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The move would facilitate privatisation of Bharat Petroleum Corp Ltd

OUR CORRESPONDENT

NEW DELHI: The government on Thursday permitted 100 per cent foreign investment under the automatic route in oil and gas PSUs which have received in-principle approval for strategic disinvestment.

The move would facilitate privatisation of India's second biggest oil refiner Bharat Petroleum Corp Ltd (BPCL).

The government is privatising BPCL and selling its entire 52.98 per cent stake in the company.

According to a press note of the Department for Promotion of Industry and Internal Trade (DPIIT), a new clause has been added to the FDI policy for oil and natural gas sector.

"Foreign investment up to 100 per cent under the automatic route is allowed in case an 'in-principle' approval for strategic disinvestment of a PSU has been granted by the government," it said.



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The FDI limit in PSU-pro-

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- » Two out of the three companies that have put in an initial expression of interest (Eoi) for buying out the government's entire 52.98 per cent stake in BPCL are foreign entities
- » The FDI limit in PSU-promoted oil refineries will continue at 49 per cent — a limit that was set in March 2008

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The firm acquiring the government's 52.98 per cent stake in BPCL will also have to make an open offer to buy an additional 26 per cent stake from other stakeholders at the same price, as per the takeover rules. Mining-to-oil conglomerate Vedanta and US-based private equity firms Apollo Global and I Squared Capital's arm Think Gas are in the race to buy the government's stake in BPCL.

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Big Oil shows confidence that the era of large profits is back

BLOOMBERG

29 July

Europe's largest oil and gas companies showed confidence that the era of big profits is back by significantly boosting returns to shareholders.

Royal Dutch Shell surprised investors on Thursday with a dividend hike of almost 40 per cent and \$2 billion of share buybacks.

TotalEnergies SE didn't manage quite that level of shock and awe, but promised to divert as much as 40 per cent of its surplus cash to stock repurchases.

This marks a major turnaround for the industry, which is trying to persuade investors to stick with it despite mounting concerns about climate change. Until recently, both companies were focused on paying down

debt and strengthening their balance sheets in the aftermath of the oil slump caused by the coronavirus pandemic.

What's changed is a broad rally in commodity prices, in which the surge in crude has been matched or exceeded by natural gas, metals and other bulk raw materials. It's not just Shell and Total returning money to shareholders, almost every natu-

ral resources group from Rio Tinto Plc to Anglo American is either raising dividends or buying back shares.

"We wanted to signal to the market the confidence that we have in cash flows," Shell Chief Executive Officer Ben van Beurden said on a conference call. In the oil market "supply is going to be constrained and demand is actually quite strong."

'Govt looking for prospects about green hydrogen as potential transport fuel'

PRESS TRUST OF INDIA
New Delhi, July 29

UNION MINISTER NITIN

Gadkari on Thursday said the government is looking for prospects about green hydrogen as a potential transport fuel, and added that whatever concessions it is offering for electric vehicles can be offered to green hydrogen also.

Addressing a conference on 'Hydrogen and Gas Based Mobility', Gadkari also said that with the large solar, wind, hydro, and waste potential in India, the country can lead the world in green hydrogen production.

"We are also looking for prospects about green hydrogen as a potential transport fuel... Whatever concessions we are offering for electric vehicles, we can offer that concession for green hydrogen also," he said.

The road transport and highways minister stressed that the government is committed for supporting



green hydrogen and he will discuss the issue with the finance ministry and the Niti Aayog. Gadkari said green hydrogen could be an ideal power source for energy-intensive industries like refining, steel, cement, fertiliser, mining, and industrial heating.

Stating that green hydrogen (H₂) is made by splitting water (H₂O) using renewable power, he said, "Overtime, green hydrogen as an energy carrier can replace some of our energy imports." Gadkari noted that 70% of green hydrogen production costs come from electricity costs, hence, surplus electricity from renewable energy sources can enhance green hydrogen production economics.

HP GREEN R&D CENTRE ACHIEVES 100th PATENT GRANT IN A SHORT SPAN

HPCL's HP Green Research and Development Centre (HPGRDC), Bengaluru received its 100th Patent Grant in July 2021, in just 5 years from establishment. C&MD, HPCL, Shri Mukesh Kumar Surana on this momentous occasion said, "HPGRDC established in 2016, with an objective to develop innovative & path breaking technologies & products to cater to the needs of the Country, has 15 Research Laboratories & a dedicated team of over 80 Scientists working on frontier areas. HPGRDC has filed over 295 International & National Patents and has been receiving Patent Grants from US, Europe, Canada, Japan, India." Director-Refineries, HPCL, Shri Vinod S Shenoy expressed, "Through development and commercialization of 25 Novel technologies & products, HPGRDC has led to significant cost benefits and efficiency improvements in Refining and Marketing. Over 20 Patents granted till date have been commercialized and the Intellectual Property Rights of the commercialized technologies are protected by Patents. Moreover, many new technologies & products are ready for commercialization in the immediate future."



Metals shine as large infra spending fuels demand

Steel prices in domestic market at all-time high

ISHITA AYAN DUTT
Kolkata, 29 July

The attempt by major economies to spend their way out of a pandemic-induced slowdown — by pouring money into under-invested infrastructure — and a growing commitment to decarbonisation are fuelling a demand for metals not seen in years.

In the home market, despite the second Covid-19 wave casting a shadow on domestic demand in the first quarter (April-June) of this financial year, production is back at the pre-Covid level of FY20.



BACK TO OLD NORMAL PART-III METALS

The data from ICRA and Joint Plant Committee (JPC) shows that steel production in the first quarter of FY22 was at 27.8 million tonnes, close to the 27.9 million tonnes in Q1 of FY20.

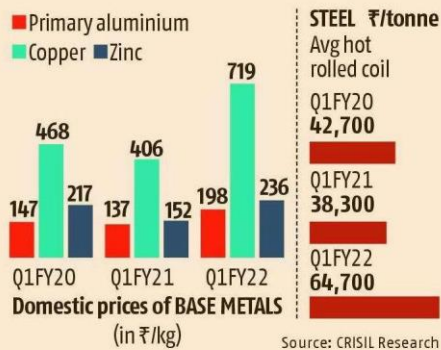
The story with base metals is similar. Daily domestic production of aluminium and zinc in Q1 of FY22 was higher than the pre-Covid level, CRISIL Research data showed. The production run-rate for copper recovered in the fourth quarter (January-March) of FY21, but fell again in Q1 of FY22 due to the second wave. [Turn to Page 10](#)

STEELY PERFORMANCE

Production



Prices



Metals...

Steel production, too, dropped by eight per cent on a QoQ basis. However, despite a decline, the steel industry was on a far superior footing now than in the first quarter of last year, when production had fallen sharply because of a nationwide lockdown, said Jayanta Roy, senior vice-president, ICRA. That's because production in the first quarter of the current financial year is at the pre-Covid level of Q1FY20.

What has put the metals sector in a sweet spot is that current prices of base metals are at a multi-year high.

Base metal prices have rallied significantly. At present, they are higher than their pre-pandemic levels, mainly because of a strong China demand, along with massive stimulus measures in major economies, according to Isha Chaudhary, director, CRISIL Research.

London Metal Exchange (LME) and domestic aluminium prices in Q1FY22 were up 60

per cent and 45 per cent, respectively, over a year earlier, according to CRISIL Research. LME and domestic copper prices were up 82 per cent and 77 per cent during the same period, as the metal witnessed a dual shock of demand pull and supply concerns in Latin America. LME and domestic zinc prices were up 49 per cent and 55 per cent, respectively, supported by a strong demand from China as well as the domestic steel sector (zinc is a major end-use segment for steel).

Steel prices in the domestic market saw some moderation during the first quarter due to the second Covid-19 wave in India. But prices of hot-rolled coil — a benchmark for flat steel — still rose by 23 per cent in Q1FY22 when compared with the previous quarter, and 69 per cent year on year (YoY).

Thermo-mechanically treated bar prices in the long steel segment increased by 7 per cent, as construction activities were affected by localised lockdowns. Its prices were up 69 per cent on a YoY basis.

Domestic steel prices, according to CRISIL Research's Chaudhary, were at an all-time high, and prices in the global market were at their 2008 levels — the highest in 13 years. "In earlier cycles, when commodity prices went up, the rise was driven by oil and gold. This time, it is because of metals," said Seshagiri Rao, joint managing director and group chief financial officer, JSW Steel.

What is driving metals is large infrastructure spending by various governments (which requires a huge amount of steel), and energy transition across the world for decarbonisation. The same factors are fuelling demand for base metals and driving prices. On the decarbonisation front, the electric vehicle push is spurring a demand for copper. Additionally, the use of electrical energy instead of fossil fuels means more use of copper and aluminium.

The last boom in metals had continued unabated from 2003 to 2008, led by a heavy demand from China, which roughly consumes half the metals used in infrastructure. But companies believe that the changes are structural this time, and therefore more sustainable.

Tata Steel Managing Director and Chief Executive Officer (CEO) T V Narendran said: "The rally in steel prices is driven by both demand-side and supply-side drivers. So, it is more structural, and more likely to endure, than the rally in 2008."

Rahul Sharma, deputy CEO (aluminium business), Vedanta, said: "Major consumer sectors are showing a firm recovery, and domestic demand is picking up well."

India has the second-largest annual aluminium production capacity in the world, at 4.1 million tonnes, operating at almost 90 per cent capacity utilisation.

Nod to 100% FDI in oil PSUs approved for disinvestment; to aid BPCL sale

THE CENTRE ON Thursday permitted 100% foreign investment under the automatic route in oil and gas PSUs which have received in-principle approval for strategic disinvestment, reports

PTI. The move would facilitate privatisation of India's second-biggest oil refiner BPCL. The government is privatising BPCL and selling its entire 52.98% stake in the company.

TVS Motor earmarks ₹1,000 crore for EVs

'Manufacturing under separate vertical'

SPECIAL CORRESPONDENT
CHENNAI

TVS Motor (TVSM) has lined up several new products during the current fiscal in the mid to premium segment, said CMD Venu Srinivasan.

"This is the the gap that needs to be filled, and will also lead to the volume growth," Mr. Srinivasan told shareholders. Electric vehicle (EV) adoption in India is being accelerated with significant policy interventions and rising fuel costs, he said. TVSM was aggressively ramping up to establish a dominant presence in EV segment by earmarking ₹1,000 crore to manufacture two and three wheelers ranging from 5 kW to 25 kW



Venu Srinivasan

under a separate vertical, he said. Joint MD Sudarshan Venu said that EVs were going to be "very important for the future and TVSM is really investing behind."

The company has returned to black by posting a standalone net profit of ₹53 crore for Q1 of FY22 against a net loss ₹139 crore in the year-earlier period.

Disinvestment delay may affect revenue inflow



SUBIR ROY
SENIOR ECONOMIC ANALYST

The government is seeking to garner resources through two main routes — greater tax buoyancy and successful disinvestment. On tax buoyancy, there is a bit of a chicken-and-egg situation. If tax revenue rises robustly, the govt will spend well and give a boost to the recovery momentum. But tax revenue will not rise unless there is a recovery momentum. So, we get back to disinvestment and privatisation which can have a degree of autonomy.

OPINION among analysts is veering round to the view that the government's disinvestment agenda, which includes privatisation, is likely to get delayed. If this were to happen, it will impose a cost not just on the economy but also on the general level and sense of well-being.

The hope among government circles is that with the ferocity of the second Covid-19 wave abating, the much feared third wave will not turn out to be a lethal one even if it were to make a brief appearance. If this were to happen, the current financial year will see a proper recovery by achieving around 10 per cent growth that will go a part of the way in undoing the damage done by the massive 7.3 per cent economic contraction of last year.

A recovery must go hand in hand with an improving fiscal situation and for that to happen, the revenue from disinvestment will have to live up to expectations (2021-22 budget has anticipated a disinvestment bonanza of Rs 1.75 lakh crore against the paltry Rs 32,800 crore garnered last year). Conversely, disappointing disinvestment revenue will tie the government's hands and not allow it to go in for the spending stimulus without which a proper recovery cannot take place.

What the government will not do to get resources to spend is to engage in a huge dose of deficit financing by placing bonds with the RBI and getting an accommodation, something that is commonly referred to as printing money. Finance Minister Nirmala Sitharaman has uttered an unambigu-



HIT BY HURDLE: The privatisation of Air India faces uncertainty with Cairn Energy initiating legal proceedings against the national carrier over its overseas assets. **PH**

ous "no" to this idea in Parliament.

So, the government is seeking to garner resources through two main routes — greater tax buoyancy and successful disinvestment. On tax buoyancy, there is a bit of a chicken-and-egg situation. If tax revenue rises robustly, the government will spend well and give a boost to the recovery momentum. But tax revenue will not rise robustly unless there is a recovery momentum.

So, we get back to disinvestment and privatisation which can have a degree of autonomy. Irrespective of how the recovery momentum picks up, disinvestment can go ahead, driven as it is by other factors. Thus we can have a situation where recovery is sluggish but disinvestment makes progress, putting some much needed resources in the government's

hands and enabling it to spend. This will give the recovery a push which will, in turn, bring in more revenue.

Right now, government sources are manfully asserting that the disinvestment agenda will be met, give or take a month or two. Some progress has indeed been made with the government receiving 'expressions of interest' from intending bidders, but the overall progress has been slow as bidders have been unable to do due diligence with necessary rigour because of travel restrictions imposed by partial lockdowns.

Three individual cases bear listing. The privatisation of Air India faces uncertainty with Cairn Energy seeking to lay its hands on the national carrier's international assets. LIC's IPO (initial public offering) process has slowed down because of Covid-19

related hurdles. And this in turn, has acted as a decelerator to the privatisation of Bharat Petroleum.

But what has really set back the whole idea of privatisation is the vulnerability that the government's proposal to privatise two public sector banks has developed. Privatising public sector banks was a bold political idea which thereby became high profile. Political opposition to the move is there, but this was to be expected. What is more serious is the heightened balance sheet stress that the banks are facing as a result of the pandemic-induced slowdown in loan recovery. They are burdened with non-performing assets ranging between 9 and 16 per cent. Besides, demand for bank finance and therefore growth prospects have remained subdued because of the economic uncertainty.

NPAs (non-performing assets) belong to the past. What is critical for disinvestment or privatisation to succeed is the future. Can there be investor confidence that under private management, these banks can be made to turn around and give a better account of themselves? This, in turn, is predicated on their market presence.

Large public sector banks have a wide reach through their massive branch networks and once potential borrowers know that their proposals will be dealt with professionally and promptly, they will eagerly come forward. But speculation over which are the two public sector banks whose privatisation has been proposed by the Niti Aayog indicates that they cannot

be called truly large.

The whole issue is whether commercial banking as we know it has a bright future. If it does, then there will be no lack of investor interest. The success of the massive Zomato public issue and the general buoyancy of the stock market indicate that investors have the resources and the willingness to invest, provided they can get enthused by a business.

Right now, there does not appear to be any public enthusiasm over the privatisation of public sector banks and that is putting a damper on the whole idea of disinvestment. Hence, the speculation that a part or a lot of the disinvestment process will get delayed and carried over to the next financial year. This will have adverse revenue implications which will dampen the government's urge to spend.

This brings us to the cardinal issue of the public's sense of well-being. Distribution of highly subsidised or free rations is essential to take care of the plight of workers, particularly migrants, who are without income. Plus, small businesses remain in acute need of working capital to get their business going. The absolute priority for the government is to spend adequately in these two areas.

It has to do this either through growing revenue or by printing notes. When note printing is out, recovery is subdued and the disinvestment agenda is uncertain. It does not bode well for consumer confidence and the overall public sense of well-being.

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Dainik Tribune

Kaise nikale pani patrol pumo maliko ne udhar dene se kiya inkar

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प्रशासन के बाढ़ से निपटने के दावे साबित हुए खोखले

कैसे निकालें पानी पेट्रोल पंप मालिकों ने उधार देने से किया इन्कार!

हरिश्चंद्रभाद्र/हप
रोहतक, 29 जुलाई

रोहतक प्रशासन द्वारा पिछले कई माह से बाढ़ से निपटने के दावे कागजी साबित हो रहे हैं। नालों व ड्रेनों की सफाई न होने से बरसात के पानी ने अधिकांश गांव में बाढ़ के हालात हैं। चौकाने वाली बात यह है कि प्रशासन ने पानी निकासी तक के इंतजाम नहीं किये हुए थे।

सांपला में प्रशासन के पास पानी निकासी के लिए इंजन के ईंधन के लिए पैसे नहीं हैं और पेट्रोल पंप मालिकों ने उन्हें उधार देने से मना कर दिया है। जिले में करीब 10 दिन पूर्व भारी बरसात हुई थी। अधिकांश गांव जलमग्न हो गए।

सबसे ज्यादा जलभराव सांपला, लाखनमाजरा व महम के ग्रामीण क्षेत्र में हुआ। गांवों में पानी निकासी ना होने के कारण गांवों के तालाब भर गए व पानी गलियों व लोगों के घरों में घुस गया। मंदिर, झराना, स्कूल सभी रास्तों पर पर



रोहतक जिले के गांव में पानी के बीच से निकलता एक जूस विक्रेता। -रप

पानी भर है। गांव कुलताना, गिहरी, दत्तौड़ भैसरू व लाखनमाजरा गांव में भी बाढ़ के हालात बने हुए हैं। प्रशासन ने समचना सहित कई गांव में इंजन-पंप तो रख दिये लेकिन इंजन आयाल और डीजल की व्यवस्था प्रशासन नहीं कर पाया। ग्रामीणों द्वारा तेल-पानी व अन्य उपकरण मांगे जाने पर प्रशासन उन्हें टालता रहा।

पानी निकासी के लिए एसडीएम से लगाई गुहार

गन्नौर (निस) : गढ़ी केसरी में पानी निकासी की व्यवस्था को लेकर वार्ड 7 गढ़ी केसरी के लोग बृहस्पतिवार को

एसडीएम सुरेंद्र दून से मिले। इस दौरान उनके साथ निवर्तमान वार्ड पार्षद प्रतिनिधी अशोक त्यागी भी मौजूद रहे।

उन्होंने एसडीएम को बताया कि गढ़ी केसरी में पहले पानी की निकासी दूषित पानी के जोहड़ में होती थी लेकिन बाद में जोहड़ को बंद कर दिया गया जिससे अब पानी की निकासी गन्नौर शहर की तरफ होती है।

निकासी के लिए बने नालों का सही ढाल न होने के कारण गढ़ीकेसरी से गन्नौर की तरफ पानी की निकासी की व्यवस्था ठीक नहीं है। बरसात होते ही

एपेटों में मरा बारिश का पानी, एसडीएम ने लिया जायजा

गोहना (निस) : उपमंडल क्षेत्र में पिछले 2 दिन से हो रही बारिश के कारण कुछ गांवों के खेतों में जलभराव हो गया है। बृहस्पतिवार दोपहर बाद हुई झमाझम बारिश ने किसानों की और चिंता बढ़ा दी है। इससे किसानों को फसलों में नुकसान की आशंका बनी हुई है। इसको लेकर एस.डी.एम. प्रदीप कुमार ने गांवों में जाकर खेतों का जायजा लिया और किसानों को पानी निकलवाने का भी आश्वासन दिया ताकि उनकी फसलों में नुकसान न हो। इसके लिए उन्होंने ग्रामीणों से भी प्रशासन का सहयोग करने की अपील की।

सारा पानी गांव में ही एकत्रित हो जाता है।

शुक्रवार को भी तेज बरसात के कारण उनके गांव में कई फुट पानी जमा हो गया जिससे उन्हें काफी परेशानियों का सामना करना पड़ा। कई घरों में बरसात का पानी भी घुस गया।

एसडीएम सुरेंद्र दून ने नया अधिकारियों को निर्देश दिए कि वे मौका निरीक्षण कर पानी निकासी का पुख्ता प्रबंध करें।

बृहस्पतिवार को भी दोपहर बाद करीब आधे घंटे तक 84 एमएम बारिश हुई। इससे जहां शहर में महमूदपुर रोड, जींद रोड, सोनीपत रोड, सिलिल रोड, कॉलेज रोड समेत मुख्य मार्गों पर जलभराव होने से राहगीरों व वाहन चालकों को परेशानी हुई। एसडीएम प्रदीप कुमार ने बरसाती पानी की निकासी को लेकर गांव रिदाना, धनाना, कथूरा, छपरा, हनवासा और गोहना शहर का संबंधित अधिकारियों के साथ दौरा किया। उन्होंने अधिकारियों को कहा कि वह पानी निकलवाने को लेकर कार्य करें।

वया कहती हैं एसडीएम

सांपला की एसडीएम श्वेता सुहाग का कहना है कि लोगों को परेशानी नहीं होने दी जाएगी। सभी गांव में यही हाल है। उन्होंने पूरी स्थिति की रिपोर्ट अधिकारियों को भेज दी है। पिछले बकाया का गुगतान न होने के कारण पेट्रोल पंप मालिकों ने डीजल-तेल देने से मना कर दिया था। एफसीआर से अपूर्वक आनी है। पंप मालिकों को मॉनिटिंग के लिए बुलाया गया है। उन्हें गुगतान के प्रति आश्चस्त कर डीजल ले लिया जाएगा।

काकिनाडा में पेट्रोकेमिकल परिसर की परियोजना अधर में

एजेंसी ■ अमरावती

गेल और एचपीसीएल द्वारा आंध्र प्रदेश के काकिनाडा में संयुक्त रूप से स्थापित किया जाने वाला पेट्रोकेमिकल परिसर परियोजना अधर में लटकी है। इस परियोजना को व्यावसायिक रूप से व्यावहारिक बनाने के लिए इसको सरकार द्वारा वित्तीय सहायता दिए जाने को लेकर केंद्र और राज्य सरकार के बीच सहमति न बन पाने की वजह से इसका मामला अटका हुआ है। जहां केंद्र का कहना है कि परियोजना को व्यवहार्य बनाने के लिए 5,615 करोड़ रुपए के व्यवहार्यता अंतर कोष (वीजीएफ) की जरूरत है। राज्य का तर्क है कि 32,901 करोड़ रुपए की यह परियोजना कॉर्पोरेट कर और ब्याज दरों में कमी करने से बिना किसी वीजीएफ के व्यावहारिक हो सकती है। केंद्रीय पेट्रोलियम और प्राकृतिक गैस राज्य मंत्री रामेश्वर तेली ने बुधवार को राज्यसभा में कहा कि आंध्र प्रदेश सरकार को राज्य के समग्र हित में इस मुद्दे पर उचित फैसला लेना होगा क्योंकि परियोजना का अर्थव्यवस्था

परियोजना को व्यवहार्य बनाने के लिए 5,615 करोड़ रुपए के व्यवहार्यता अंतर कोष (वीजीएफ) की जरूरत है।

पर प्रत्यक्ष, अप्रत्यक्ष और प्रेरित करने वाला प्रभाव पड़ेगा। उन्होंने कहा, पेट्रोलियम और प्राकृतिक गैस मंत्रालय ने आंध्र प्रदेश सरकार को बताया है कि रिफाइनरी और पेट्रोकेमिकल परियोजनाओं में काफी पूंजी और बड़ी मात्रा में निवेश की जरूरत है। पेट्रोलियम क्षेत्र के सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) ने राज्य को बताया है कि परियोजना को व्यवहार्य बनाने के लिए वीजीएफ जरूरी है। परियोजना अब पिछले सात से ज्यादा वर्षों से अटकी पड़ी है। आंध्र प्रदेश के उद्योग और अवसंरचना मंत्री एम जी रेड्डी ने कहा, हमारे मुख्यमंत्री पहले ही बिना किसी वीजीएफ के इस रणनीतिक परियोजना को आगे बढ़ाने को लेकर केंद्र से सहायता का अनुरोध कर चुके हैं। इससे आंध्र प्रदेश पुनर्गठन अधिनियम, 2014 के तहत की गई प्रतिबद्धताओं को पूरा करने में काफी मदद मिलेगी।

पहले हाइड्रोजन ईंधन स्टेशन के लिए निविदा आमंत्रित

लेह में एनटीपीसी आरईएल बनाएगी यह स्टेशन

नई दिल्ली (भाषा)।

सार्वजनिक क्षेत्र की कंपनी एनटीपीसी ने वृहस्पतिवार को कहा कि उसकी इकाई एनटीपीसी रिन्यूवेबल एनर्जी लिमिटेड (एनटीपीसी आरईएल) ने लद्दाख के लेह में देश का पहला हरित हाइड्रोजन ईंधन स्टेशन स्थापित करने के लिए घरेलू वाजार से निविदा आमंत्रित की है।

एनटीपीसी की यहां जारी विज्ञप्ति में कहा गया है, 'एनटीपीसी की पूर्ण स्वामित्व वाली कंपनी एनटीपीसी आरईएल ने लेह, लद्दाख में भारत का पहला हरित हाइड्रोजन ईंधन स्टेशन स्थापित करने के लिये घरेलू वाजार से निविदा आमंत्रित की है।' इसमें कहा गया है कि बोली दस्तावेज की विक्री 31 जुलाई 2021 से शुरू हो जाएगी।

कंपनी की ओर से हाल ही में एनटीपीसी विद्युत व्यापार निगम लिमिटेड (एनवीवीएन)

द्वारा लद्दाख के लिए 'ईंधन सेल बसों' की खरीद के लिए निविदा जारी करने के बाद अब यह नई निविदा जारी की जा रही है।

एनटीपीसी आरईएल और एनवीवीएन दोनों मिलकर संघ शासित प्रदेश लद्दाख में हरित आवागमन परियोजना पर काम करने

जा रही है। एनटीपीसी आरईएल द्वारा लेह में एक 1.25 मेगावाट का सौर ऊर्जा संयंत्र भी स्थापित किया जा रहा है। यह संयंत्र पूरी तरह से हाइड्रोजन ईंधन स्टेशन को समर्पित होगा ताकि ईंधन स्टेशन को पूरी तरह से हरित रखा जा सके। सौर ऊर्जा संयंत्र के लिये अनुबंध एक माह के भीतर दे दिये जाने की उम्मीद है। एनटीपीसी आरईएल ने इससे पहले ऊंचे पहाड़ी क्षेत्र



■ कल से शुरू होगी बोली दस्तावेज की बिक्री

■ ईंधन सेल बसों की भी जारी हो चुकी है निविदा

स्थित संघ शासित प्रदेश लद्दाख के साथ हरित हाइड्रोजन प्रौद्योगिकी के विकास के लिए आपसी सहमति ज्ञापन (एमओयू) पर हस्ताक्षर किए थे।