but India neither faced any dry outs or power cuts, nor unusual price rises. This energy justice was ensured by massively cutting in excise duties and VAT rates. PSU oil companies also absorbed huge losses to ensure that no citizen suffers from exorbitant prices.

In recent years, India has also expanded its network of crude oil suppliers from 27 countries to 39 countries

including Russia. Moreover, the way India is working on both traditional fuel exploration and energy transition has hardly any parallel. The country's installed renewable energy capacity increased 396% in the last 8.5 years and is more than 174.53 Giga Watts, which is about 42.5% of the country's total capacity as of February 2023, registering the highest YoY growth in renewable energy.

To restrict pollution levels, India is massively promoting the use of CNG and battery-run vehicles to reduce pollution in cities. We have more than 4 500 CNG stations in the country. India is also committed to reducing its CO2 emission by 45% in 2030, aiming to achieve 50% of the total electricity capacity to be based on non-fossil fuel sources in 2030.

It is also considering implementing a carbon market along with a pledge to reach net-zero emissions in 2070. However, for an efficient energy transition and to achieve its net-zero goals, India needs an investment of billions of dollars.

*(The writer is a senior journalist)*



# ‘Govt yet to accept report to ban diesel vehicles in certain cities’

The report had also suggested phasing out motorcycles, scooters, and three-wheelers with internal combustion engines by 2035

## OUR CORRESPONDENT

**NEW DELHI:** The government is yet to accept a report of the energy transition committee that recommended banning the use of diesel-powered four-wheelers in cities with over 10 lakh population and switch to electric and gas-fuelled vehicles by 2027, the oil ministry said.

The report of the committee headed by former oil secretary Tarun Kapoor had also suggested phasing out motorcycles, scooters, and three-wheelers with internal combustion engines by 2035.

“Report of the Energy Transition Advisory Committee (ETAC) has been received by the MoPNG. The Govt. of India is yet to accept ETAC report,” the Ministry of Petroleum and Natural Gas (MoPNG) said in a tweet.

There should be no diesel city buses addition in urban areas in about 10 years, the panel which submitted its report to the government in February this year, had said.

“India is committed to NetZero by 2070. ETAC has made wide ranging and forward looking recommendations for shift to Low-CarbonEnergy. ETAC has a futuristic outlook,” the ministry



said. “The suggestions of ETAC relate to multiple ministries & a range of stakeholders including states. Consultation with various stakeholders on the report are yet to be initiated. No decision has yet been taken on ETAC recommendations.”

The panel had stated that EVs may be promoted as the optimal solution in preparing for phasing out internal combustion engine two/three-wheel vehicles by 2035. “In the intermediate period, policy support for ethanol-blended fuel with an increasing blend ratio needs to be given.”

It called for four-wheelers, including passenger cars and taxis, to partially shift to electric and partially to ethanol-blended petrol with almost 50 per cent share in each category.

“Diesel-driven 4-wheelers may be eliminated as soon as possible. Therefore, a ban on diesel-powered four-wheelers in all million-plus cities and all towns with high pollution has to be enforced in five years, i.e. by 2027,” the report said.

For transitioning to EVs, CNG as a transition fuel (up to 10-15 years) has been emphasised.

“Vehicles with flex-fuel capabilities and hybrids may be promoted in the short and medium terms. This can be done through the application of fiscal tools like taxation,” it said.

To boost electric vehicle use in the country, the report said the government should consider a “targeted extension” of incentives given under the Faster Adoption and Manufac-

turing of Electric and Hybrid Vehicles scheme (FAME) to beyond March 31.

The report favoured new registrations of only electric-powered city delivery vehicles from 2024 and suggested higher use of railways and gas-powered trucks for the movement of cargo.

These steps will help India achieve the goal of cutting its emissions to net zero by 2070.

Net-zero, or becoming carbon neutral, means not adding to the amount of greenhouse gases in the atmosphere.

India is the world’s fourth biggest emitter of carbon dioxide after China, the US and EU. But its huge population means its emissions per capita are much lower than other major world economies. India emitted 1.9 tonnes of CO2 per head of population in 2019, compared with 15.5 tonnes for the US and 12.5 tonnes for Russia that year.

Towards net-zero, the government has set a target to get 50 per cent of the nation’s energy from renewable resources by 2030, and by the same year to reduce total projected carbon emissions by one billion tonne.

For transition, it is looking to boost the use of natural gas,

which is less polluting than liquid fuels like diesel, in industries and automobiles. India aims to raise the share of natural gas in its energy mix to 15 per cent by 2030 from 6.7 per cent now.

The report said petrol and diesel demand in India is expected to peak in 2040 and decline post that due to electrification of vehicles. LPG demand is expected to decline after 2030 due to electrification of cooking and reduce to zero with 100 per cent electrification by 2070.

The demand for aviation fuel will continue to grow at 3.5 per cent CAGR but will be gradually substituted by sustainable fuel. Naphtha demand is expected to rise at 4.5 per cent CAGR (2030-50) and 2.3 per cent compound annual growth rate (2050-70) because of increasing demand for petrochemicals.

“The rate of transition in fossil fuel consumption is primarily dependent on the shift in the auto sector to EVs. With an aggressive transition to EVs due to policy mandates, there will be accelerated repurposing/closure of refineries for renewable energy/biofuel production and reduction of overall carbon footprint,” it said.



# बड़ी राहत • इस साल 23% तक सस्ते होंगे कॉटन, गेहूं, मक्का; कच्चा तेल-गैस सस्ते होने के चलते महंगे पेट्रोलियम से भी निजात के आसार जनवरी-मार्च में दुनियाभर में अनाज, तेल जैसी कमोडिटी के दाम 14% घटे

देश में बेमौसम बारिश से धान की खेती को फायदा, मुख्य फसल में संभावित कमी की होगी भरपाई

बिजनेस संवाददाता | मुंबई

मौसम की विशेष स्थिति अल नीनो के चलते कृषि उत्पादन घटने और महंगाई बढ़ने की आशंका के बीच वर्ल्ड बैंक की एक रिपोर्ट राहत पहुंचाने वाली है। इसके मुताबिक, 2023 के पहले तीन महीनों के दौरान दुनियाभर में अनाज और खाद्य तेल जैसी जरूरी वस्तुएं 14% तक सस्ती हुईं। मार्च के आखिर तक इनकी कीमतें जून 2022 के ऊंचे स्तर से 30% तक

कम हो गईं। देश में भी बेमौसम बारिश के चलते पंजाब जैसे उन राज्यों में धान की पैदावार बढ़ सकती है, जहां इसकी अगेती खेती होती है। लुधियाना स्थित पंजाब एग्रीकल्चरल यूनिवर्सिटी की कृषि-मौसम विशेषज्ञ डॉ. पवनीत कौर किंगरा ने कहा कि पिछले दिनों हुई बारिश से धान की अगेती फसल को फायदा हुआ है। हवा में नमी रहने से पैदावार बढ़ने का अनुमान है। इससे मुख्य फसल में संभावित कमजोरी की भरपाई हो सकती है।

इस साल और अगले साल सस्ती होंगी खाने की चीजें



वर्ल्ड बैंक के मुताबिक, इस साल दुनियाभर में खाने-पीने की चीजें 8% सस्ती होंगी। 2024 में भी इनके दाम 3% घटेंगे। इस साल सबसे ज्यादा गेहूं, कॉटन और मक्के के भाव 23% तक घटने का अनुमान है। हालांकि चावल और चीनी 2023 में 17% तक महंगी हो सकती है, लेकिन अगले साल इनके भाव भी 4% तक घटने की संभावना है।

17% से ज्यादा घटेंगे गेहूं के भाव

कृषि जिंस	2023	2024
कॉटन	▼ 23.2%	▲ 2.3%
गेहूं	▼ 17.4%	▼ 5.6%
मक्का	▼ 15.3%	▼ 11.1%
चावल	▲ 16.8%	▼ 3.9%
चीनी	▲ 10.3%	▼ 2.2%

33% तक कम खाद्य तेल के दाम

खाद्य तेल	2023	2024
सोया ऑयल	▼ 32.8%	▼ 1.30%
कोकोनट ऑयल	▼ 32.7%	▲ 18.2%
पाम ऑयल	▼ 23.2%	▲ 4.10%
मूंगफली तेल	▼ 9.20%	▲ 2.50%



ईंधन सस्ता होने का अनुमान

ईंधन	2023	2024
ब्रेंट क्रूड	▼ 15.9%	▲ 2.40%
प्राकृतिक गैस	▼ 52.9%	▼ 10.5%
एलएनजी	▼ 2.30%	▼ 11.1%
कोयला	▼ 42.0%	▼ 22.5%

(सभी अनुमानित आंकड़े अंतरराष्ट्रीय बाजार के, स्रोत: वर्ल्ड बैंक)

खाद की कीमतें भी 37% तक कम होंगी

वर्ल्ड बैंक की रिपोर्ट के मुताबिक, इस साल दुनियाभर में खाद यानी उर्वरक के भाव 37% तक कम होंगे। विशेषज्ञों के मुताबिक, भारत करीब 75% खाद आयात करता है। इस लिहाज से अंतरराष्ट्रीय बाजार में इनके भाव घटने से सरकार के साथ-साथ किसानों को बड़ी राहत मिलेगी।

## डीजल वाहनों पर रोक लगाने संबंधी सिफारिश स्वीकार होनी बाकी: मंत्रालय

नई दिल्ली, (भाषा)। पेट्रोलियम मंत्रालय ने साफ किया है कि सरकार ने 10 लाख से अधिक की आबादी वाले शहरों में डीजल से चलने वाले चार-पहिया वाहनों पर प्रतिबंध लगाने की अनुशंसा को अभी स्वीकार नहीं किया है। ऊर्जा बदलाव पर गठित समिति ने बड़े शहरों में डीजल से चलने वाले वाहनों पर वर्ष 2027 तक रोक लगाने के साथ ही इलेक्ट्रिक और गैस से चलने वाले वाहनों को अपनाने का सुझाव दिया है। इसके अलावा पूर्व पेट्रोलियम सचिव तरुण कपूर की अध्यक्षता वाली समिति ने परंपरागत इंजन से चलने वाले मोटरसाइकिल, स्कूटर और तिपहिया वाहनों को भी 2035 तक चरणबद्ध ढंग से हटाने की सिफारिश की है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय ने बुधवार को एक ट्वीट में इस समिति की अनुशंसा पर स्थिति स्पष्ट करते हुए कहा, मंत्रालय को ऊर्जा बदलाव पर गठित समिति की रिपोर्ट मिल गई है। (हालांकि) भारत सरकार को समिति की यह रिपोर्ट स्वीकार करनी अभी बाकी है। गत फरवरी में सरकार को सौंपी गई इस रिपोर्ट में कहा गया है कि करीब 10 वर्षों में शहरी इलाकों में कोई भी नई डीजल बस न चलाई जाए। पेट्रोलियम मंत्रालय ने कहा, भारत वर्ष 2070 तक शुद्ध शून्य उत्सर्जन का लक्ष्य हासिल करने के लिए प्रतिबद्ध है।