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COVID TIMES

# CPSEs keep normal capex pace intact

Firms stick to trend and meet 30% of FY21 capex target in H1; H2 promising as Centre raises annual target by 50% to ₹7.3 lakh crore

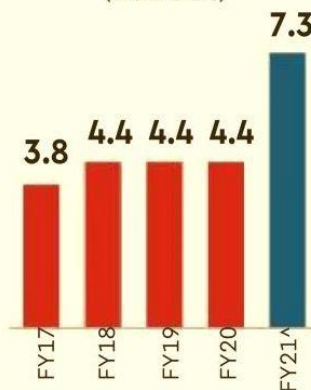
PRASANTA SAHU  
New Delhi, October 11

**LARGE CENTRAL PUBLIC-SECTOR** entities — companies and undertakings — achieved 30% of their capital expenditure (capex) target for FY21 in the first half of the financial year, by spending almost ₹1.5 lakh crore, according to official sources. This is a creditable achievement, as it reflects that these companies have managed to hold on to the capex pace shown in recent years in the first half, despite the Covid-19 shock.

In the last few years, CPSE capex has remained robust; the ratio of capex deployment between the first and second halves of a financial year has been 3:7. Of course, the Centre is putting extra pressure on these entities to speed up capital investments in the current year as it hopes that the slippages on the other

In H1, CPSEs/departmental undertakings spend **₹1.5 lakh cr** for capital investments, Coal India meets 50% of annual target

**PSE Capex**  
(₹ lakh crore)



Data of CPSEs and departmental undertakings with annual capex of minimum ₹500 crore

^Finance ministry has revised target to 150% of original estimate of ₹4.9 lakh crore

investors, including the central and state governments will be offset to a certain extent by the CPSEs/undertakings. The Union finance ministry has already told CPSEs/undertakings that

they must achieve 150% of the initial capex target of ₹4.9 lakh crore in FY21.

However, this is going to be a daunting task for these entities. With little additional budget support expected, they will have to scale up borrowings to augment capex. In a market already over-crowded with higher government borrowings, this would prove to be a costly affair.

“The government wants CPSEs to increase capex in the current financial year to boost economic activity,” an official said. More than 80% of the capex by these CPSEs and departmental units usually comes from their own surpluses and loans while the balance funds are provided from the Union Budget.

While most entities were trailing the finance ministry’s target of 50% of annual target in H1FY21, Coal India was an exception by achieving a little over 50% of its capex plan of ₹10,000 crore for FY21 in April-September.

Among the undertakings, the Railways has the largest investment plan in FY21 with capex target of ₹1.6 lakh crore, followed by the NHAI (₹1.1 lakh crore), ONGC (₹32,502 crore) and IOC (₹26,233 crore).

Continued on Page 2

## CPSEs keep normal capex pace intact

Capex performance by the CPSEs in the energy sector in April-August indicates they are too struggling to emerge from torpor caused by the lockdown. Among them, a dozen CPSEs in oil-and-gas sector achieved only 25% of their FY21 capex target in April-August this fiscal, compared with 32% of the respective target in the year-ago period, sources said.

CPSEs in other sectors are also facing difficulties in executing projects due to Covid-19 which delayed floating of ten-

ders, addressing technical specification issues, transportation of equipment and travel of technical experts. Arranging finances was also an issue for some CPSEs.

As reported by *FE* earlier, while revenue constraints led to a slowing of capital expenditure by state governments in FY20, the CPSEs owned by it largely held the fort. The combined capital expenditure by the CPSEs with annual capex budgets above ₹500 crore turned out to be ₹4.41 lakh crore or 90% of the target in FY20.

With private investments in the doldrums, gross fixed capital formation (GFCF), which was 31.1% of the gross domestic product (GDP) in FY15, declined to 29.8% in FY20. The fall would

have been sharper had the CPSEs not acquitted themselves well.

In recent years, public capex has been roughly in the 5:5.5:3.5 ratio among the CPSEs, states (budget) and the Centre (budget).

With net tax revenue declining by about 30% on year in April-August of this fiscal, the Centre's budgetary capex declined 1.3% as against a required growth rate of 2.2% to achieve the full year capex target. The decline in budgetary capex was a steep 21% on year in August, reflecting efforts by the government to contain the yawning fiscal deficit.

Analysts see the Centre's fiscal deficit doubling from the budgeted level of ₹8 lakh crore

for FY21, even for maintaining the budgeted level of spending.

Data reviewed by *FE* for ten states — Madhya Pradesh, Andhra Pradesh, Karnataka, Odisha, Telangana, Kerala, Chattisgarh, Haryana, Jharkhand and Himachal Pradesh — showed that their combined capex declined 19% on year in April-July of FY21.

# Oil Ministry wants PSUs to build 50K houses to rent to migrant workers

**PRESSTRUST OF INDIA**

NEW DELHI, OCTOBER 11

THE PETROLEUM ministry has asked oil PSUs such as Indian Oil Corp (IOC) to build 50,000 houses for renting to migrant workers as part of government plan to develop affordable rental housing after millions of labourers fled cities for villages amidst coronavirus lockdown.

The ministry wants IOC and other public sector undertakings (PSUs) under its administrative control such as Hindustan Petroleum Corp Ltd (HPCL), Bharat Petroleum Corp Ltd (BPCL), GAIL India Ltd and Oil and Natural Gas Corp (ONGC) to build the

housing units on the land they have, three officials who attended a meeting on the subject said. The meeting, they said, was chaired by Oil Minister Dharmendra Pradhan who asked the PSUs to come up with plans to build the housing units at the earliest.

The ministry had on October 5 tweeted about the meeting saying Pradhan “held a meeting with officials of MoPNG and PSUs to review the efforts made by PSUs in providing houses on rent to migrants and urban poor working on oil & gas projects under the affordable rental housing scheme of @MoHUA\_India.” MoPNG is the Ministry of Petroleum and Natural Gas, while MoHUA is the Ministry of Housing and Urban Affairs.

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MoPNG is the Ministry of Petroleum and Natural Gas, while MoHUA is the Ministry of Housing and Urban Affairs.

“The Affordable Rental Housing Complexes, a sub-scheme of #PMAY aims to provide ease-of-living to urban poor and migrant workers in need of affordable housing near their work sites as a result of the #Covid19 induced reverse migration,” the ministry had tweeted without giving details.

Under diktat from the ministry, the PSUs have started looking for scarce land within or near their installations for the housing project, the officials said. However, some of the PSUs

officials found little merit in the move. They said operating units such as refineries rarely have spare land and they often struggle to house new units or staff. Also, the new projects such as pipelines are in remote areas where migrant workers may not be willing to go and rent.

Those working on oil and gas projects are often housed in temporary housing units near the project sites and it may be difficult to get them into rented units, they said. The government had in July approved a plan to develop affordable rental housing for migrant workers after millions of labourers fled cities for villages as the lockdown left many of them without jobs and homes.

The scheme, part of a housing project aimed at providing housing for all by 2022, was aimed at converting existing vacant government housing into affordable rental housing complexes (ARHC). PFI

# Fuelled by unlock, petrol offtake up 3%

## OUR BUREAU

New Delhi, October 11

Petrol consumption is up 3 per cent in September 2020, compared to September 2019, according to data shared by the Petroleum Planning and Analysis Cell. This reflects more movement of small cars and passenger vehicles.

It is also a significant variation because it is the first time in the current fiscal that petrol consumption has outpaced the same month last year. This fall was on account of Covid-induced lockdowns and the recovery coincides with the opening up of the economy.

But diesel consumption in September 2020 remained 6 per cent below September 2019 levels. This means lesser movement of trucks and commercial activities compared with the same month a year ago.

On a cumulative basis, the gap between diesel consumption during fiscal 2020-21 and 2019-20 stood at 10.46 million tonnes. On a monthly basis, this gap has narrowed as the country moves towards unlocking business activities. Diesel consumption was down

### Difference in fuel consumption in first 6 months of 2020 Vs 2019 (%)

Products	April	May	June	July	August	September
LPG	11	12	15	2	-5	5
Petrol	-60	-35	-14	-10	-8	3
Aviation Turbine Fuel	-91	-84	-66	-65	-62	-52
Diesel	-56	-29	-15	-19	-21	-6



### Consumption of petroleum products in 2020 (in million tonnes)

Products	April	May	June	July	August	September
LPG	2.11	2.29	2.06	2.27	2.27	2.27
Petrol	0.97	1.77	2.28	2.26	2.38	2.45
Diesel	3.25	5.49	6.3	5.51	4.85	5.49
Aviation Turbine Fuel	0.05	0.11	0.22	0.23	0.26	0.31



Source: Petroleum Planning and Analysis Cell

21 per cent in August 2020 compared to August 2019.

### Domestic refiners

For oil marketing companies, the fall in diesel consumption and spurt in petrol consumption means an augmentation of refining and sourcing capacity. Since diesel consumption significantly outpaces petrol, India's domestic refineries are tuned to producing more diesel. But with diesel consumption sustaining lower, Indian Oil Corporation Limited (IOCL) and Bharat Petroleum Corporation Limited (BPCL)

are said to be importing petrol to meet the spurt in demand.

Aviation Turbine Fuel (ATF) consumption remained significantly lower in September 2020, at 52 per cent less than September 2019.

### Gas consumption

Liquified Petroleum Gas (LPG or cooking gas) consumption has resumed its upward trend with a 5 per cent jump during September 2020 over September 2019. This reverses the 5 per cent dip in LPG consumption during August 2020 compared to August 2019.

## **IGL cuts piped natural gas price by ₹1 per scm**

Indraprastha Gas Limited (IGL) has cut the price of its piped natural gas by around ₹ 1 per scm (standard cubic metre). In Delhi, the price has been cut by ₹ 1.05 per scm from Saturday/Sunday midnight. The applicable price for PNG in Delhi would be ₹ 27.50 per scm, IGL said in a notification to consumers.

The domestic PNG price has been reduced by ₹1 per scm in Delhi's adjoining Gautam Budh Nagar.

The price there would be ₹ 27.45 per scm, IGL said.

IGL is also expected to lower the price of compressed natural gas (CNG) in tandem with the PNG price cut.

PNG is used for cooking while CNG is used as a transport fuel.

The lowering of PNG price follows the price of domestically produced natural gas being cut to \$1.79 per million British thermal units (mBtu) for the October 2020-March 2021 period.

# Libya to pump more oil as it reopens biggest field

SALMA EL WARDANY

Tripoli, 11 October

Libya took a major step toward reviving its battered oil industry by reopening its biggest field, presenting a new headache for OPEC+ as the alliance of major producers tries to curb global supplies.

The National Oil Corp., Libya's state energy company, lifted force majeure on the western deposit of Sharara and instructed its operator to resume production, according to a statement on Sunday. The field will initially pump 40,000 barrels of crude a day, before reaching its capacity of



almost 300,000 barrels in 10 days, a person with knowledge of the situation said.

That would roughly double Libya's overall output to about 600,000 barrels a day, said the person, who asked not to be identified because they aren't

authorized to speak to media.

Sharara's reopening follows a truce in Libya's long-running civil war that's already led to many oil fields and ports in the east starting up after an almost total shutdown since January.

**BLOOMBERG**

Business Standard (Hindi)

## Mazdooron ke liye 50 hazar makaan banayngi tel firms

Oct 12, 2020 | Delhi | Pg No.: 1 | | Sq Cm:28 | AVE: 31946 | PR Value: 159728

# मजदूरों के लिए 50 हजार मकान बनाएंगी तेल फर्में

पेट्रोलियम मंत्रालय ने इंडियन ऑयल जैसी सार्वजनिक तेल कंपनियों को प्रवासी मजदूरों को किराये पर देने के लिए 50 हजार मकान बनाने को कहा है। बैठक में शामिल तीन अधिकारियों के अनुसार, मंत्रालय चाहता है कि तेल कंपनियां अपने पास उपलब्ध भूखंडों पर मकान बनाएं।



Mahanagar Gas

# Picking up steam

The unlocking of the economy and other drivers should aid faster volume growth

ANAND KALYANARAMAN

Mumbai-based city gas distributor Mahanagar Gas (MGL) had a tough June 2020 quarter – like many other companies in India Inc. and also its peer Delhi-based Indraprastha Gas (IGL). MGL's revenue in the June quarter fell about 65 per cent y-o-y to ₹262 crore, while its profit crashed about 73 per cent to ₹45 crore.

This was primarily due to a sharp 62 per cent y-o-y fall in sales volumes to 1.113 mmscmd (million metric standard cubic metre per day) – a fallout of the lockdown that continued for much of the June quarter and saw most vehicles off the road and businesses shut. Sales volumes of CNG (compressed natural gas) for vehicles fell about 68 per cent y-o-y.

PNG (piped natural gas) volumes fell 21 per cent with reduced supply to industries and commercial establishments more than offsetting the increased supply to households.

It didn't help that MGL's operating and net margins also fell in the quarter despite lower gas input prices; this was a result of the sharp fall in volumes, especially that of high-margin CNG.

The sharp fall in profit in the June quarter was in contrast to the healthy profit growth seen in the earlier quarters.

The company's profit in FY20 had risen 45 per cent over FY19 to ₹ 793 crore – thanks to good margins, and steady, even if slow, volume growth except in the March 2020 quarter when the lockdown took a toll.

The market crash in February and March, following the Covid outbreak, saw the MGL stock fall more than 40 per cent from its January high of ₹1,237.

With the market rallying, the stock recovered from its March lows, recouping more than half its loss.

But the stock has again slipped sharply over the past month and a half and now trades at ₹823.

This is partially due to regulatory concerns pertaining to the common carrier norms being proposed by the gas regulator PNGRB (Petroleum and Natural Gas Regulatory Board), and also perhaps due to concerns about the slow volume growth at MGL compared with peer IGL.

In FY20, for instance, MGL's volume growth was flat compared with IGL's 9 per cent growth.

Even if the troubled March 2020 quarter is excluded, MGL's low single-digit volume growth in the nine months ended December 2019 was much lower than the early-teen volume growth posted by IGL.

Also, unlike IGL, MGL did not win new geographical areas in the latest rounds of city gas distribution auctions.

These dampeners have seen widening of valuation gap between the stocks of MGL and IGL. The MGL stock currently trades at about 12 times its trailing 12-month earnings, compared with IGL's 25 times.

A couple of years ago, in October 2018, the MGL stock was trading at about 16 times compared with the IGL stock's 22 times.



SHANTANU DAS

The MGL stock's valuation is now below its three-year average of about 17 times – this despite the sharp fall in earnings in the June 2020 quarter that should have ideally lifted up the price-to-earnings ratio.

Given the sharp fall in valuation, investors with a long-term perspective can consider buying the MGL stock. One, the downside in the stock could be limited from these levels.

### Scope for growth

Two, with the easing of the lockdowns, economic activity has started picking up.

The company's volumes in the remaining quarters in FY21 should be much better than in the June quarter, though full recovery and growth may happen around the end of FY21 or in FY22. As earnings improve, there may be upside potential in the stock even if valuations stay subdued.

Three, there is potential for faster volume growth at MGL in the coming years.

The Mumbai market, while it has high vehicular density, still has good growth potential with penetration still about 35 per

cent for CNG; there is scope for increasing PNG penetration too.

The big price differentials of MGL's products vis-à-vis competing fuels such as petrol and diesel could translate into more CNG conversion by vehicles.

Plans to induct CNG buses by the city's bus operator BEST will also help. Any regulatory diktat to use cleaner natural gas, similar to that in Delhi, could also mean more business for MGL.

The areas around Mumbai also have growth potential.

Four, a few years down the line, the Raigad market should also offer scope for MGL to grow volumes. The government is pushing for expansion of the CGD (city gas distribution) network across the country and more auctions are likely.

New geographic areas that MGL manages to win in future auctions should aid its growth prospects.

A strong balance-sheet with no debt, and cash and equivalents of about ₹1,000 crore (as of July 2020) should help MGL fund expansion plans.

Five, the cost advantage to city gas distributors such as MGL,

thanks to priority allocation of cheaper domestic gas for a chunk of their volumes, seems likely to continue. This gives the companies good pricing power and also aids the bottom line with good margins.

In the recent price revision, domestic gas price has declined to its lowest in more than a decade. Also, imported gas prices are likely to be subdued in the near to medium term due to the supply glut.

Six, the regulatory overhang on CGD stocks may be overdone. The regulator's planned proposal on open access for a part of the capacity is likely to face legal resistance from incumbent CGD operators; there could also be possible push-back from higher powers as it could slow down CGD roll-out plans in the country. The first-mover advantage also offers CGD incumbents a benefit.

Besides, MGL is a regular dividend payer; the current dividend yield (based on usual annual dividends of about ₹20 a share and excluding special dividend of ₹15 a share for FY20) is about 2.5 per cent.



### Why

- Attractive valuation
- Volume growth should revive
- Cost advantage, strong balance sheet

### Did you know?

PSU gas transmission major GAIL (India) is the promoter of the company with 32.5% stake



## Union Govt allows free pricing for gas from new & upcoming fields

THE UNION CABINET on Wednesday approved standard bidding norms to discover the price of gas from new and upcoming fields. The move is aimed at augmenting production from these fields and reduce imports of the natural resource. These fields had already been given considerable pricing and marketing freedom over the last four years. However, there existed a lack of uniformity on bidding guidelines. The new fields (those other than the nominated fields) currently make up for less than fifth of the natural gas produced in the country, but this is expected to increase significantly in the coming years. The new bidding mechanism will impact the prices of fuel from the Krishna Godavari (KG) Basin on the east coast. The Union government recently slashed domestic gas prices from nominated fields by 25.1% to \$1.79/mBtu.

**DEMAND IN SOME SECTORS IN SEPTEMBER SURPASSES LEVELS IN FEBRUARY**

# Path to revival: Many indicators linked to consumption regain pre-Covid levels

**SUNNY VERMA & SANDEEP SINGH**  
NEW DELHI, OCTOBER 11

THE STOCK market rally over the last seven trading sessions — where the Sensex jumped 2,536 points, or 6.7 per cent, to close at a seven-month high of 40,509 or at pre-Covid levels in February — coincides with the fact that a number of consumption-related economic indicators have surpassed the February or pre-Covid levels.

Data shows that in September, demand for fuel and electricity — among the major indicators of economic activity — too surpassed February levels. While the stock markets have cheered the better-than-expected recovery of economic activity across sectors — barring few such as tourism, airlines and hospitality — research houses now say that this has led to expectations of upward revision in GDP growth for FY21.

In September, consumption of steel, toll collection, sale of tractors, passenger vehicles and two-wheelers among others surpassed pre-Covid levels seen in February. While data from the Reserve Bank of India, Finance Ministry and market sources indicate an uneven pace of recovery across sectors, several key segments of the economy such as IT, pharma, automobiles and retail have shown robust recovery.

Spending on electricity, which is strongly related to overall economic activity has also seen an uptick. According to the RBI's latest data on high frequency indicators, electricity demand that had slumped to 82 in April, from a base

	2020	2019	2018	2017	2016	2015	2014	2013
Electricity demand	100	95	82	99	101	108	105	108
Steel consumption	100	82	20	58	79	105	94	101
Automobile sales	100	65	0	19	67	88	98	
Freight traffic net tonne kilometre	100	81	60	70	84	87	91	102
Port cargo	100	92	78	73	84	86	88	94
Toll collection: Volume	100	77	9	50	74	79	88	100
GST E-way bill	100	71	15	45	76	85	86	100
PMI: Manufacturing	54.5	51.8	27.4	30.8	47.2	46.0	52.0	56.8

Source: RBI

level of 100 in February 2020, surpassed the February levels in September to reach 108.

Fuel consumption, a prime indicator of normalisation of people movement across the country, witnessed a recovery last month, with petrol sales rising 3.3 per cent compared to the year-ago period. Diesel demand too somewhat recovered, but was still 6 per cent below diesel consumption in September 2019. Diesel consumption had declined by 20 per cent year-on-year in August.

Executives at oil marketing companies have noted that the demand for diesel is expected to reach near pre-Covid levels by the end of the year. Rising fuel demand is expectedly accompanied by toll count and collections surpassing their pre-Covid levels levels in September.

On the other hand, state-owned banks, energy companies, tourism and hospitality, and the informal economy continue to

await revival in demand. While the banking sector continues to see muted credit growth amid expectations of rising non-performing assets (NPAs), domestic air passenger traffic, domestic air cargo, port cargo, and exports and imports continue to remain below the February base levels.

If the strong vehicle sales numbers for September show uptick in factory output across the auto sector value chain, TCS announcing a strong performance for the quarter ended September lifted the stock prices of leading IT companies last week.

The E-way bills jumped 10 per cent in September and the power demand too has witnessed a double-digit growth. A report prepared by Credit Suisse said that faster-than-expected normalisation has led to the expectation that FY21 GDP growth expectations may see upward revision now.

In September, Maruti Suzuki announced a 33.9 per cent jump

in its passenger vehicles sales in the domestic market. It sold 1,47,912 units — its highest monthly sales in 24 months, i.e since September 2019. Even Hyundai Motor reported a 23.6 per cent rise in sales over the corresponding year-ago month. Among two wheelers, Hero MotoCorp announced sale of 7,15,718 units and registered a growth of 16.9 per cent over the same period last year.

The jump in vehicle sales signals pent-up demand as well as rise in private mode of transportation due to Covid-19, the Finance Ministry noted in its economic review for September.

Tractor sales have also surpassed September 2019 levels as the rural economy has been relatively resilient on the back of healthy kharif output. For instance, M&M's domestic tractor sales in September 2020 rose to 42,361 units, as against 36,046 units in September 2019. Tractor sales have shown a steady pick

over the months since April.

Among the areas facing challenges, hotels, tourism and hospitality are on the top. In India, tourism's share in gross domestic product (GDP) has been declining over the last 10 years, but the contribution of tourism to employment increased somewhat, from 10 per cent in FY10 to 13 per cent in FY19, as per a latest World Bank report on Covid-19 impact on South Asian economies. The strict local containment measures and the pandemic's impact on global travel have resulted in a significant decline in tourist arrivals in Bhutan, India, Nepal, Sri Lanka, and Maldives, it said.

The World Bank report also noted decline in mobility in India. "From Facebook Data for Good, which utilises information about Facebook usage in specific areas, one can assess changes in mobility during the Covid-19 pandemic at high spatial granularity ... In India, mobility declined strongly nearly everywhere: for around a third of the total districts the average decline was between 20 and 30 per cent, for half of them it declined between 30 and 35 per cent, and for 15 per cent it declined even more," the report noted.

Banks are the other trouble spots in the economy — credit growth continued to moderate in the first six months of this year to reach 5.3 per cent as on September 11 — down from double-digit expansion last year.

Bank credit to commercial sector saw a growth of 5.4 per cent, mirroring weak credit demand and increased risk aversion in the banking system, according to the Finance Ministry.

# Libya to resume oil production at largest field amid talks

**CAIRO:** Libya's national oil company announced Sunday it is resuming production at the country's largest oil field as rival officials from eastern and western Libya began peace talks, part of preliminary negotiations ahead of a UN-brokered dialogue set to take place next month.

The National Oil Corporation said it has lifted the force majeure that was imposed at the southwestern Sharara oil field after it reached an honor agreement with forces loyal to military commander Khalifa Hifter to end all obstructions at the field.

The corporation's announcement comes three weeks after Hifter, who was behind a year-long military attempt to capture the capital, Tripoli, announced an end to a blockade of the nation's vital oil fields.

The September 18 breakthrough was the result of a so-called Libyan-Libyan dialogue led by Ahmed Matiq, the rival Tripoli govern-

ment's deputy prime minister, seeking to create a new mechanism to distribute the country's petrodollars more equitably.

Libya's prized, light crude has long featured in the North African country's civil war with rival militias and foreign powers jostling for control of Africa's largest oil reserves. Libya was plunged into chaos when a NATO-backed popular uprising in 2011 toppled longtime dictator Moammar Gadhafi, who was later killed.

The country has since split between rival administrations based in the capital Tripoli and the eastern city of Benghazi, each backed by armed groups and rival foreign governments.

Meanwhile, representatives of the Benghazi-based House of Representatives and Tripoli-based High Council of State started on Sunday three-day-long U.N.-facilitated talks in the Egyptian capital, Cairo, the UN support mission in Libya said. AGENCIES

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The scheme, part of a housing project aimed at providing housing for all by 2022, was aimed at converting existing vacant government housing into affordable rental housing complexes (ARHC). PTI

# Pradhan leaves for Kuwait to offer condolences to nation's leadership

**NEW DELHI:** In signs of importance India places with ties with the oil-rich nation, India on Sunday dispatched its Oil Minister Dharmendra Pradhan for Kuwait to offer condolences to the leadership of the Gulf nation on the passing away of its former Emir.

Pradhan is carrying letters from President and Prime Minister Narendra Modi to the new leadership of Kuwait.

“Embarked on a two-day visit to Kuwait to offer condolences to the Kuwaiti leadership on behalf of the Govt. of India on the passing away of former Emir of Kuwait His Highness Sheikh Sabah Al-Ahmed Al-Jaber Al-Sabah,” Pradhan tweeted. Kuwait is India's sixth largest crude oil supplier.

The Indian community with a strength of about 10 lakh is the largest expatriate community in Kuwait.

PTI

# जीरो रोड टैक्स से चार्ज होंगी ई गाड़ियां

## दिल्ली में 10 अक्टूबर से लागू हो गई नई पॉलिसी

■ प्रमुख संवाददाता, नई दिल्ली

दिल्ली में इलेक्ट्रिक वाहन खरीदने वालों को रोड टैक्स नहीं देना होगा। दिल्ली सरकार ने इन वाहनों पर रोड टैक्स माफ कर दिया है। दिल्ली सरकार के परिवहन विभाग ने 10 अक्टूबर को इसकी अधिसूचना जारी कर दी। उसी दिन से यह पॉलिसी लागू हो गई।

दिल्ली के परिवहन मंत्री कैलाश गहलोत ने कहा है कि मुख्यमंत्री अरविंद केजरीवाल ने जैसा वादा किया था, उसे पूरा किया। हम सुनिश्चित करना चाहते हैं कि दिल्ली इलेक्ट्रिक वाहनों के तेजी से फैलाव में देश का नेतृत्व करे। दिल्ली सरकार की योजना है कि 2024 तक नए निकलने वाले वाहनों में 25 पसैंट वाहन इलेक्ट्रिक होने चाहिए। इसके अलावा सार्वजनिक वसों के वेड़े को दोगुना किया जाएगा। नई खरीदी जाने वाली वसों में से 50 फीसदी इलेक्ट्रिक होंगी। केजरीवाल सरकार का दिल्ली को विश्व में इलेक्ट्रिक वाहनों की राजधानी बनाने का लक्ष्य है। ▶▶पेज 3



■ सब्सिडी देने के लिए दिल्ली सरकार ने तैयार किया मॉडल, ई-वीइकल फंड बनेगा।

■ वाहन खरीदने के एक हफ्ते के अंदर ही अकाउंट में पहुंच जाएगी सब्सिडी।

■ दिल्ली में हर 3 किमी के दायरे में एक चार्जिंग स्टेशन की सुविधा दी जाएगी।

### रजिस्ट्रेशन फीस भी माफ होगी, ऑर्डर जल्द

ई वीइकल की खरीद पर रोड टैक्स माफ करने के साथ ही रजिस्ट्रेशन शुल्क माफी की प्रक्रिया भी शुरू कर दी गई है। इसके लिए लोगों से सुझाव मांगे गए हैं। सुझाव देने के लिए लोगों को तीन दिन का समय दिया गया है। इसके बाद लोगों से मिली प्रतिक्रिया की समीक्षा के बाद रजिस्ट्रेशन फीस माफ करने का आदेश जारी किया जाएगा। बता दें कि दिल्ली सरकार ने इलेक्ट्रिक वाहनों को बढ़ावा देने के लिए इलेक्ट्रिक वीइकल पॉलिसी को लागू किया है, जिससे दिल्ली के वायु प्रदूषण को कम किया जा सके।

# इलेक्ट्रिक गाड़ी पर दिल्ली में नहीं देना होगा रोड टैक्स

## परिवहन विभाग ने रोड टैक्स पर छूट की अधिसूचना जारी की

■ प्रमुख संवाददाता, नई दिल्ली

दिल्ली में इलेक्ट्रिक वाहन खरीदने वाले को रोड टैक्स नहीं देना होगा। दिल्ली सरकार ने इलेक्ट्रिक वाहन पर रोड टैक्स माफ कर दिया है। दिल्ली सरकार के परिवहन विभाग ने इसकी अधिसूचना भी जारी कर दी है। साथ ही रजिस्ट्रेशन शुल्क माफी की प्रक्रिया भी शुरू हो गई है। दिल्ली के परिवहन मंत्री कैलाश गहलोत ने ट्वीट कर दिल्ली को वधाई देते हुए कहा है कि मुख्यमंत्री अरविंद केजरीवाल ने जैसा वादा किया था, उसे पूरा किया। इलेक्ट्रिक वाहन नीति की घोषणा के बाद दिल्ली सरकार ने वैटरी संचालित वाहनों पर रोड टैक्स को माफ कर दिया है। हम यह सुनिश्चित करने के लिए दृढ़ हैं कि दिल्ली इलेक्ट्रिक वाहनों के तेजी से फैलाव में देश का नेतृत्व करे। वही, इलेक्ट्रिक वाहनों की खरीद पर जल्द रजिस्ट्रेशन टैक्स भी माफ कर दिया जाएगा।

दिल्ली मोटर वाहन अधिनियम के तहत परिवहन विभाग की तरफ से 10 अक्टूबर को अधिसूचना जारी की गई है। इसके बाद अब दिल्ली में इलेक्ट्रिक वाहन खरीदने पर लोगों को रोड टैक्स में पूरी छूट मिलेगी। अब इलेक्ट्रिक वाहनों के पंजीकरण शुल्क को माफ करने के लिए सुझाव मांगे गए हैं। इलेक्ट्रिक वाहनों को बढ़ावा मिलने से दिल्ली में वायु प्रदूषण कम करने में मदद मिलेगी।

रजिस्ट्रेशन शुल्क माफ करने के लिए लोगों से मांगे गए हैं सुझाव, तीन दिन बाद इसे भी माफ किया जाएगा

सीएम अरविंद केजरीवाल के नेतृत्व में दिल्ली सरकार ने इलेक्ट्रिक वाहनों को बढ़ावा देने के लिए इलेक्ट्रिक वाहन नीति को लागू किया है, जिससे दिल्ली के वायु प्रदूषण को कम

किया जा सके। इसके बाद दिल्ली के उप-राज्यपाल के आदेश से परिवहन विभाग के विशेष आयुक्त शशि कौशल ने अधिसूचना जारी कर दी है। जिसके तहत सभी वैटरी संचालित वाहनों पर लगने वाले टैक्स में छूट प्रदान की गई है। इस अधिसूचना के जारी होने की तिथि से यह पॉलिसी लागू हो गई है। यानी 10 अक्टूबर 2020 से इलेक्ट्रिक वाहन खरीदने पर रोड टैक्स नहीं देना होगा।

इलेक्ट्रिक वाहन पॉलिसी के तहत रोड टैक्स माफी के बाद अब रजिस्ट्रेशन टैक्स भी माफ होगा। इसके लिए लोगों को सुझाव मांगाए गए हैं। लोगों को सुझाव देने के लिए तीन दिन का समय दिया गया है। इसके बाद लोगों से मिली प्रतिक्रिया की समीक्षा के बाद इसे माफ करने का आदेश जारी किया जाएगा।

सीएम अरविंद केजरीवाल दिल्ली में इलेक्ट्रिक वाहनों को बढ़ावा देने को लेकर कई बार प्रतिबद्धता जता चुके हैं। दिल्ली सरकार की योजना है कि 2024 तक नए निकलने वाले वाहनों में 25 फीसदी वाहन इलेक्ट्रिक होने चाहिए। इसके अलावा सार्वजनिक बसों के वेड़े को लागू किया जाएगा। नई खरीदी जाने वाली बसों में से 50 फीसदी इलेक्ट्रिक होगी। केजरीवाल सरकार का दिल्ली को विश्वभर में इलेक्ट्रिक वाहनों की राजधानी बनाने का लक्ष्य है। इससे दिल्ली के वायु प्रदूषण को कम करने में भी मदद मिलेगी।



File Photo

## सब्सिडी स्कीम अच्छी लेकिन अभी काफी महंगे हैं ई-वीकल, बोले लोग

■ विशेष संवाददाता, नई दिल्ली

दिल्ली सरकार की इलेक्ट्रिक वाहन पॉलिसी का नोटिफिकेशन आने के बाद यह उम्मीद की जा सकती है कि अब दिल्ली में ई-वीकल खरीदने वालों की तादाद बढ़ेगी। हालांकि ग्रांड लेवल की बात करें तो अभी कुछ भी कहना जल्दबाजी होगी क्योंकि खासतौर पर 4-वीलर सेगमेंट में अभी विकल्प काफी कम हैं और टू-वीलर सेगमेंट काफी प्राइस सेंसिटिव है। लेकिन लोगों का यह मानना जरूर है कि अगर इस तरह की सौधा फायदा देने वाली पॉलिसी आती है तो लोगों को एक मोटिवेशन तो मिलता ही है।

लोगों का कहना है कि सरती इलेक्ट्रिक कारों और टू-वीलर्स को लाना चाहिए

कुमार ने बताया कि उनके पास एक एसयूवी और एक छोटी कार है। एसयूवी का इस्तेमाल वो दिल्ली से बाहर जाने के लिए करते हैं और छोटी कार को वो दिल्ली में रोजाना अपने काम के सिलसिले में चलाते हैं। अब अगर उन्हें फायदा मिलता है तो वो अपनी छोटी कार को एक इलेक्ट्रिक वाहन से चेंज कर लेंगे और दिल्ली में चलने के लिए इलेक्ट्रिक वाहन यूज करेंगे। लेकिन उनका कहना है कि उनकी हैचबैक 7 लाख रुपये की है और इलेक्ट्रिक कार लेने के लिए उन्हें कम से कम 15 लाख रुपये खर्च करने होंगे वो भी तमाम सब्सिडी मिलने के बाद। उनका कहना है कि अगर ई-कारों को सफल बनाना है तो 5 से 10 लाख रुपये के बीच की कीमत वाली कारें लानी होंगी।

### फोर वीलर में विकल्प कम

इलेक्ट्रिक कारों की बात करें तो अभी मार्केट में विकल्प बहुत कम हैं और जो हैं वो काफी महंगे हैं। अगर इलेक्ट्रिक वाहन खरीद रहे हैं तो 15 से 25 लाख रुपये तक का बजट रखना होगा। लेकिन दिल्ली सरकार की ई-वीकल पॉलिसी आने से 3 से 4 लाख रुपये तक का फायदा हो सकता है। इस पॉलिसी में एक तो सीधे तौर पर सब्सिडी है जो केंद्र सरकार की सब्सिडी से अलग है। इसके अलावा रोड टैक्स और रजिस्ट्रेशन पर 2 लाख रुपये तक बच सकते हैं। इसके अलावा अभी इलेक्ट्रिक कार वही लोग ले रहे हैं जिनके पास पहले से एक पेट्रोल या डीजल वाहन है। मिसाल के तौर पर मयूर विहार के रहने वाले सुरेंद्र

### टू-वीलर्स में कीमत और रेंज से दिक्कत

दो पहिया सेगमेंट में भी अब जो ई-स्कुटर और वाइक्स आ रही हैं उनकी कीमत भी 1 लाख रुपये से ज्यादा हो रही है। अगर आपको एक हाई स्पीड और 100 किमी से ज्यादा की रेंज वाला ई-स्कुटर चाहिए तो 1 लाख रुपये से ज्यादा का ही मिलेगा। लो स्पीड और कम रेंज वाले स्कुटर कम कीमत में मिल जाते हैं लेकिन वो उतने प्रैक्टिकल नहीं बन पाते। यहाँ भी लोगों की मानना है कि अगर पेट्रोल वाली टू-वीलर के आसपास की कीमत में ही ई-स्कुटर मिले तभी आम लोगों के बीच यह पॉपुलर हो पाएगा।