

Green hydrogen vehicle

Demand for SECI-like entity to promote the sector



India aims to produce 5 million tonnes (mt) of green hydrogen by 2030

With India forging ahead of most nations in green hydrogen foray and having inherent advantages to tap the emerging opportunity, industry players have begun lobbying the government to create an entity like the Solar Energy Corporation of India (SECI) to bid for green hydrogen projects globally.

Set up in 2011, SECI facilitates the implementation of National Solar Mission (NSM) and achievement of targets set therein. It is the only CPSU dedicated to the renewable energy sector. In addition, SECI has ventured into solar project development on turn-key basis for several PSUs/ government departments.

The industry, among other things, has been seeking assistance from the Centre and states in facilitating projects in India. The issue of cost affordability related to acquiring land is a key issue. Some companies have urged for assistance with transmission and other aspects. Going a step ahead, the industry leaders will now urge the government to take a lead role in tapping the global green hydrogen market.

According to industry sources, the SECI-like entity can compete for bids on green hydrogen in foreign countries, and then the domestic industry can come in and provide the goods and services. The rationale behind the suggestion is that

this will aid in presenting a much stronger and united front on the international platform and avoid instances where one domestic company is pitted against the other for global tenders.

Creating an ecosystem

The issues are expected to come to the fore at a conference on green hydrogen (ICGH 2023), in which the ministry for new & renewable energy (MNRE) will hold a round table with the green hydrogen sector where industry leaders will share their suggestions and concerns. The round table will witness participation from leading firms in green hydrogen, including Adani, Avaada Energy, ReNew, ACME, Apraava, Welspun, NTPC, Jakson group and Waaree. The aim of the roundtable is to discuss the means of developing a robust ecosystem to emerge as the leading producer of green hydrogen and green ammonia. R.K. Singh, minister for new & renewable energy, will be present at the event.

In the green hydrogen sector, industry has suggested creating a model, where the government takes the leadership role and industry can support the government. For instance, the government can create a model where an agency such as SECI can be created, which will collectively represent the interests of the domestic industry.

The Modi government has been citing

the country's abundance of solar energy, investments in the power grid, suitable climate, and strong supply chain as key advantages for green hydrogen production. Review meetings at industry level are regularly being undertaken for finding out ways to boost the hydrogen production capacity in India. The idea is to ensure uptake of green hydrogen in refineries and city gas distribution (CGD) through both public sector entities and private sector and try to design new projects with maximum chances of hydrogen deployment to strategically phase out fossil fuels and aid decarbonisation goals.

India aims to produce 5 million tonnes (mt) of green hydrogen by 2030, with 70 per cent intended for export and the remaining 30 per cent for domestic consumption. Public sector undertakings (PSUs) have set a target to produce over 1 mt of green hydrogen by 2030. The global demand for hydrogen is expected to reach 200 mt by the same time, as per an IEA report.

The European Investment Bank (EIB) has committed €1 billion to support the development of a large-scale hydrogen industry hub, while the Asian Development Bank (ADB) has expressed its intent to provide \$20-25 billion over five years to aid India's green growth aspirations. The World Bank has also approved \$1.5 billion in financing to support India's low-carbon transition.

However, there is no clarity yet on consumption obligations on certain sectors to ensure demand creation. Bhupinder S. Bhalla, secretary, MNRE, says that there is no decision yet that mandates the use of green hydrogen in sectors like oil and gas, fertilisers, steel and so on.

The sector's vision document put out by the government, however, does have provisions for such mandates, and the Energy Conservation Act was amended in December of the previous year to enable enforcement of such mandates when they are decided upon. Senior officials said these mandates could have potential price impacts on products such as petrol and diesel and are unlikely to be considered before the general elections in India next year. Besides, it would also depend on the extent of efforts undertaken by the hard-to-abate sectors towards green hydrogen production and utilisation.

RAKESH JOSHI

rakesh.joshi@businessindiagroup.com

India plans LNG terminal in Iraq

Rituraj Baruah & Utpal Bhaskar

NEW DELHI

India is planning to build a liquefied natural gas (LNG) terminal in Iraq as it looks to diversify supplies and strengthen its energy security, a government official said. The terminal will liquify some portion of the gas currently flared by Iraq and transport it to India, where it will be converted back to LNG for use in city gas distribution as well as power, fertilizer, and steel sectors.

A team from state-run Indian Oil Corp. Ltd (IOCL) and Engineers India Ltd (EIL) will shortly visit Iraq, which has emerged as India's second-biggest source of crude oil imports, the official said on condition of anonymity.

"We recently held a joint commission meeting and reviewed all areas. Iraq has



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become India's No.2 oil supplier. We are looking at a deeper partnership. We want to import LNG from Iraq, for which the requisite infrastructure is required, and India is willing to set up an LNG terminal for them for liquefaction. A team from IOCL and EIL will shortly visit

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Global Biofuel Alliance to open membership to more nations on July 22

Our Bureau
New Delhi

The Global Biofuel Alliance (GBA), backed by the US, Brazil and India, will be opened up for membership from other countries on July 22 during the G20's Energy Transition Ministerial Meeting (ETMM) in Goa, Oil Minister HS Puri said.

"I am pleased to share that GBA will be opened up for membership on July 22 at Goa. This will be a landmark event in the history of the global energy market and has huge potential on the lines of OPEC," Puri said.

India, the US and Brazil account for 85 per cent of the global ethanol production, with the US holding 55 per cent share followed by Brazil (27 per cent) and India (3 per cent), he added.

"When I was posted in Brazil from 2006 to 2012, it was suggested to me by UNICA (Brazilian sugar industry association) that if India and Brazil could come together, it could become a competition to the OPEC. I always envisaged the potential of ethanol as a global commodity in energy markets," the Minister said.

Puri informed that membership to the alliance is also open for interested countries beyond G20 as well.

The alliance will work towards enhancing global collaboration for accelerated adoption of biofuels by identifying best practices for the deployment of sustainable bio-products, the Minister said.

Crude oil prices edge up on supply cuts, weak dollar



London: Crude oil prices edged higher on Tuesday supported by supply cuts by the world's biggest oil exporters and hopes for higher demand in the developing world in the second half of 2023 despite a sluggish economic outlook. Brent crude futures was up 64 cents to \$78.33 a barrel at 01324 GMT and US West Texas Intermediate crude was up 71 cents at \$73.7. REUTERS

● GULF NATION WASTES 70% OF ITS NATURAL GAS

India looks to liquefy gas Iraq flares & import

Country depends on imports to meet half of its requirement

MANISH GUPTA
New Delhi, July 11

INDIAN GOVERNMENT IS in talks with Iraq to check the possibility of setting up a plant in Iraq to liquefy the excess petroleum gas that the Arabian country flares as waste product and import it into India, a senior government official said.

"Gas flaring in Iraq is huge. It's almost as much gas we import each year. We can certainly look at having some liquefaction facility there. The challenges are not in terms of intent, but more related to visas and sending big teams to study and develop a plan on the ground," the official said.

The discussion was part of the joint commission meeting



UP IN THE AIR

■ Gas flaring has been an issue with Iraq. The country wants to end the burning of associated gas in the oilfields to cut down losses and reduce gas imports

■ Iraq burns 70% of the natural gas produced in its oil fields as a waste product. As per a World Bank estimate, Iraq flares about 16 bn cubic meters of gas per day

(JCM) between Iraq and India last month. The bilateral meeting, happening after a gap of 10 years, is second after the National Security Advisors

meeting held last March. Gas flaring has been an issue with Iraq. The country wants to end the burning of associated gas in the oilfields to cut down losses.

Besides, there is a growing consensus of a link between gases flared in the air and rise in cancer cases. Iraq burns 70% of the natural gas produced in its oil fields as a waste product. As per a World Bank estimate, Iraq flares about 16 billion cubic meters of gas per day. It has now invited foreign companies to explore and develop natural gas reserves.

Since the attack on two Saudi Aramco oil facilities in 2019 that forced Saudi Arabia to shut down half its total oil production, Indian government has drawn up a strategy to diversify as much as possible, and is planning to increase the ratio of term contracts as compared to spot purchases. "We are also looking at oil coming from Guyana. Basically we are oil hungry and will explore wherever we can get good term deals. Right now the division between term and spot is 70:30, but 30% spot is also high. We are looking at more term deals so that we can actu-

{ HT G20 AGENDA } GREEN FUTURE

Global biofuels alliance set to be launched at G20 meet: Puri

HT Correspondent

letters@hindustantimes.com

NEW DELHI: A Global Biofuels Alliance is expected to be announced on July 22 during the G20 Clean Energy Ministerial in Goa. The GBA which is being launched under the G20 Presidency of India with support from Brazil and the US will work

towards enhancing global collaboration and cooperation for adoption of biofuels and to identify global best practices for their development and deployment, Hardeep Singh Puri, Union minister of Petroleum and Natural Gas and Housing and Urban Affairs said at Hindustan Times' event on

sustainable development goals and biofuels, part of a series of events HT is hosting on India's G20 agenda. Puri said that GBA would be signed soon and described this as a "landmark". India is looking to move up from using molasses and sugar cane to using farm waste to produce ethanol, he added. →P10



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Puri said that GBA would be signed soon and described this as a "landmark".

Based on the experience of achieving 10% ethanol blending, five months in advance of the goal, the Centre has decided to advance the deadline for achieving 20% ethanol blending (E20) from 2030 to 2025, Puri said explaining that inhibitions associated with use of blended fuels in automobiles have been resolved now.

Around 1350 petrol pumps in the country are already selling E20 fuel, he said. The government is also considering a policy on 1% blended aviation fuel based on their experience with using 1% indigenous sustainable aviation fuel for a Pune to Delhi flight in May, the minister added.

India in 2006, had a goal of achieving 5% ethanol blending but by 2014, had managed to achieve only 1.4% ethanol blending.

"In 2014, the government set a target of 10% blending by 2022 and a 20% blending by 2030. We managed to achieve 10% blending five months ahead of schedule in 2022 and brought forward the target of 2030 to 2025 and I am very happy to say that we have already got 1,350 petrol pumps in the country that are already selling E20 fuel in the country. It's moving very fast," the Union minister said.

Puri explained that biofuels could also cut import bills significantly.

"We are very clear that with the economy growing your energy consumption will increase. Global energy growth is at 1% but ours is three times of that. Roughly about, 100 million barrels of petrol crude oil gets consumed in a year. It's a very price sensitive commodity."

India consumes roughly 5 million barrels a day.

"Our consumption is going up. The oil marketing companies have paid the distillers more than ₹82,000 crore in the last eight years (for ethanol) enabling timely payment to our farmers," Puri said, adding that biofuel production can support the agriculture sector.

"In this context, the importance of biofuels as a sustainable and cleaner choice cannot be overlooked. Our efforts to build domestic capabilities over the last decade have augmented India's energy security and also translated into a forex savings of over ₹54,000 crore, over the last nine years," he added.



Union minister Hardeep Singh Puri during the keynote address at the HT G20 Agenda.

RAJ K RAJ/HT PHOTO

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The minister added that India is looking to move up from using molasses and sugar cane to using farm waste (including stubble) to produce ethanol.

Puri spoke about the recent inauguration of a second-generation ethanol plant in Panipat that produces ethanol from agricultural residue.

"Agricultural residue (stubble) contributes to choking air pollution in Delhi NCR every year. We are now looking at third generation ethanol plants... India will account for 25% of global demand growth in biofuels until 2040. Everyday 60 million citizens go to the petrol pump to fill up."

He pointed out that there is a lot of scope for growth. "Today, when Brazil, US and India sign up to GBA, it (the alliance) will constitute 85% of global production of ethanol of which the US produces 55%; Brazil produces 27%; and India produces 3%. India has the maximum potential and is fastest growing."

It's taken a significant change in attitudes too, to achieve this, the minister said. Originally, he added, a 10% blending target looked ambitious.

"But, we are losing our mental block about 20% ethanol blending. Automak-

ers have told us that the same car engine will take up to 20% blending. Recently, I welcomed a flight from Pune to Delhi that used 1% blended sustainable aviation fuel. If you make 1% blended aviation fuel mandatory as part of policy you will require 140 million litres of ethanol fuel."

GBA is also being supported by major International organisations such as the World Economic Forum, International Energy Forum, International Energy Agency and the alliance

as a guiding principle will support each country's national-level policy/strategy/goals/circumstances and member countries can choose to be associated with initiatives best suited for their decarbonisation journey.

The membership to the alliance is also open for interested countries beyond G-20 as well. GBA will also be a competent organisation which will set technical standards for Sustainable Aviation Fuel business in collaboration with relevant industry bodies.

The GBA will be having a three-category membership structure bringing

together (i) member countries, (ii) partner organizations and (iii) industries. Several countries are willing to join, Puri said.

Green hydrogen push

Green Hydrogen, that is produced through the use of green or renewable energy, will be the fuel of the future, the minister said, adding that it was in his 2021 Independence Day speech that the Prime Minister said that India would launch its Green Hydrogen initiative on "mission mode".

Puri said the government's seriousness of resolve in implementing Green Hydrogen on mission mode is apparent from the ₹19,700 crore support announced under production linked incentive (PLI) scheme to promote green hydrogen for electrolyzers. As a country that is a world leader in renewable energy -- India is the only country to have met its NDC or nationally determined contributions thus far -- Green Hydrogen is a natural progression for India, he added.

Since Hydrogen can't really be transported in gaseous form, it makes sense for it to be used locally, the minister said. And India needs the energy, he added.

"We have to become self-reliant in the energy sector. How long will we be dependent on others in the field of energy? We should be self-reliant in the field of solar energy, wind energy, and various renewable energy sources and must lead in terms of Mission Hydrogen, bio fuel and electric vehicles."



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उत्तराखण्ड शासन

Experts speak: Why it makes sense for India to consider biofuels

HT Correspondent

letters@hindustantimes.com

NEW DELHI: Biofuels are a low-hanging fruit for India because the feedstock is local and infrastructure is already in place, experts said at HT's G20 event on sustainable development goals and biofuels on Tuesday. India needs policies to reduce the cost of biofuels and promote large-scale adoption of blended fuel in automobiles, they suggested.

It makes sense for India to consider biofuels, said Vibha Dhawan, director general at the Energy and Resources Institute, a think tank. India has scanty petroleum reserves and its oil import bills are very high, she said.

"We have plenty of sunshine, which allows us to grow crops on a large scale. If the crop residue can be converted into fuel, it is a win-win situation," Dhawan said. "Through taller and bigger trees, you can fix more carbon dioxide in the soil and, at the same time, use biomass for biofuel."

The current pathway to growth of fossil fuels is not sustainable, said Vikram Gulati, country head and executive vice president at Toyota Kirloskar Motor. "It doesn't add up from an economic or environmental point of view. Energy transition is inevitable. You have to basically change now and at scale," he said.

"We have to see for our context, which is the pathway to enable transition without much disruption. My answer to that is biofuels," Gulati said.

"The feedstock for that is local. It



From left: Vibha Dhawan, director general at Energy and Resources Institute; Vikram Gulati, country head & executive vice president at Toyota Kirloskar Motors; and Preeti Jain, global director of policy, chemicals and carbon solution at Lanzatech, during the panel discussion on Tuesday.

RAJ K RAJ/HT PHOTO

comes from surplus food and feed. The processing plants are local. The infrastructure is already in place. For automobile companies, it means only changing the engine to take E20 first and then later on take a flexi fuel mix. This is not a technological challenge."

Gulati said some policy tweaks are needed to ensure consumer uptake and to accelerate transition. "Our policies are based on a different era. You can have policies to reward or punish based on the amount of carbon emissions you are responsible for," he advocated. "By

doing that you can push the consumer to buy a technology that is greener and a bit more expensive."

Carbon credits can possibly deliver on finance for biofuels, according to Preeti Jain, global director of policy, chemicals and carbon solution at Lanzatech, a carbon recycling firm. Carbon credits are permits that allow the owner to emit a certain amount of carbon dioxide or other greenhouse gases. India is planning to introduce a carbon credit trading scheme.

"India already has a national biofuel

policy. These technologies are new. They are capital-intensive, so the role of policies is important. The government has come up with PM Jeevan Yojana to support some of these plants but I would say that is not enough," Jain said. "Carbon credits is something we need to look at for solving the puzzle of financing."

Dhawan pointed out that biofuel is expensive compared to fossil fuels. Algae is a fast growing species that can be grown in saline water and the rate of fixation of carbon dioxide in case of

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algae is much higher than other terrestrial plants, she said. "Algae can be considered also for biofuels," Dhawan suggested.

Using farm residue for biofuels can address the problem of air pollution, she said. "There is not enough focus on the impact of crop residue burning on air pollution and people's health... Agricultural waste is actually a wealth, provided you work on the entire value chain to ensure it can be used as biofuel," Dhawan said.

"I rank biofuel higher than renewa-

ble energy. For solar panels, you require steel and rare minerals, while in case of biofuels, there will be no waste and, hence, you will not create any problem for the future..."

The value chain for electric vehicles is dominated by a particular country, it is costly and some countries have spent huge amounts in subsidies, Gulati said.

The EV technology is not yet cost-effective vis a vis conventional technologies.

"For India, a technology that can give you scale is biofuels. It's a low-hanging fruit. You should not look only at tail-pipes; we have to consider how sustainable the entire value chain is and whether there is reduction in carbon emissions," he pointed out.

Biofuels can be a game-changer for a hard to decarbonise sector like aviation. "The carbon offset and reduction scheme is only applicable for long haul flights. More than 90% emissions are emitted from long haul flights. The ethanol molecule can also provide feedstock for sustainable aviation fuel. Road transport will have many solutions but aviation sector doesn't have many options," Jain said.

"By 2050, this sustainable aviation fuel market is likely to be a \$50 billion market. It's a huge economic opportunity for India. Emission reduction is also huge," she added. "Conventional fuel leaves this white line, which is mainly particulate matter, but when you use sustainable aviation fuel, you can reduce the condensation trail by a great extent."

27 vendors arrested for illegal LPG use

**Police say innocent pedestrians
and patrons can become victims**

SURESH GOLANI /
Mira Bhayandar

The Mira Bhayandar-Vasai-Virar (MBVV) police have intensified their efforts to crack down on illegal roadside food vendors using Liquefied Petroleum Gas (LPG) cylinders for cooking. The Naya Nagar police station formed special teams that have impounded 27 LPG cylinders and filed cases against an equal number of offenders under section 285 of the Indian Penal Code for negligent conduct with respect to fire or combustible matter. However, despite these efforts, the offenders were seen back in business within a few days, defying the law.

A senior police officer stated that the police have been conducting frequent raids in various parts of their jurisdiction as the trend of cooking on stalls and carts is extremely dangerous. Innocent pedestrians and patrons can become victims if a cylinder explodes. The drive continued till late in the night in areas including outside the Mira Road railway station, Shanti Nagar, Hyderi Chowk, Banagar Chowk, Poonam Sagar complex, Lodha Road, and areas in the proximity of the local post office.

MBMC and FDA play blind despite laws

Ironically, the Mira Bhayandar Municipal Corporation (MBMC) and the Food and Drugs Administration (FDA) have chosen to remain silent spectators to these brazen illegalities. Notably, the much-hyped night eviction drives launched by the civic administration to eradicate this menace last year have also fizzled out after taking cosmetic action against some vendors. There are existing judicial orders directing the civic bodies to take action against illegal roadside eateries that cook in the open.

However, influential gas dealers, their agents and delivery men who are also the beneficiaries of the trade are seldom questioned for their involvement. This has raised questions about the pick and choose policy and biased approach adopted by the authorities. Hundreds of hand-carts and food vans cooking and selling food items can be seen stationed at key locations across the twin-city.



On track for pan-India roll-out of E20 petrol by 2025, said Puri

ENSECONOMIC BUREAU

NEW DELHI, JULY 11

E20 PETROL, or petrol with 20 per cent ethanol, is now available at 1,350 fuel retail outlets and will be available all over the country by 2025, Petroleum Minister Hardeep Singh Puri said at an industry event on Tuesday. The minister also announced that the Global Biofuels Alliance (GBA)—

an initiative by India with support from the United States (US) and Brazil—will be opened to other countries for membership on July 22 at G20 Energy Transition Ministerial Meeting in Goa.

India achieved the target of 10 per cent ethanol blending in petrol in June last year, months ahead of the targeted timeline of November 2022. The success in the ethanol blending pro-

gramme prompted the government to advance the deadline for pan-India E20 rollout to 2025-26 from 2030.

According to the government, the country is well on track to meet the revised E20 petrol timeline. Sale of E20 petrol was launched by Prime Minister Narendra Modi in February this year, starting with 84 retail outlets of public sector oil marketing companies (OMCs). In just about

five months, the number of outlets dispensing E20 petrol has jumped to 1,350. In all, India has close to 87,000 fuel retail outlets, with the three OMCs—Indian Oil Corporation, Bharat Petroleum Corporation, and Hindustan Petroleum Corporation—having a cumulative market share of over 90 per cent.

“India is a success story in biofuels. India’s bioenergy story has the potential to be replicated in

other countries while highlighting the value biofuels can bring to energy security, decarbonisation, and a circular economy to life,” Puri said. According to the government’s estimates, the ethanol blending programme has translated into foreign exchange savings of over Rs 54,000 crore in the past nine years, while also augmenting India’s energy security.

FULL REPORT ON
www.indianexpress.com



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Capex by CPSEs touches 32% of target in Q1FY24

NIKESH SINGH
New Delhi, 11 July

Capital expenditure (capex) by 54 large central public sector enterprises (CPSEs) and five departmental arms having an annual capex target of ₹100 crore and above has touched 32 per cent of their annual capex target of ₹7.33 trillion in the first quarter of this financial year, according to government sources.

This is in comparison to 20.7 per cent capex spent by the CPSEs during the June quarter a year ago.

The capex by this group of CPSEs is around ₹2.34 trillion in the April-June quarter so far.

This is around 71 per cent growth in capex against ₹1.37 trillion spent in the first quarter of FY23. The central government had increased the capex target by 13.4 per cent in FY24 over the revised target of ₹6.46 trillion in FY23.

During FY23, these CPSEs and departmental arms were able to achieve 100.5 per cent of their full-year revised target of ₹6.46 trillion.

The National Highways Authority of India (NHAI) and the Railways have started this financial year's capex cycle on a stronger note.

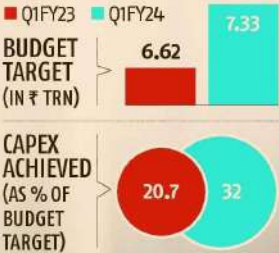
In the first three months of FY24, the NHAI has spent around ₹79,865 crore (47 per cent) against its annual capital expenditure target of ₹1.62 trillion; Indian Oil Corporation (IOC) achieved 30 per cent of its capex target of ₹30,395 crore on the back of the resumption of work on its pipeline projects and boosting its refining capacity.

The Railway Board, excluding the Dedicated Freight Corridor Corporation of India (DFCCIL) and Kolkata Metro Rail Corporation, achieved 32 per cent of the capex target of ₹2.44 trillion.

A senior finance ministry official said the focus of the government on capex had pushed these CPSEs to accelerate their expenditure at the beginning of the financial year.

Generally, at the beginning of the financial year, these companies plan their capital expenditure and hence,

SCORECARD



Source: Govt official



there is usually a slow start to the cycle in the first quarter.

He said the capex targets were taken seriously by these CPSEs as that help the government undertake their performance evaluation and decide on performance-related pay.

India's largest crude oil and natural gas producer, ONGC, in the first quarter of FY24 spent around ₹7,531 crore against the annual capex target of ₹30,125 crore. NTPC managed to achieve 16 per cent of its annual target of ₹22,454 crore.

Hindustan Petroleum Corporation and Bharat Petroleum Corporation spent around ₹3,267 crore (32 per cent) and ₹1,600 crore (16 per cent), respectively, of their annual capex target.

The increase in petroleum capex would enable the retrofitting of refineries to meet emission standards and partly augment strategic reserves.

The capex report of these CPSEs after the end of every month is sent for review to the Prime Minister's Office.

The Centre has been focusing on a capex-led recovery for the economy through the exchequer as investments from the private sector lag.

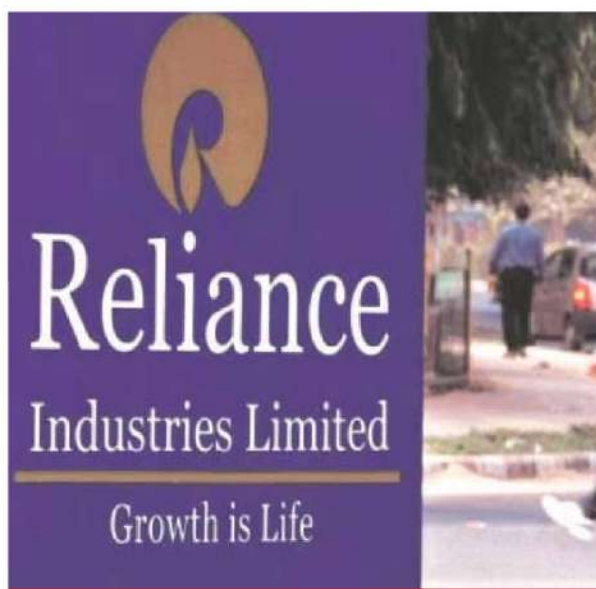
पहली तिमाही के नतीजे पूर्व समीक्षा

रिलायंस के राजस्व पर दबाव!

कृष्ण कांत
मुंबई, 11 जुलाई

इक्विटी निवेशकों को रिलायंस इंडस्ट्रीज (आरआईएल) के वित्त वर्ष 2024 की अप्रैल-जून तिमाही प्रदर्शन से बहुत ज्यादा उम्मीद नहीं रखनी चाहिए। कई ब्रोकरों का मानना है कि कंपनी अपने तेल-रसायन (ओ2सी) खंड के कमजोर प्रदर्शन की वजह से पहली तिमाही के दौरान राजस्व और शुद्ध लाभ में सालाना और तिमाही आधार पर दबाव का सामना कर सकती है। ओ2सी खंड में रिफाइनिंग और पेट्रो-रसायन व्यवसाय शामिल हैं जिनका कंपनी के राजस्व और मुनाफे में करीब 50 प्रतिशत योगदान रहा है।

पहली तिमाही में आरआईएल के कमजोर प्रदर्शन से संपूर्ण कॉरपोरेट आय और इक्विटी बाजारों पर दबाव पड़ सकता है, क्योंकि कंपनी राजस्व, लाभ और सूचीबद्ध क्षेत्र में बाजार पूंजीकरण के संदर्भ में शीर्ष पर है। ब्रोकरेज के आय अनुमानों के अनुसार, आरआईएल का समेकित शुद्ध लाभ (असाधारण लाभ और नुकसान के समायोजन सहित) एक साल पहले (17,955 करोड़ रुपये) की तुलना में वित्त वर्ष 2024 की पहली तिमाही में 8.3



प्रतिशत घटकर 16,466 करोड़ रुपये रह जाने का अनुमान है। समान अवधि में, उसकी शुद्ध बिक्री सालाना आधार पर 7.3 प्रतिशत तक घटकर 2.03 लाख करोड़ रुपये रहने का अनुमान है, जो एक साल पहले 2.19 लाख करोड़ रुपये थी। वित्त वर्ष 2024 की पहली तिमाही में आरआईएल का अनुमानित शुद्ध लाभ मार्च में समाप्त तिमाही के 19,299 करोड़ रुपये के शुद्ध लाभ की तुलना में

करीब 14.7 प्रतिशत कम रहेगा, जबकि उसकी शुद्ध बिक्री तिमाही आधार पर 4.5 प्रतिशत तक घटने का अनुमान है।

दिसंबर 2020 की तिमाही के बाद से यह आरआईएल की शुद्ध बिक्री में सालाना आधार पर पहली और सितंबर 2020 की तिमाही के बाद से कंपनी के शुद्ध लाभ में सबसे बड़ी गिरावट होगी।

इससे पहले, कंपनी का समेकित समायोजित शुद्ध लाभ वित्त वर्ष

शुद्ध बिक्री भी घटने की आशंका

■ ब्रोकरों का मानना है कि तेल एवं रसायन खंड के कमजोर प्रदर्शन की वजह से आरआईएल राजस्व और शुद्ध लाभ पर दबाव का सामना कर सकती है

■ कंपनी के कमजोर प्रदर्शन से संपूर्ण कॉरपोरेट आय और इक्विटी बाजारों पर दबाव पड़ सकता है

■ आरआईएल का समेकित शुद्ध लाभ पिछले साल की तुलना में 8.3 फीसदी घट गया

करोड़ रुपये रहने का अनुमान है, जो एक साल पहले 40,179 करोड़ रुपये था। तुलनात्मक तौर पर, कंपनी ने वित्त वर्ष 2023 की चौथी तिमाही में 41,389 करोड़ रुपये का सर्वाधिक तिमाही एबिटा दर्ज किया।

यह विश्लेषण बोफा सिक्योरिटीज, मॉर्गन स्टैनली रिसर्च, मोतीलाल ओसवाल फाइनैशियल सर्विसेज, कोटक इंस्टीट्यूशनल इक्विटीज और एमके ग्लोबल फाइनैशियल सर्विसेज द्वारा रिलायंस इंडस्ट्रीज के जताए गए वित्त वर्ष 2024 की पहली तिमाही के आय अनुमानों पर आधारित है। निर्णायक अनुमान इन पांच ब्रोकरों के अनुमानों का औसत है।

बोफा सिक्योरिटीज के सचिव सालगांवकर और शलव साकेत ने रिलायंस इंडस्ट्रीज के लिए अपने जून तिमाही के आय अनुमानों के बारे में लिखा है, 'हमें अनुमान है कि आरआईएल का राजस्व/एबिटा वित्त वर्ष 2024 की पहली तिमाही में घट सकता है। हमारा मानना है कि कमजोर जीआरएम की वजह से ओ2सी एबिटा तिमाही आधार पर 6.1 प्रतिशत घट जाएगा।'

वहीं एमके ग्लोबल फाइनैशियल सर्विसेज के विश्लेषक रिलायंस इंडस्ट्रीज पर उल्साहित हैं।

2023 की दूसरी और वित्त वर्ष 2023 की तीसरी तिमाही में लगातार दो तिमाहियों तक घटा।

ब्रोकरों ने कमजोर सकल रिफाइनिंग मार्जिन (जीआरएम) की वजह से भी वित्त वर्ष 2024 की पहली तिमाही के दौरान आरआईएल का लाभ या एबिटा घटने का अनुमान जताया है। आरआईएल का समेकित एबिटा पहली तिमाही में सालाना आधार पर 5 प्रतिशत तक घटकर 38,169



Suzlon Group bags 47.6MW wind project

Renewable energy solutions provider Suzlon Group has bagged an order for a 47.6 MW wind power project from KP Group in Gujarat. It did not disclose the value of the order. The project is expected to be commissioned in 2024, a company statement said. A project of this size can provide electricity to about 36,000 households and curb 1.42 lakh tonne of carbondioxide emissions per year.

2045 तक ऊर्जा की मांग में 23 प्रतिशत की होगी वृद्धि

अबुजा, सयूडर: वैश्विक स्तर पर सभी प्रकार की ऊर्जा मांग में 2045 तक 23 प्रतिशत की बढ़ोतरी होगी। तेल उत्पादक देशों के संगठन ओपेक के महासचिव हैथम अल धिस ने मंगलवार को नाइजीरिया में तेल एवं गैस सम्मेलन के दौरान यह बात कही। सम्मेलन में ओपेक देशों के प्रतिनिधियों ने तेल क्षेत्र में लगातार निवेश जारी रखने का मुद्दा उठाया और चेताया कि ऐस नहीं करने पर इसकी कीमतों में बढ़ोतरी होगी।

अल धिस ने कहा कि नई तेल परियोजनाओं के वित्तपोषण को सीमित करने या रोकने का आह्वान अवास्तविक और मूर्खतापूर्ण था। हालांकि, उन्होंने फॉसिल (जीवाश्म) ईंधन के लगातार उत्पादन में प्रौद्योगिकी की आवश्यकता को स्वीकार किया। मांग में बढ़ोतरी के अनुमान पर अल धिस ने कहा कि हमें ऊर्जा के सभी स्वरूपों की आवश्यकता होगी। ओपेक के महासचिव ने कहा कि 2045 तक वैश्विक तेल उद्योग को 12.1 ट्रिलियन डॉलर के निवेश की जरूरत होगी, लेकिन यह उद्योग इस निवेश तक पहुंचने के लिए



हैथम अल धिस ●

ओपेक महासचिव ने कहा - हमें ऊर्जा के सभी स्वरूपों की आवश्यकता होगी, 12.1 ट्रिलियन डॉलर के निवेश की जरूरत बताई

अभी तक सही रास्ते पर नहीं पहुंचा है। उन्होंने कहा कि हमें कार्बन कैप्चर यूटीलाइजेशन व भंडारण और हाइड्रोजन परियोजनाओं जैसे इनेवेटिव समाधानों की आवश्यकता होगी। सूत्रों का कहना है कि अगले वर्ष के लिए तेल की मांग को लेकर ओपेक का दृष्टिकोण उत्साहित रह सकता है। ओपेक इस महीने के अंत में तेल की मांग को लेकर अपना पहला आउटलुक प्रकाशित करेगा। सूत्रों के अनुसार, 2024 के लिए ओपेक का पूर्वानुमान संभवतः इस वर्ष की 23.5 लाख बैरल प्रतिदिन मांग से कम हो सकता है।