

In 2023, India must step on the gas

Consumers will be in trouble, given rising European demand from India's traditional suppliers, the absence of gas storage facilities, and the lack of a clear LNG procurement strategy

S DINAKAR
1 January

It would be an understatement to say India is in trouble this year if liquefied natural gas (LNG) prices seesaw wildly between \$10 per million British thermal units (mBtu) and \$50 per mBtu, as they did in 2022. And, unlike oil, where the country has a cheap supply source in Russia, and other affordable sources in West Asia, there is none to supply the liquefied fuel to India at rates that consumers can afford. Yet India's fertiliser and domestic city gas businesses are heavily dependent on natural gas supplies, and India's 2070 net-zero climate change target is contingent on increasing gas as a fuel in the economy.

What are the key warning signals for India's gas industry in 2023?

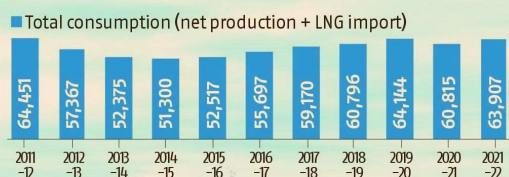
The demand scenario: Demand for gas in India declined for the first time in eight years this fiscal (excluding a Covid 19-induced dip in 2020-21) after rising steadily until 2019-20. Consumption in the April-November period of this fiscal (2022-23) fell 6.3 per cent at 40.9 billion cubic metres from the same period in pandemic-hit 2021-22.

Consumption of the fuel in normal times last fell in 2014-15, when the Modi government was first elected, by 2 per cent from the previous fiscal. Since then, gas use has increased by a cumulative 25 per cent to around 64 billion cubic metres in 2021-22, according to oil ministry data. The growth was still negligible, despite gas prices falling as low as \$2 per mBtu, compared to China. Overall, gas demand is still below 2011-12 levels when India's economy was a third of current GDP, and dependence on imported LNG was at around half of current levels.

LNG prices: These are expected to stay strong but volatile, compared with sustained levels of \$2 per mBtu seen in 2020, after western sanctions on Russian gas disrupted supplies of 85 billion cubic metres of gas last year (which is equivalent to a little less than what India and Bangladesh together consume annually). Russian state-run Gazprom's sales to Europe and Turkey were at their lowest this century, with shipments falling to

DEFLATING DEMAND

Trend of natural gas consumption in India, including internal consumption (in mmscm*)



mmscm*: Million metric standard cubic metre
Source: ONGC, OIL, DGH, LNG importing companies and DGCI



87 billion cubic metres in calendar 2022 from 174 billion cubic metres in 2021, according to data from London-based market intelligence provider Argus and Gazprom.

The squeeze on European supplies sent benchmark gas prices at Dutch TTF to a record in August equivalent to \$94 per mBtu LNG levels. But TTF month-ahead prices now average \$36 per mBtu, 5 per cent below last year's levels, said Greg Molnar, gas analyst at Paris-based International Energy Agency (IEA), because of mild weather in Europe and adequate storage. Asia's JKM gas benchmark is down by 12 per cent on the year to \$32 per mBtu — but it is still more than three times what India paid for LNG in 2021-22. The drastic decline in gas prices since August owes more to weather and inventories rather than higher supplies.

Europe will need around 75 million tonnes a year of LNG, equivalent to over three times of what India consumes, to substitute 100 billion cubic metres of Russian gas this year. But Qatar, the world's biggest LNG producer, plans to increase output by only 33 million tonnes a year, and North America and Africa plan to add 40-50 million tonnes a year. Most of this capacity will be operational by 2026-27, exposing countries like India to volatility in rates in the meantime.

Storage facilities: Nikos Tsafos, an international energy expert and energy adviser to the Greek government, said

governments and consumers must prepare for the most unlikely scenarios in 2023, and have contingency plans. But India has little recourse. There are almost no gas storage facilities, unlike in China, the US and Europe because the government did not focus on this aspect of the gas supply chain. This renders India even more vulnerable to global price swings. India's crude-linked LNG term contracts, another form of insurance against gas price volatility, also came under risk in 2022 — Gazprom abruptly ceased shipments under a 20-year, 2.5 million-tonne-a-year supply contract with Gail. Supplies will not resume soon, and the penalty clauses are too meagre to substitute with spot LNG, a Gail official said.

Moreover, over a third of India's annual LNG supplies comes from a single Qatari supply contract, set to expire in a few years. Even as China snapped up tens of millions of tonnes of term LNG in the last two years at a competitive 10 per cent indexation to crude, Petronet LNG, India's biggest LNG importer, missed the bus. Now Indian importers must compete with Europe, which has the ability to pay steep premiums for term volumes. Structural supplies of LNG will be difficult as it's sold out until 2026, says Yiyong He, founder/CEO at Singapore-based LNG Easy.

Exploration: India's latest price caps on domestic gas supplies threaten to deter exploration because it is

expensive and high-risk to drill in deep waters, where India's potential gas reserves lie. The government, under pressure from city gas companies, will accept recommendations of the Kirit Parikh committee, capping rates at 24 per cent less than the \$8.57 per mBtu that explorer ONGC currently charges for supplies. These caps will whittle investor interest to drill in India even more.

Lack of local supplies and storage facilities make the Modi government's target of gas meeting 15 per cent of India's energy mix by 2030 from 6 per cent look even more distant. Yet, LNG import dependency will surge from current 50 per cent levels, creating uncertainties for investors who have ₹2 trillion riding on gas infrastructure investments, industry officials say.

So, the Indian natural gas business, key to the country achieving its net-zero targets in 2070, steps gingerly into a 2023 laden with egg shells. Indian consumers and investors will be hanging on the coat-tails of hopes for milder weather to reduce volatility in LNG price levels, which at one point last year exceeded Indian affordability by a factor of three.

Tsafos said governments must be nimble, creative, targeted and pragmatic in this new global gas environment. For that, New Delhi must free fuel prices instead of meddling with them, and regulators must stop sitting on proposals for months and move faster.

Russian dominance in India's crude market to continue this yr: Experts

Sizeable discounts on Urals grade have helped evade new sanctions by Western powers; fate of Russian supplies in Q1 of this year rests on oil price movement

S DINAKAR
1 January

Russia steamrolled rivals Saudi Arabia and Iraq to dominate India's crude oil basket for the fourth consecutive month in December, maintaining its grip on the world's fastest-growing major market for fuels. Russian oil will continue to power Indian vehicles and homes in January, according to data from western commodity analytics firms and Indian customs.

Russia's sizeable discounts on Urals grade have helped evade new sanctions announced by western powers early December. The latest measures involve imposing a \$60 a barrel ceiling on purchase of Russian crude, but the US and Europe have kept Russian shipments discharged until January 19 outside the purview of the cap.

Russia shipped 1.2 million barrels a day of crude in December to India, a near record, and a 30 per cent increase from 926,000 barrels in November, according to Paris-based commodity data provider Kpler as on December 30. Russian oil accounted for a quarter of India's total crude shipments of 4.78 million barrels a day last month. Kpler tracks ship movements to calculate oil shipments, which constantly change, especially in Russia's case, where, in order to evade sanctions, tankers change destinations or transfer cargoes to other vessels mid-sea.



"Urals are trading below the price cap," said Matt Smith, an analyst at Kpler. "Russia will remain the leading supplier of crude to India in January, delivering well over 1 million barrels a day. India looks set to continue taking record volumes of cheap Russian crude — price cap or no price cap."

Iraq, whose Basrah crude is most suited for Indian refiners, supplied about 903,000 barrels a day in December compared to 882,000 barrels in November; Saudi Arabia shipped only 679,000 barrels a day during the period, flat from November. Riyadh seems less concerned about its declining share of the Indian market, at 14 per cent

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attractive proposition for Indian refiners," said R Ramachandran, a Mumbai-based oil industry expert. "As long as price variations continue to exist and discounts to Brent remain, Russia will be a serious contender."

The discounts prompted Indian refiners to look at Russia, enabling Moscow to increase market share to 25 per cent from one per cent prior to the Ukraine war, and allowing Russian crude to compete against India's traditional supplies of Arab Mix.

Moscow said last week that it will stop crude supplies for five months to nations that agreed to a price cap. But the ban holds little value as EU, US, Canada, Japan, the UK and Australia already do not import Russian oil.

Brent crude rose to a lesser-than-expected \$86 a barrel after the Kremlin's export ban announcement from \$76-a-barrel levels seen after the G7 nations announced the price cap on December 5. But Urals, India's staple Russian grade, is trading only at around \$50 a barrel, according to Swiss trader Neste.

Russia, Iraq and Saudi Arabia together accounted for over half of India's supplies in December. The UAE, a key supplier to India prior to the Russian invasion in February, supplied 367,000 barrels a day compared to 409,000 barrels in November; The US, which has lost substantial share in India's oil market to Russia, shipped 334,000 barrels a day in December from 434,000 barrels in November after the spread between European Brent and US WTI benchmark shrank to \$3 a barrel compared to over \$9 a barrel in November. Delivered volumes of US crude were as high as 700,000 barrels a day in February, Indian customs data shows, which reports delivered cargoes.

It is an opportunistic trade for India, an industry official said, referring to Russian purchases. If the discounts are gone Russia's share may reverse to one per cent, he added.

The fate of Russian supplies in the first quarter of this year rests on the movement of oil prices as a substantial surge to over \$90 per barrel may vault Russia's discounted Urals grade over the \$60 a barrel price ceiling prescribed by western nations, a Delhi-based oil expert said. That may force India to take a position on the price cap because violation of the cap is tied to denial of western tankers and insurers for Russian cargoes. India entirely relies on western ships and insurers to import its oil. India will not get involved in the price cap mechanism because it jeopardises over 1 million barrels a day of crude imports, Smith said.

Brent crude rose to a lesser-than-expected \$86 per barrel after Kremlin's export ban announcement, from \$76-a-barrel levels

Petrol, diesel sales surged in December

PRESS TRUST OF INDIA
New Delhi, January 1

INDIA'S PETROL AND diesel demand soared in December as increased consumption in the agriculture sector helped build on the momentum generated by the festive season, preliminary industry data showed on Sunday.

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Sales were 13.3% higher than in Covid-marred December 2020 and 23.2% more

than in pre-pandemic December 2019. Month-on-month, the demand was up 3.7% on the high base the festive season created since October.

Diesel, the most used fuel in the country, posted a 13% rise in sales in December to 7.3 million tonne, as compared to the same month last year.

Consumption was up 14.8% over December 2020 and 11.3% higher than pre-Covid 2019. Diesel sales, however, dipped marginally by 0.5% when compared with November 2022. Petrol and diesel sales were the highest since June.



EQUATES TO 4% RECOVERY FOR LENDERS

NARCL Plans Improved ₹1,200-cr Offer for VOVL

If lenders accept bid, it will be the largest debt acquisition of a single co by any ARC

Sangita.Mehta@timesgroup.com

Mumbai: Government-promoted National Asset Reconstruction Co. Ltd (NARCL) will soon submit an improved offer of ₹1,200 crore for the debt of VOVL, the oil and gas exploration affiliate of bankrupt Videocon Industries, said two people aware of the development.

Industrialist Venugopal Dhoot promoted VOVL, earlier known

The Options

Lenders rejected the previous offer of **₹860 cr**

RP has received four conditional plans

Highest offer from Eneva Brazil of ₹2,800 cr

RP has admitted ₹30,640 cr claims from creditors

Extension until May 22 to complete CIRP

as Videocon Oil and Ventures Ltd, has been undergoing corporate insolvency since 2019. Dhoot was recently arrested over his alleged role in a loans-for-bribes case.

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Below Expectations

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If lenders accept NARCL's offer, it will be the largest debt acquisition of a single company by any asset reconstruction company (ARC).

Lenders rejected NARCL's ₹860-crore offer in mid-November because it was very low. At a meeting in December between the lenders and NARCL, lead bank State Bank of India had asked NARCL to make an improved offer. NARCL did not respond to ET's queries.

The resolution professional (RP) received four firm plans in September, but all offers were below expectations, one lender said.

Oil exploration company Eneva Brazil offered ₹2,800 crore, which equates to 9% of financial creditors' claims, as reported by ET on September 28. Twin Star Overseas, owned by billionaire Anil Agarwal of Vedanta, offered Rs 1,200 crore, which is about 4% of the claim amount. RKG Fund-1, owned by Prudent Asset Reconstruction Co, proposed a Rs 1,000-crore plan, while Petro Rio SA offered Rs 160 crore. Bids from Brazil-based oil explorers Ene-

va Brazil and Petro Rio SA are for specific oil blocks.

VOVL's RP has admitted claims worth ₹30,640 crore by financial creditors. NARCL's previous offer of ₹860 crore equated to a recovery of about 3% of the verified creditors' claim while the revised offer of ₹1,200 crore will raise this to 4%.

Early in December 2022, the National Company Law Tribunal (NCLT) approved a six-month extension to VOVL until May 22, 2023, to find a buyer.

A significant portion of VOVL's value is derived from a participating interest in the oil and gas asset held in Videocon Energy Brazil Ltd (VEBL), a stepdown subsidiary of VOVL located in Brazil through a joint venture with Bharat Petroleum Ventures BV (BPRL).

The order said that the RP received plans that require transferring VEBL's stake in the joint venture with BPRL and giving the latter right of first refusal (ROFR) to match the offers it received under the corporate insolvency process.

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Petrol, Diesel Sales Surge in December

PTI

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OIL MARKETING COMPANIES HIKE COMMERCIAL GAS CYLINDER PRICES

Agencies

feedback@livemint.com

NEW DELHI: The oil marketing companies (OMCs) on Sunday raised the price of commercial liquid petroleum gas (LPG) cylinders by ₹25 with immediate effect on the first day of the New Year 2023.

The decision of the OMCs will pinch the pocket of those who dine out at restaurants, hotels, orders, etc.

With this price hike, a 19-kg commercial cylinder in Delhi will cost ₹1,769, ₹1,721 in Mumbai, ₹1,870 in Kolkata and ₹1,971 in Chennai. However, there would be no change in the prices for domestic LPG.

OMCs increased domestic cylinder prices last time on July 6, 2022.

Prices were hiked four times during last year. These oil marketing companies, for the first time in the year, had increased domestic gas prices by ₹50 in March 2022, and consequently raised it by ₹50 and ₹3.50 in May.

Finally, it hiked the prices of domestic cylinder by ₹50 in July last year.

Ban on coal, unapproved fuels comes into force in G'gram, Delhi

POOR AQI Use of low-sulphur coal allowed in thermal power plants

NEW DELHI, JANUARY 1

A stringent ban on the use of coal and other unapproved fuels in industries and commercial establishments came into force in Delhi-National Capital Region (NCR) on Sunday, with officials saying defaulting units will be closed down without any warning. However, the use of low-sulphur coal in thermal power plants is allowed, the Central Government's Commission for Air Quality Management said (CAQM).

The ban is part of a comprehensive policy released by the CAQM in July last year. The policy lists sector-wise action plans to curb air pollution in Delhi-NCR in the next five years.

Authorities have been directed to close down industries and commercial establishments using unapproved fuels, including coal, without giving them any show-cause notice.

A heavy fine will be levied on the defaulting units, a CAQM official said. He said the panel had announced the

IMPOSED UNDER AIR QUALITY MGMT POLICY

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ban six months ago, giving enough time to all industries to shift to cleaner fuels.

The use of low-sulphur coal is also allowed in captive thermal power plants, the official clarified, saying: "It could be used wherever the primary purpose is power generation."

Firewood and biomass briquettes can be used for religious purposes and cremation, wood or bamboo charcoal can be used for tandoors and grills of hotels, restaurants, banquet halls (with emission control system) and open eateries or dhabas. The use of wood charcoal for cloth

ironing is allowed, the CAQM had said earlier.

The commission had in June issued directions to ban the use of coal in industrial, domestic and other miscellaneous applications in the entire Delhi-NCR from January 1, 2023. Around 1.7 million tonnes of coal is used annually in industrial applications in the NCR, with about 1.4 million tonnes being consumed in six major industrial districts alone.

In a bid to reduce vehicular pollution, the Centre's air quality panel has also directed Uttar Pradesh, Rajasthan and Haryana to register only CNG

and electric autos from January 1 (Sunday) and complete the phase out of the diesel ones in the NCR by the end of 2026. The objective is that only CNG and e-autos ply in the NCR from January 1, 2027.

The NCR covers Delhi, 14 districts of Haryana, eight districts of Uttar Pradesh and two districts of Rajasthan. According to the CAQM's directions, diesel autos in Ghaziabad, Gautam Budh Nagar, Faridabad and Gurugram will have to be moved out of service by the end of 2024. Sonapat, Rohtak, Jhajjar and Baghpat will have to do so by December 31, 2025. The deadline for the rest of the areas in the NCR is the end of 2026.

Delhi had launched a programme in 1998 to convert its fleet of diesel auto rickshaws into CNG ones. No diesel-run auto is registered in Delhi at present. The Delhi Transport Department had launched a scheme in October last year for registration of 4,261 e-autos. Vehicles account for 40 percent of PM 2.5 emissions in the capital. — PTI



The path to decarbonisation

Irrespective of who is to blame for global warming, India cannot afford to develop first and clean up later



OVER THE BARREL
BY VIKRAM S. MEHTA

TWELVE MONTHS back I reflected through this column that in 2022, India will have to navigate the choppy waters of a volatile petroleum market without straying off the "green" course towards clean energy. I proffer the same reflections for 2023. The waters will be choppier and the course more labyrinthine, but the challenge will be essentially similar. What should our leaders do to manage this conundrum?

The answer is not easy. The international energy market has been convulsed by the Ukraine conflict. Four factors in particular mark this convulsion. One, the energy market has fragmented and energy nationalism is the driving force behind policy. Two, a second iron curtain has come down. Irrespective of how and when the Ukraine conflict ends, Russia will not be allowed access to the western markets for as long as President Putin is at the helm of the affairs. One fallout is the tightening energy embrace between Russia and China. Three, OPEC plus one which is, in effect, Saudi Arabia plus Russia has stepped outside the Western orbit. Saudi Arabia has made clear it intends to pursue a "Saudi first", non-aligned approach to international relations including with the US. And four, new centres of energy power are emergent around countries that have a large share of the metals, minerals and components required for clean energy. China is currently the dominant power.

It is against this international backdrop that India must pivot the needle of its energy compass towards short-term energy security and long-term decarbonisation. A combination of the following measures should be considered in 2023.

Discounted Russian crude is an opportunistic panacea. It does not provide a sustainable cover to meet our requirements. To secure such a cover, government must increase the productivity of our existing producing fields; additional resources should be allocated for accessing relevant enhanced oil recovery technologies. Further, it should leverage the country's market potential to secure a long-term supply relationship with Saudi Arabia and an equity partnership with Iran. It should enhance the strategic petroleum reserves to cover at least 30 days of consumption and remove the sword of Damocles that the CBI/CVC/CAG wield over the heads of the public sector petroleum companies so that their traders can, without fear, take advantage of market volatility. The construction of a pan-India national gas pipeline grid should be expedited.

Coal will remain the bulwark of India's energy system for decades. It is no doubt the dirtiest of fuels, but it remains amongst, if not the cheapest, source of energy. Plus hundreds of thousands depend on the coal ecosystem for their livelihood. The option of

phasing out coal whilst environmentally compelling is not yet a macroeconomic or social possibility. In the interim, the government has to find an energy transition route that balances livelihoods and pushes forward the green agenda. Some small, politically feasible steps in that direction would include increased R&D expenditure for coal gasification and carbon capture and sequestration technologies; setting a carbon tax; the establishment of regulatory and monitoring mechanisms for measuring carbon emissions from industry; the closure of inefficient and old plants and a decision not to approve any new ones. In parallel, it would help if Niti Aayog were to pull together a group of economists and energy experts to determine the competitiveness of coal versus solar on a full-cost basis.

Energy security cannot be achieved by focusing only on the supply and distribution side of the equation. The demand conservation and efficiency side is equally important. It is the cheapest, easiest and quickest way to reduce dependence on external sources. Europe will save 10 bcm of gas annually by simply adjusting their thermostats downwards by 1-degree centigrade. The government has conceptualised several demand management measures, but these have not been rigorously implemented. So a priority for 2023 should be to fill this lacuna.

Three other measures should be brought onto this year's policy agenda. First, allocation of funds for upgradation of the transmission grid network to render it resilient enough to absorb "clean" electrons on an intermittent basis. The sun does not shine at night and the wind does not blow all the time. In parallel, the underlying structural issues currently impeding the scaling up of renewables must be addressed. Amongst them, the repair of the balance sheets of state distribution companies (discoms), easing the procedures for the acquisition of land and the removal of regulatory and contract uncertainties are most important. Failure to sort out the finances of discoms will erode confidence in the sanctity of the Power Purchasing Agreements (PAAs) signed between them and renewable companies.

Second, the addition of the arrow of mineral and chip diplomacy to the quiver of Indian diplomats. It will take decades to harness our indigenous resources of the metals and minerals critical for clean energy and build up a domestic chip industry. In the interim, diplomats should secure diversified sources of supply to reduce the country's vulnerability. Finally, the creation of an enabling ecosystem for developing and commercialising third-generation clean energy technologies like hydrogen, biofuels and modular nuclear reactors. Nuclear, in particular, should be pushed.

India is not responsible for global warming, but it will be amongst the worst affected. Millions live around its coastline. Their livelihoods will be undermined by rising sea levels. Millions will also be affected by melting glaciers and extremes of temperatures. So irrespective of who is to blame, India has to stay on the path of decarbonisation. It cannot afford to develop first and clean up later.

The writer is chairman and distinguished fellow, Centre for Social and Economic Progress

Fuel sales surge in Dec as economy picks up pace

Petrol sales soared 8.6% to 2.76 mn tonnes in December, compared to 2.54 mn tonnes of consumption in Dec 2021

OUR CORRESPONDENT

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November 2022.

Petrol and diesel sales were the highest since June.

Industry sources said diesel demand has been surging on pick up in the agriculture sector. Use of the fuel in irrigation pumps and trucking has helped build the momentum generated from the festive season demand push in October.

Rabi crop sowing led to a pick-up in economic activity and a rise in demand.

Auto fuel sales had dipped in July and August owing to the monsoon and reduced demand.

As the aviation sector opened up, India's overall passenger traffic at airports inched closer to pre-COVID-19 levels.

Reflecting the trend, jet fuel (ATF) demand jumped 18 per cent to 606,000 tonnes during December when compared to the same month last year. It was 50.6 per cent higher than December 2020 but 12.1 per cent lower than pre-COVID December 2019.

Sources said while domestic air travel is back to pre-COVID levels, international traffic is lagging because of continued restrictions in some countries.

India's recovery has continued to gain momentum in recent months but has been accompanied by elevated inflation. This slowed the momentum a bit in July-September. The country's oil demand has been rising steadily since the easing of COVID-19 restrictions.

Cooking gas LPG sales were up 7.7 per cent year-on-year at 2.72 million tonnes in December. LPG consumption was 7.7 per cent higher than in December 2020 and 15.9 per cent more than in December 2019.

Month-on-month, the demand was up 6.47 per cent when compared to 2.55 million tonnes of LPG consumption during November, the data showed.

Commercial LPG cylinder price hiked by Rs 25



AGENCIES

NEW DELHI, 1 JANUARY

Dining out in 2023 would be a costlier affair now, as oil marketing companies (OMCs) on Sunday, the first day of the New Year, hiked the price of commercial LPG cylinder by Rs 25.

The new rates come into effect from this day.

Rates of domestic LPG

cylinders have been kept unchanged.

With the hike in commercial LPG cylinder prices, it will cost Rs 1,768 per cylinder in New Delhi.

In Mumbai, a commercial LPG cylinder would cost Rs 1,721 per cylinder, while in Kolkata and Chennai it will cost Rs 1,870 and Rs 1,917 per cylinder respectively.



ईंधन खपत

अर्थव्यवस्था में तेजी से दिसंबर में पेट्रोल-डीजल की बिक्री बढ़ी



एजेंसी ■ नई दिल्ली

कृषि क्षेत्र में खपत बढ़ने से देश में पेट्रोल और डीजल की मांग दिसंबर में सालाना आधार पर बढ़ी है। प्रारंभिक आंकड़ों के अनुसार, पिछले महीने पेट्रोल की बिक्री 8.6 प्रतिशत बढ़कर 27.6 लाख टन हो गई जबकि पिछले साल इसी महीने में 25.4 लाख टन खपत हुई थी।

कोविड-19 महामारी से प्रभावित दिसंबर 2020 की तुलना में बिक्री 13.3 प्रतिशत और महामारी पूर्व यानी दिसंबर 2019 की तुलना में 23.2 प्रतिशत अधिक रही। वहीं, मासिक आधार पर बिक्री 3.7 प्रतिशत बढ़ी है। आंकड़ों के अनुसार, देश में सबसे ज्यादा इस्तेमाल होने वाले ईंधन डीजल की बिक्री पिछले महीने 13 प्रतिशत बढ़कर 73 लाख टन हो गई।

दिसंबर 2020 की तुलना में डीजल की खपत 14.8 प्रतिशत और कोविड-पूर्व यानी 2019 की तुलना में 11.3 प्रतिशत अधिक थी। हालांकि नवंबर 2022 की तुलना में डीजल की बिक्री में 0.5 फीसदी की मामूली गिरावट आई है। जबकि पेट्रोल और डीजल की बिक्री जून के बाद से इस महीने सर्वाधिक रही है। उद्योग सूत्रों ने कहा कि कृषि क्षेत्र में गतिविधियां बढ़ने से डीजल की मांग तेजी से बढ़ रही है। रबी फसल की बुवाई के साथ आर्थिक गतिविधियों में तेजी आई और मांग में वृद्धि हुई। वाहन ईंधन की बिक्री जुलाई और अगस्त में मानसून रहने और कम मांग के कारण घटी थी। विमानन क्षेत्र के खुलने के साथ हवाई अड्डों पर यात्रियों की संख्या कोविड-पूर्व के स्तर पर पहुंच गई।

6 नए बदलाव

एजेसी नई दिल्ली

वर्ष 2023 का आगाज हो गया है। हर नया महीना अपने साथ कुछ नए बदलाव लेकर आते हैं, जो आम आदमी के लिए बहुत अहम होते हैं। इन बदलावों का सीधा असर हम सबकी ज़िंदगी पर पड़ता है। कुछ बदलाव तो सीधे हमारी जेब पर असर डालते हैं।

नए साल के पहले दिन से भी कुछ जरूरी नियम बदल गए हैं। इनमें क्रेडिट कार्ड, बैंक लॉकर, जीएसटी ई-इन्वॉयसिंग, सीएनजी-पीएनजी के भाव और गाड़ियों की कीमतों से जुड़े बदलाव शामिल हैं।

सीएनजी-पीएनजी के साथ ही वाहन खरीदी होगी महंगी, रिवाइड प्वाइंट भी बदला

क्रेडिट कार्ड, बैंक लॉकर और जीएसटी के नए नियम आज से हो गए लागू

अब बैंकों की होगी 'लॉकर' की पूरी जिम्मेदारी

भारतीय रिजर्व बैंक की ओर से बैंक लॉकर से संबंधित नए निर्देश जारी किए हैं। ये नियम नए साल से लागू हो गए हैं। इन नियमों के प्रभाव में आने के बाद लॉकर के मुद्दे पर बैंक अब वाहकों के साथ मनमानी नहीं कर सकते। इन नियमों के लागू होने के बाद अगर बैंक लॉकर में रखे सामान को कोई नुकसान पहुंचता है तो इसके लिए बैंक की जवाबदेही तय होगी। बैंक और वाहकों के बीच एबीमेंट साइन किया जाएगा। यह 31 दिसंबर तक के लिए वैध रहेगा।



क्रेडिट कार्ड से जुड़े नियम भी बदलेंगे

क्रेडिट कार्ड का इस्तेमाल करने वालों के लिए भी 1 जनवरी से नियमों में बदलाव हो गया। यह बदलाव क्रेडिट कार्ड के माध्यम से भुगतान करने पर मिलने वाले रिवाइड प्वाइंट से संबंधित है। नए साल की शुरुआत से एचडीएफसी बैंक अपने क्रेडिट कार्ड से भुगतान पर मिलने वाले रिवाइड प्वाइंट्स में बदलाव कर दिया। अब नए नियमों के तहत रिवाइड प्वाइंट की सुविधाएं दी जाएंगी।



सीएनजी-पीएनजी की कीमतों में बदलाव

वाहनों में इस्तेमाल होने वाले सीएनजी और घरों की रसोई में इस्तेमाल होने वाली पीएनजी गैस की कीमतों में भी बदलाव किया गया है। बीते कुछ समय में राष्ट्रीय राजधानी और उसके आसपास के इलाकों जैसे नोएडा, गाजियाबाद, गुरुग्राम और फरीदाबाद में सीएनजी और पीएनजी की कीमतों में बड़ा इजाफा देखने को मिला है।



पेट्रोल-डीजल और एलपीजी की कीमतों में परिवर्तित

हर महीने की शुरुआत के साथ पेट्रोलियम कंपनियां पेट्रोल और डीजल की दरे तय करती हैं। पिछले कुछ समय से देश में पेट्रोल-डीजल की कीमतें स्थिर रही हैं। ऐसे में इनकी कीमतों में बदलाव का फैसला किया है। पेट्रोल और डीजल की कीमतों के साथ-साथ एलपीजी के घरेलू और कमर्शियल सिलेंडरों की कीमतों में बढ़ोतरी की गई है।

अब महंगे हो जाएंगे वाहन

नववर्ष में नए वाहन खरीदना महंगा हो सकता है। प्रमुख ऑटोमोबाइल कंपनियों जिनमें एमजी मोटर, मारुति सुजुकी, ह्यूंडई मोटर्स, होडा, टाटा मोटर्स, रेनॉल्ट, ऑडी और मर्सिडीज-बेंज जैसी कंपनियां शामिल हैं ने अपनी गाड़ियों के कीमतों में इजाफा करने की घोषणा की है। देश की प्रमुख कंपनी टाटा मोटर्स ने कहा है कि नए वर्ष से अपने व्यावसायिक वाहनों की कीमतें बढ़ा दी हैं। होडा ने भी गाड़ियों की कीमतें 30 हजार तक बढ़ाएगी।



जीएसटी के ई-इन्वॉयसिंग की सीमा घटी

जीएसटी ई-इन्वॉयसिंग और इलेक्ट्रॉनिक बिल से जुड़े नियमों में भी नए साल में अहम बदलाव हुए। जीएसटी की ई-इन्वॉयसिंग के लिए जरूरी सीमा को 20 करोड़ रुपये से घटाकर पांच करोड़ रुपये कर दिया है। जीएसटी के ये बदलाव 1 जनवरी से लागू हो गए हैं। जिन व्यापारियों का टर्न ओवर पांच करोड़ या उससे अधिक है उनके लिए अब इलेक्ट्रॉनिक बिल जनरेंट करना जरूरी हो जाएगा।

