

# Deflators in the CGD story

Uncertainties over gas supply and the government's focus on EVs put the city gas distribution business under pressure

SHINE JACOB  
Chennai, 16 February

One of the less celebrated stories in India is the city gas distribution (CGD), which expanded from just 17 per cent of the population in 2017 to 98 per cent today on the back of conducive government policies and aggressive investment by both private and public sector companies. Over the past year, Russia's invasion of Ukraine plus some policy tweaks by the government could take the wind out of its sails.

The 98 per cent population coverage implies these geographical areas are at various stages of execution and operations, as a majority were awarded in recent years. Several companies are starting work on the areas allocated to them, with industry estimates pegging investments and investment commitments to the tune of around ₹1.5 trillion in the last five years.

CGD networks are an interconnected system of underground pipelines for supplying piped natural gas (PNG) for domestic and industrial purposes and compressed natural gas (CNG) for transportation. Supply disruptions, after the European Union turned to India's traditional Gulf suppliers, have put pressure on prices. India imports around 48 per cent of its gas requirement from countries like Qatar, the United States and United Arab Emirates. Over the past year, prices of domestic CNG in Delhi alone increased by around 40 per cent and domestic PNG rose 50 per cent. At the same time, prices of domestic natural gas, for which CGD is given first priority, also rose 40 per cent.

Apart from hardships for domestic consumers using it for cooking, the rise in CGD prices indirectly has an impact on the government's goal of achieving 15 per cent share of natural gas in the energy basket from around 6 per cent now. For one, the

pace of conversion to CNG has almost halved in some areas.

Several other factors have added to this slowdown. The slowdown in the availability of domestic gas — known as APM gas or gas supplied under the administered price mechanism — is also responsible. Based on government data, out of 1,002 million metric standard cubic metres (MMSCM) of gas consumed by the city gas sector in December, around 15 per cent came from imports.

According to data available with the Petroleum Planning and Analysis Cell, between April and November 2022, the fertiliser industry, which uses natural gas as a feedstock for urea manufacture, accounts for 35 per cent of the total natural gas consumed in India, followed by CGD at 20 per cent and power at 14 per cent.

And, finally, the push for electric vehicles (EVs), with several states adding to central government subsidies, is also a cause of concern.

"The government should ensure that APM gas is available for the sector for at least five to seven years, so that the sector picks up. Benefits that are being extended for EVs should also be extended to CNG. Bringing natural gas under the GST regime should also be considered. Moreover, some steps for the consumers for switching to CNG or CGD is required," said Rahul Chopra, managing director of Haryana City Gas.

Most automobiles converted to CNG because of its competitive advantage over petrol and diesel, which has narrowed to ₹17.16 a litre for petrol and around ₹10 for diesel in Delhi now. "Higher PNG prices may also affect the switch from domestic liquefied petroleum gas (LPG) to PNG, albeit to a lesser extent than CNG. Nonetheless, infrastructure build-out at a large number of CGD GAs (geographical areas) should still support overall volume growth in the sector,"

the Fitch Ratings report said.

This state of affairs is in sharp contrast to the rapid developments between 2017 and 2020. Till 2017, cooking gas networks, the legacy of the now-defunct Oriental Gas Company (it started in 1857 in then Calcutta), covered only 17 per cent of the population after eight rounds of bidding. The first round of bidding took place in 2008.

According to D K Sarraf, former chairman of the Petroleum and Natural Gas Regulatory Board (PNGRB), the game-changer was five years of industry-friendly approach by the government and aggressive investment by the private sector. Compared to previous rounds, which saw bidding for only five to 10 GAs, when the government opted for 86 GAs in the eighth round several questions were raised about whether they would be any more successful than earlier rounds.

But Sarraf, whose term ended as PNGRB chairman in December 2020, recalled that during that round, 400 bids were received — around five bids per GA. In 2023, after the completion of 11 A round of CGD, 295 GAs (91 by the end of the eighth round) covering 88 per cent of India's total geographical area spread over around 630 districts, were covered under the CGD network. "The major reasons for the rise in demand for CGD both from the corporate and consumer side are certain policy initiatives (like giving top priority to domestic gas). Now, CGD networks are being given the top priority in terms of domestic gas allocation, which includes even deep-water gas. In addition, the finalisation of bids and allocation took less than a month during the rounds since 2017. This compared to even three to four years in previous rounds," Sarraf said.

As a result, the number of CNG stations in India increased from around 1,300 in early 2018 to 4,853 now, while PNG connections also increased from 4.1 million to



## FUELLING THE FUTURE

	Jan '17	Jan '18	Jan '19	Jan '20	Jan '21	Jan '22	Nov '22
CNG Stations	1,197	1,326	1,596	1,989	2,713	3,878	4,853
Domestic PNG*	3.53	4.12	4.95	5.95	7.42	8.9	10.06
Commercial PNG	21,833	25,711	27,758	28,740	32,059	34,316	36,106
Industrial PNG	6,687	7,418	8,714	10,023	11,010	13,016	14,348

\*million Source: Fitch Ratings

10 million in the same period, a Fitch Ratings report said. Based on the minimum work programme that companies have committed to, this may increase to 17,700 CNG stations and 123 million PNG connections by 2030.

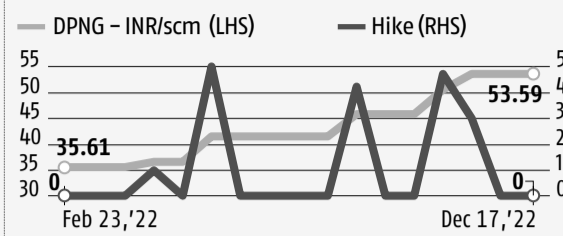
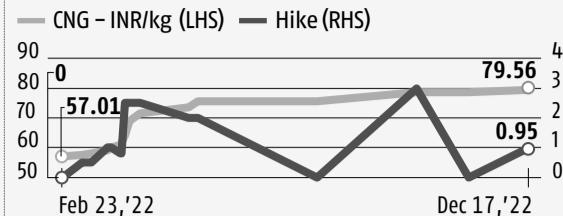
Earlier, the sector was only about public sector units and its joint ventures (JVs); the last few rounds ensured larger participation from the private companies as well. At present, state-run Gujarat Gas is the largest in terms of existing sales, with 27 GAs under

it. Adani Total Gas Limited (ATGL), a joint venture with France's TotalEnergies, has 33 GAs under execution. Another 19 GAs are under execution at ATGL's JV with Indian Oil Corporation (IOC), making the group the largest player in the segment. The other companies include IOC (26 GAs), Bharat Petroleum Corporation (25 GAs) and Megha City Gas (22 GAs), which is a diversified engineering group.

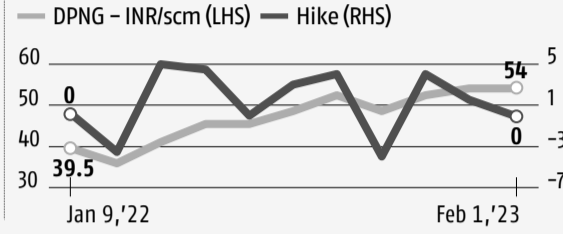
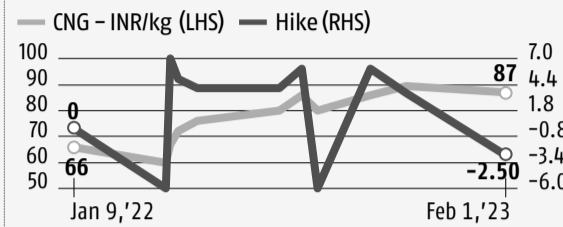
The constraints on gas supply have cramped this growth. "The city gas distri-

bution sector has continued to witness demand growth, mainly for CNG and PNG (domestic) segments despite an increase in domestic gas prices because it remains competitive vis-à-vis alternative fuels like diesel, motor spirit and LPG though the conversion momentum has slowed down," said Prashant Vasishth, vice-president and co-group head — corporate relations, ICRA. But the future of India's transition to this clean fuel will need more than a shrinking price differential to stay on a high.

## DELHI - IGL PRICE HIKE HISTORY



## MUMBAI - MGL PRICE HIKE HISTORY



# How J&K's lithium find can be India's white oil moment

SHINE JACOB  
Chennai, 16 February

So far, the one claim to fame for the Reasi district of Jammu & Kashmir had been the Salal Hydroelectric Power Station on the Chenab river. It was the first hydropower project in J&K, under the Indus Waters Treaty Regime, completed 35 years ago.

Last week, Reasi sprang into national consciousness again when the Geological Survey of India (GSI) announced the Salal-Haimana area in Reasi could be sitting on 5.99 million tonnes of lithium reserves. The question is, can Reasi now barge into global consciousness by helping India become a force in electric vehicles? That depends on a lot of factors.

In the modern world, as gadgets powered by batteries changed the way we lived, worked, and played, lithium became a much sought-after material as a vital component for their batteries. Now, as electric vehicles promise to change the way we travel, lithium has become more important than ever.

The discovery in Salal Haimana gives India the third largest reserves of lithium after Chile and Australia, sufficient enough to meet the country's lithium ion cell manufacturing needs for the next 50 years, say experts. If the entire 5.99 million tonnes turns out to be extractable, it can support 10 TWh (terawatt-hour) of lithium ion cell manufacturing. This can be compared to the current demand of lithium ion batteries of 3 gigawatt hour (GWh), which is projected to touch 20 GWh by 2026 and 70 GWh by 2030, according to a report by Arthur D Little.

"India can now push itself as a cell manufacturing hub," said Mahesh Godi, Founder and chief executive officer of Godi India, the first Indian company to get BIS certification to sell lithium-ion cells made with home-grown technology. India has set an EV sales penetration target of 30 per cent for private cars, 70 per cent for commercial cars, 40 per cent for buses, and 80 per cent for two- and three-wheelers by 2030. That makes this discovery critical to India's targets of meeting its climate-related commitments.

The discovery also has the potential to change the dynamics of the global lithium



## RISING IMPORTS

	2018-19	2019-20	2020-21	2021-22	2022-23*
Lithium	202	147	173	165	189
Lithium-Ion	8,574	8,819	8,811	13,673	16,077

\*April to December Source: Department of Commerce

## CHARGING UP

■ The current demand of lithium ion batteries, around 3 gigawatt hour (GWh), is projected to touch around 20 GWh by 2026 and 70 GWh by 2030

■ Between 2016 and 2021, GSI has carried out surveys on lithium and associated elements in states like Bihar, Chhattisgarh, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Madhya Pradesh, Meghalaya, Karnataka and Rajasthan

■ The finding in J&K is in the G3 stage (initial assessment), in G2 and G1 stages its commercial viability can be assessed

lithium and associated elements in states such as Bihar, Chhattisgarh, Himachal Pradesh, Jammu and Kashmir, Jharkhand, Madhya Pradesh, Meghalaya, Karnataka and Rajasthan. In 2021-22, GSI took up five projects on Lithium and associated minerals in Arunachal Pradesh, Andhra Pradesh, Chhattisgarh, Jammu and Kashmir and Rajasthan.

Industry experts told *Business Standard* these states appeared to have a good amount of reserves, which could make India one of the largest hubs in the world. On the question of how much of these reserves are realistically recoverable, an industry expert said at present it was in the G3 stage, meaning initial assessment, where the finding was confirmed. Its commercial viability will be proven in the G2 and G1 stages. This could take five to seven years.

If all goes well, India will gain from the rise in global lithium prices. "Lithium Carbonate and Lithium Hydroxide prices increased from less than \$10,000 per tonne in 2020 to more than \$80,000 per tonne in 2022-23. This is a huge pressure on lithium ion cell cost, pushing up the costs of electric vehicles. This discovery can make India a hub of low-cost cell manufacturing and enable faster adoption of electrical vehicles in the country.

"India can now push for a 100 per cent electrification target of transportation by 2035," Godi added.

If that happens, it will herald a new era for India, dispensing with its dependence on oil imports for transport. After all, it's not for nothing that lithium is called white oil.

# MAWANA SUGARS LIMITED

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## Statement of Standalone and Consolidated Unaudited financial results for the quarter and nine months ended December 31, 2022

S. No.	Particulars	Standalone						Consolidated					
		Quarter Ended		Nine Months Ended		Year Ended	Quarter Ended		Nine Months Ended		Year Ended		
		Unaudited		Unaudited		Audited	Unaudited		Unaudited		Audited		
		December 31, 2022	September 30, 2022	December 31, 2021	December 31, 2022	March 31, 2022	December 31, 2022	September 30, 2022	December 31, 2021	December 31, 2022	March 31, 2022		
1	Total Income from Operations	4,829.39	3,421.74	4,883.07	11,340.76	11,895.34	14,859.63	4,825.72	3,420.97	4,881.00	11,336.27	11,857.47	14,817.76
2	Profit / (Loss) for the period/year before tax and exceptional items	83.23	(420.96)	202.96	(470.05)	25.69	501.16	71.18	(429.61)	206.12	(501.10)	(19.02)	444.51
3	Profit / (Loss) for the period/year before tax (after exceptional items)	83.23	(420.96)	202.96	(479.65)	(0.54)	448.37	71.80	(428.88)	206.12	(508.95)	(45.25)	379.04
4	Profit / (Loss) for the period/year after tax (after exceptional items)	64.50	(316.31)	148.69	(360.77)	(4.28)	330.83	53.07	(324.23)	151.85	(390.07)	(48.99)	261.50
5	Total Comprehensive Income/(loss) for the period/year (Comprising profit/(loss) for the period/year and Other Comprehensive Income/ (loss) for the period/year (after tax))	64.50	(316.31)	148.69	(360.77)	(4.28)	332.25	53.07	(324.23)	151.85	(390.07)	(48.99)	263.13
6	Equity Share Capital	391.17	391.17	391.17	391.17	391.17	391.17	391.16	391.16	391.16	391.16	391.16	391.16
7	Other Equity as per balance sheet					3,742.55							3,451.48
8	Earnings Per Share (of Rs.10/- each)												
a)	Barnings/Diluted	1.65	(8.09)	3.80	(9.22)	(0.11)	8.46	1.36	(8.29)	3.88	(9.97)	(1.25)	6.69

Notes :  
1 The auditors have conducted limited review of the standalone and consolidated financial results for the quarter and nine months ended December 31, 2022. These unaudited financial results have been recommended by the Audit Committee at its meeting held on February 14, 2023 and approved by the Board of Directors at its meeting held on February 14, 2023.  
2 The above is the extract of the detailed format of financial results for the quarter and nine months ended December 31, 2022, filed with the Stock Exchange under Regulation 33 of SEBI (Listing and Other Disclosure Requirements) Regulations, 2015 as amended. The full format of unaudited financial results for the quarter and nine months ended December 31, 2022 are available on the stock exchange websites. (www.nseindia.com, www.bseindia.com) and on the Company's website.  
3 The results have been prepared in accordance with the Indian Accounting Standards ("IndAS") as prescribed under Section 133 of the Companies Act, 2013 read with relevant rules issued thereunder.

Place : New Delhi  
Date : February 14, 2023

For Mawana Sugars Limited  
Sd/-  
Dharam Pal Sharma  
(Whole Time Director)  
DIN No. 07259344

## GALLANT

### GALLANT ISPAT LIMITED

(Formerly known as Gallant Metal Limited)

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## EXTRACT OF UNAUDITED FINANCIAL RESULTS (STANDALONE & CONSOLIDATED) FOR THE QUARTER AND NINE MONTHS ENDED 31ST DECEMBER, 2022

Sl. No.	Particulars	STANDALONE RESULTS						CONSOLIDATED RESULTS					
		Quarter ended		Quarter ended		Quarter ended	Quarter ended		Quarter ended		Quarter ended		
		31.12.2022	30.09.2022	31.12.2021	31.12.2022	31.12.2021	31.12.2022	30.09.2022	31.12.2021	31.12.2022	31.12.2021		
		Unaudited	Unaudited	Unaudited	Unaudited	Unaudited	Unaudited	Unaudited	Unaudited	Unaudited	Unaudited		
1.	Total Income from Operations (Net)	1,00,689.82	93,574.25	83,304.76	2,96,449.56	2,16,490.61	3,07,098.41	1,00,689.82	93,574.25	83,304.76	2,96,449.56	2,16,492.96	3,07,098.40
2.	Net Profit/(Loss) for the period (before Tax, Exceptional and / or Extraordinary Items)	5,315.50	5,046.42	4,977.34	14,823.86	11,273.61	23,730.38	5,315.50	5,046.42	4,977.34	14,823.86	11,190.00	23,730.38
3.	Net Profit/(Loss) for the period (before Tax, after Exceptional and / or Extraordinary Items)	5,315.50	5,046.42	4,977.34	14,823.86	11,273.61	23,730.38	5,315.50	5,046.42	4,977.34	14,823.86	11,190.00	23,730.38
4.	Net Profit/(Loss) for the period after tax (after Exceptional and / or Extraordinary Items)	2,091.24	2,753.91	2,906.21	7,299.22	7,314.26	17,583.94	2,091.24	2,753.91	2,906.21	7,299.22	8,693.88	17,583.94
5.	Total Comprehensive Income for the period (Comprising Profit/(Loss) for the period (after tax) and Other Comprehensive Income (after tax))	2,118.12	2,780.79	2,935.55	7,379.87	7,402.28	17,780.25	2,118.12	2,780.79	2,935.55	7,379.87	8,870.67	17,780.25
6.	Paid up Equity Share Capital	24,128.09	24,128.09	8,132.23	24,128.09	8,132.23	8,132.23	24,128.09	24,128.09	8,132.23	24,128.09	8,132.23	8,132.23
7.	Earnings Per Share												
	(Face Value of Rs. 10/- each) (for continuing and discontinued operations) -												
1.	Basic:	0.87	1.14	3.57	3.03	8.99	21.62	0.87	1.14	3.57	3.03	10.69	21.62
2.	Diluted:	0.87	1.14	1.20	3.03	8.99	7.29	0.87	1.14	1.20	3.03	3.60	7.29

Notes:  
1 The above is an extract of the detailed format of Unaudited Financial Results (Standalone and Consolidated) for the Quarter and Nine Months ended 31st December, 2022 (UFR) filed with the Stock Exchanges under Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015. The full format of the UFR is available on the website of BSE Limited - www.bseindia.com and National Stock Exchanges of India Limited - www.nseindia.com where the securities of the Company are listed and is also available on the website of the Company - www.gallantt.com  
2 The above Unaudited Financial Results (Standalone and Consolidated) have been reviewed by the Audit Committee and approved by the Board of Directors at their respective Meetings held on 13th February, 2023. UFR have been subjected to limited review by the Statutory Auditors of the Company.  
3 Previous period/year figures have been rearranged / regrouped, reclassified and restated wherever considered necessary.

Date : 13th February, 2023  
Place : New Delhi

For and on behalf of the Board of Directors  
GALLANT ISPAT LIMITED  
C.P. Agrawal  
Chairman & Managing Director  
(DIN: 01814318)

