ADANI GROUP MEDIA COMPILATION
04 May, 2025

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Adani Power Plugs Into 6 - Year Capex Plan of Rs 1.2 lakh cr

PVT SECTOR'S BIGGEST POWER MOVE

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Big Guns

Adani's major power plants and their capacity

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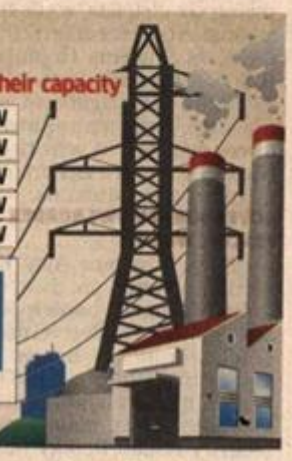
17.55 GW OPERATING CAPACITY

13.12 GW LOCKED-IN GROWTH

30.67 GW Target by 2030

Source: Company



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The Adani Group company has an operating capacity of 17.55 GW, which it aims to increase to 30.67 GW by 2030. In the private sector, its capacity expansion will be the largest. In the public sector, state-owned NTPC is planning to add 30 GW of thermal power capacity by 2032, on top of the earlier 26 GW.

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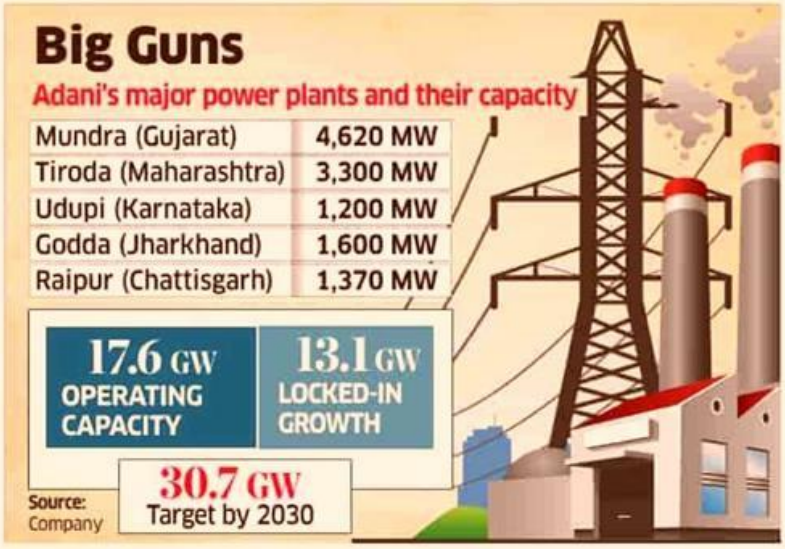

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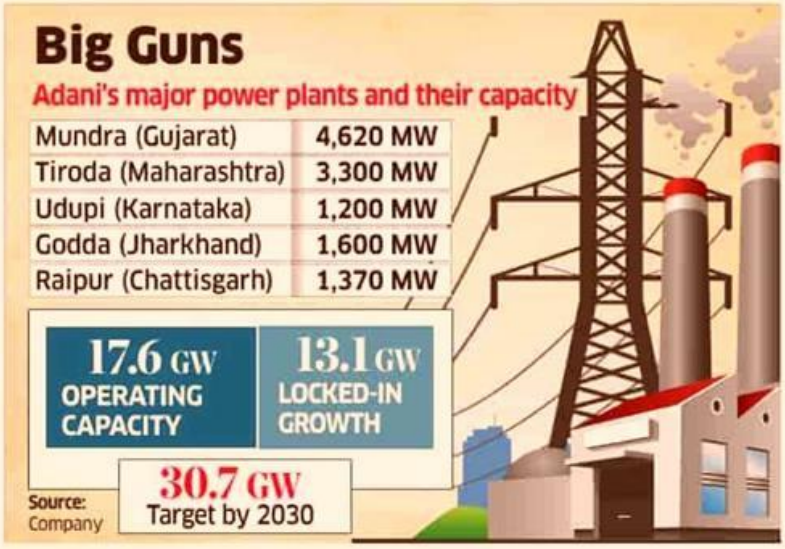

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The Adani Group company has an operating capacity of 17.55 GW, which it aims to increase to 30.67 GW by 2030. In the private sector, its capacity expansion will be the largest. In the public sector, state-owned NTPC is planning to add 30 GW of thermal power capacity by 2032, on top of the earlier 26 GW.

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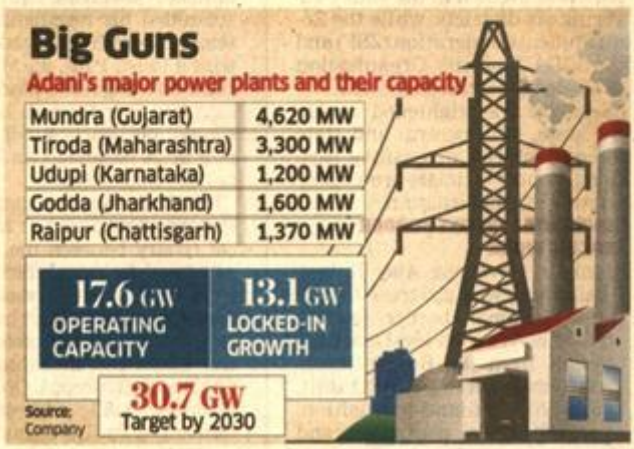

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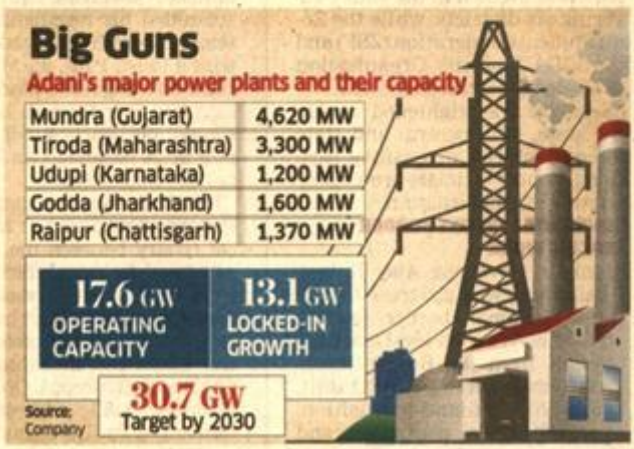

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The Adani Group company has an operating capacity of 17.55 GW, which it aims to increase to 30.67 GW by 2030. In the private sector, its capacity expansion will be the largest. In the public sector, state-owned NTPC is planning to add 30 GW of thermal power capacity by 2032, on top of the earlier 26 GW.

"We are trying to see if there can be a bigger capex opportunity targeting ₹1.2 lakh crore over the course of the next six years," the APL management said on an analyst call on Thursday, adding that the company will fund the capital expenditure through its internal accruals. "We have, on a continuing basis, reported more than ₹21,000 crore EBITDA (earnings before interest, taxes, depreciation and amortisation), and we are expecting to (generate) more than that. So, our internal accruals will be sufficient to meet our capex requirements."

The company added that it plans to expand capacity to 30,670 megawatt by 2030 and is currently constructing three brownfield projects of 300 MW each, at Mahan (Madhya Pradesh), and a 1,320 MW expansion project at Raipur and Raigarh in Chhattisgarh.

"Altogether, we have given advanced orders for 11.2 gigawatt of ultra super critical boilers, turbines and generators to secure a supply chain," the APL management said on the call.

Dividend Decision ▸▸ 7

Note: This is the tracking till 8.30 AM IST

Adani Power Plugs Into 6-Year Capex Plan of Rs 1.2 lakh cr

Dividend Decision at the Right Time

▸▸ From Page 1

The management called it a strong competitive advantage for the company as it will have capacity getting commissioned ahead of the competition.

On payment of dividend, the management said, "Dividend is a decision that the board will take at the right time when the returns that they are generating from incremental cash flow investments are lower than the marginal rate of return that the investors are looking for."

Adani Power on Wednesday reported a 5% fall in January-March net profit to ₹2,599.23 crore from ₹2,737.24 crore a year ago. For the entire financial year 2024-25, net profit plunged 39% to ₹12,749 crore from ₹20,828 crore in the previous fiscal.

Revenue rose 6.54% to ₹14,237 crore in the fourth quarter against ₹13,363 crore a year ago. For the entire year, revenue from operations increased 11.62% year-on-year to ₹56,203 crore against ₹50,351 crore. Total income grew 4.7% to ₹14,535 crore in the March quarter, up from ₹13,881 crore in the year-ago period.

"APL plans to grow its operating capacity to 30+ GW and command a larger share of the domestic thermal power market, as the company sees coal as a sticky input to the growing economy and power market of India," Cantor Fitzgerald Research said in a report dated May 1, adding that Adani Power also has 87% of its capacity contracted under long-term power purchase agreements, of which 92% have fuel cost recovery, providing long-term visibility and safety to the company's cash flows and margin profile.

Adani Power's thermal power plants are strategically placed near domestic coal mines or international ports, enabling the power producer to source coal more efficiently and capture more upside in times of peak power demand, the report added.

"We have won four mines with a total of 14 mtpa capacity. Three of these mines are in Madhya Pradesh and one is in Maharashtra. One of the mines will start coal production this year," APL said.

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PVT SECTOR'S BIGGEST POWER MOVE

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Big Guns

Adani's major power plants and their capacity

Mundra (Gujarat)	4,620 MW
Tiroda (Maharashtra)	3,300 MW
Udupi (Karnataka)	1,200 MW
Godda (Jharkhand)	1,600 MW
Raipur (Chattisgarh)	1,370 MW

17.55 GW OPERATING CAPACITY

13.12 GW LOCKED-IN GROWTH

30.67 GW Target by 2030

Source: Company

Co aims to fund the investment through its internal accruals

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PTI

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MD Karan Adani says APSEZ to invest ₹13kcr in Vizhinjam International Seaport in phase 2

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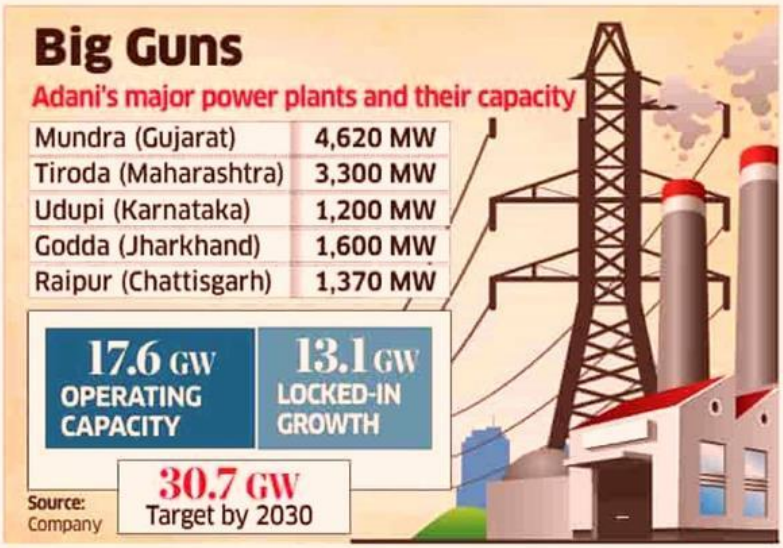

Co aims to fund the investment through its internal accruals

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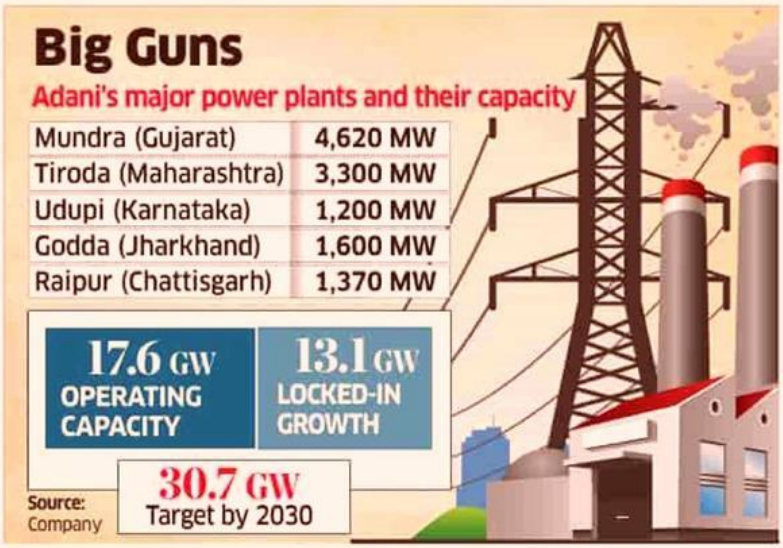

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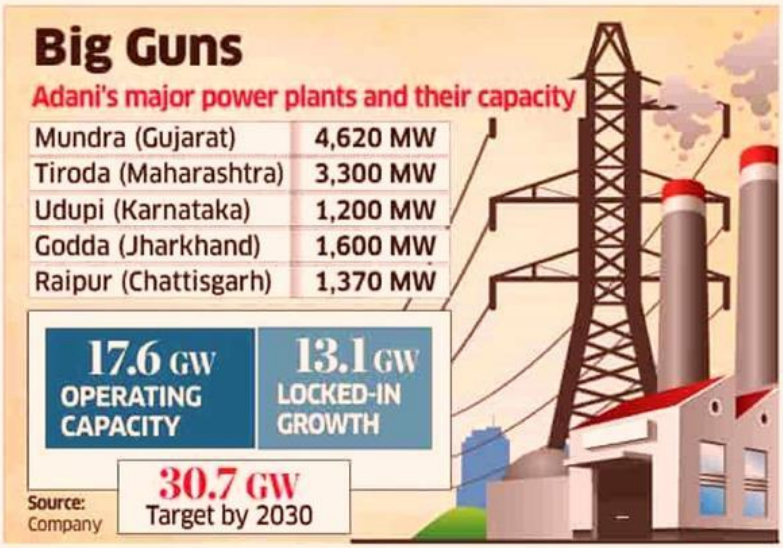

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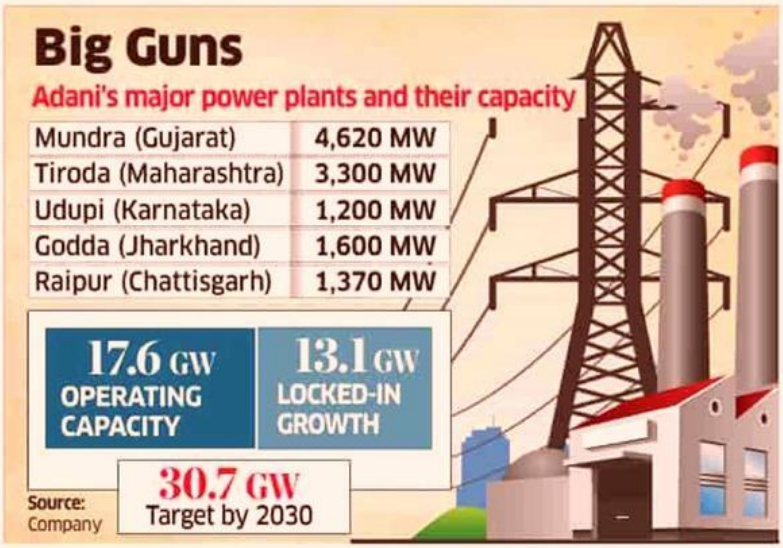

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New terms for sharing credit

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Version 2.0 of co-lending is set to rise, but its earlier avatar continues to cast a shadow, report **RAGHU MOHAN** & **ABHIJIT LELE**

ILLUSTRATION: AJAYA MOHANTY

Almost seven years after it was rolled out, the Reserve Bank of India (RBI) has hit the reset button on co-lending. The new draft framework goes beyond banks and non-banking financial companies (NBFCs) to cover all regulated entities (REs), and segments outside priority-sector loans.

Will version 2.0 fire?

The reality is that co-lending did not take off because banks and NBFCs had to dance around issues after blowouts in shadow banking, and iron out the finer aspects of the model. And even now, there's no data from Mint Road on the outstanding loans under this arrangement. A report by Crisil put NBFCs' assets under co-lending as nearing ₹1 trillion at end-December 2023; another by Icra put it at ₹50,000 crore in FY24. But both numbers are not to be taken as the total assets under this facility of banks and NBFCs.

The pain points

"I think everybody is struggling. Fundamentally, it means your underwriting standards should be aligned with those of the originator: NBFCs," says a candid Prashant Kumar, managing director (MD) and chief executive officer (CEO) of Yes Bank. Asked if the draft framework addresses these issues, he points to the fact that it now covers arrangements across all REs and segments. Or take microfinance institutions, some of whom are under stress. As Jiji Mammen, executive director and CEO of Sa-Dhan — the self-regulatory body for the business — views it, the risk appetite of the partners will be different and "accordingly, will opt for their share in the arrangement. The perception of each entity will also reflect in their individual pricing."

So, how do REs get on the same page?

A model document may have to be worked out to be agreed upfront between them. For example, banks are more comfortable funding fleet operators and NBFCs are happier with new-to-credit commercial vehicle owners. Banks service largely out of branches; NBFCs are fine with field decisions. Just that the differences will cover a wider lot of REs here on. Again, the RBI has made it clear that since the borrower remains the same, if an RE classifies its exposure as non-performing, the same shall be applicable to other RE too.

Ultimate responsibility

The other aspect to be factored is the RBI's master direction on 'Managing Risks and Code of Conduct in Outsourcing of Financial Services'. It's categorical that outsourcing of any activity by an RE does not diminish its obligations, as also that of its board/senior management, which have the ultimate responsibility for the outsourced activity. That REs must ensure the service provider employs the same high standard of care while performing the services as would be employed by them — that is if the activities were conducted by the REs and not outsourced.

Then, there is the issue of the first-loss default guarantee (FLDG) — where its issuer compensates another in a lending relationship for the first losses incurred on a loan portfolio due to defaults, up to a predetermined percentage. It is capped at five per cent now. Shachindra Nath, founder and MD of UGRO Capital, says: "We have been asking for uniformity between digital lending-business correspondent arrangement and co-lending. Given that FLDGs have been allowed, it will make banks open up to co-lending because the spread they would allow to NBFCs would ensure that they have minimal credit cost."

According to Gaurav Gupta, founder, MD & CEO of Tyger Capital (the erstwhile Adani Capital): "There is little difference between the interest charged by banks and NBFCs for co-lending. If banks are now going to ask for FLDG, will the lending rate be lower?"

Put differently, FLDGs involve a cost to the issuer (it's a contingent liability): how is it to be factored in co-lending? Remember, the borrower pays a blended rate; and to the extent FLDG is in play, its issuer has to make it good. The irony here is that a section of REs was all along for FLDGs even as Mint Road was a bit wary of the product: the fear being REs will seek comfort through FLGDs, rather than put their skin in the game, and this may run counter to its view on outsourcing in the master direction.

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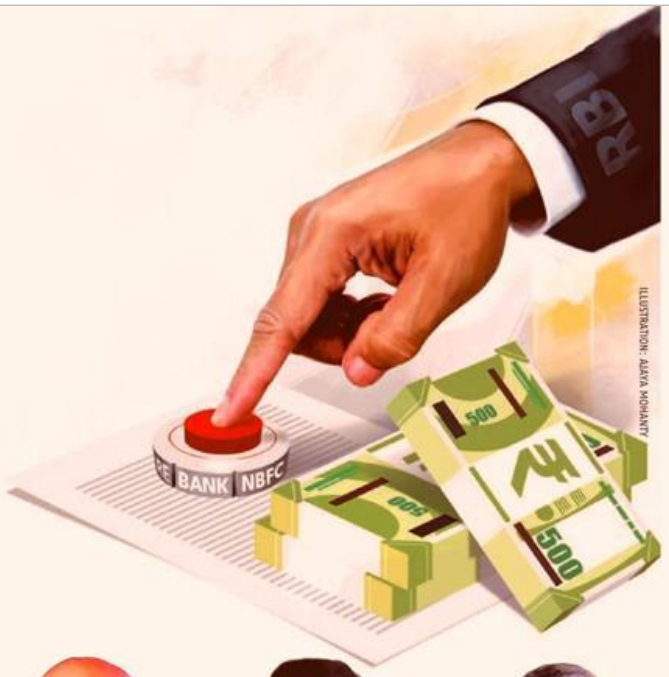

Almost seven years after it was rolled out, the Reserve Bank of India (RBI) has hit the reset button on co-lending. The new draft framework goes beyond banks and non-banking financial companies (NBFCs) to cover all regulated entities (REs), and segments outside priority-sector loans.

Will version 2.0 fire?

The reality is that co-lending did not take off because banks and NBFCs had to dance around issues after blowouts in shadow banking, and iron out the finer aspects of the model. And even now, there's no data from Mint Road on the outstanding loans under this arrangement. A report by Crisil put NBFCs' assets under co-lending as nearing ₹1 trillion at end-December 2023; another by Icra put it at ₹50,000 crore in FY24. But both numbers are not to be taken as the total assets under this facility of banks and NBFCs.

The pain points

"I think everybody is struggling. Fundamentally, it means your underwriting standards should be aligned with those of the originator: NBFCs," says a candid Prashant Kumar, managing director (MD) and chief executive officer (CEO) of Yes Bank. Asked if the draft framework addresses these issues, he points to the fact that it now covers arrangements across all REs and segments. Or take microfinance institutions, some of whom are under stress. As Jiji Mammen, executive director and CEO of Sa-Dhan — the self-regulatory body for the business — views it, the risk appetite of the partners will be different and "accordingly, will opt for their share in the arrangement. The perception of each entity will also reflect in their individual pricing."

So, how do REs get on the same page?

A model document may have to be worked out to be agreed upfront between them. For example, banks are more comfortable funding fleet operators and NBFCs are happier with new-to-credit commercial vehicle owners. Banks service largely out of branches; NBFCs are fine with field decisions. Just that the differences will cover a wider lot of REs here on. Again, the RBI has made it clear that since the borrower remains the same, if an RE classifies its exposure as non-performing, the same shall be applicable to other RE too.

Ultimate responsibility

The other aspect to be factored is the RBI's master direction on 'Managing Risks and Code of Conduct in Outsourcing of Financial Services'. It's categorical that outsourcing of any activity by an RE does not diminish its obligations, as also that of its board/senior management, which have the ultimate responsibility for the outsourced activity. That REs must ensure the service provider employs the same high standard of care while performing the services as would be employed by them — that is if the activities were conducted by the REs and not outsourced.

Then, there is the issue of the first-loss default guarantee (FLDG) — where its issuer compensates another in a lending relationship for the first losses incurred on a loan portfolio due to defaults, up to a predetermined percentage. It is capped at five per cent now. Shachindra Nath, founder and MD of UGRO Capital, says: "We have been asking for uniformity between digital lending-business correspondent arrangement and co-lending. Given that FLDGs have been allowed, it will make banks open up to co-lending because the spread they would allow to NBFCs would ensure that they have minimal credit cost."

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CO-LENDING AUM OF SMALL & MEDIUM NBFCs

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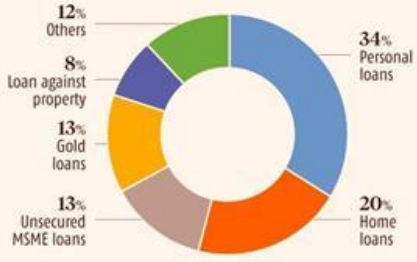

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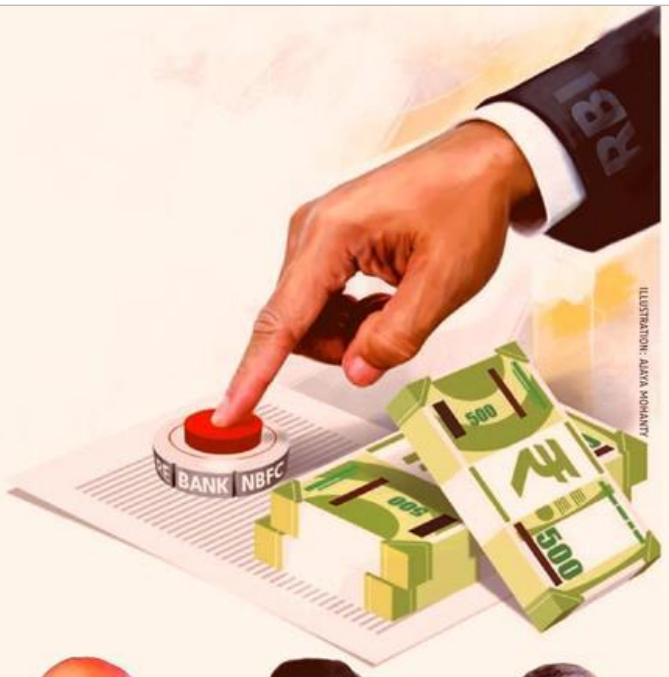

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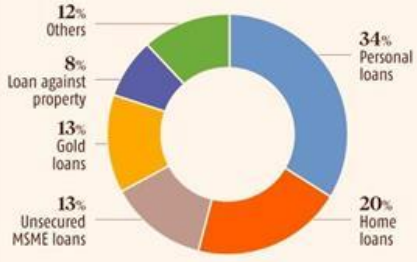

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"Within APSEZ, we have three big verticals that we are building on -- marine business, logistics business and agri-logistics business," he said. PTI

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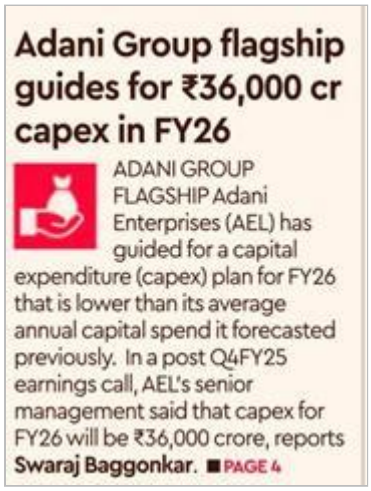

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ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has guided for a capital expenditure (capex) plan for FY26 that is lower than its average annual capital spend it forecasted previously. In a post Q4FY25 earnings call, AEL's senior management said that capex for FY26 will be ₹36,000 crore, reports **Swaraj Baggonkar.** ■ PAGE 4

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AMOUNT LOWER THAN PROJECTED EARLIER

Adani Enterprises pegs FY26 capex at ₹36,000 crore

- Firm earlier revised capex downwards for two consecutive yrs

SWARAJ BAGGONKAR
Mumbai, May 4

ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has announced a capex plan of ₹36,000 crore for FY26 in a post Q4FY25 earnings call. This amount is lower than its average annual capital spend forecast earlier. Previously also, the firm had significantly revised its capex downwards for two consecutive years – FY24 and FY25.

In its spending plan announced in 2022, the company had said it would incur a capex of $49 billion (₹3.92 lakh crore) spread over five years starting with FY25, an average of nearly $10 billion (₹80,000 crore) every year.

Over the last two consecutive years (FY24 and FY25), AEL's actual capex has been much lower than what it had declared earlier. While the capex guidance for FY24 was $5.4 billion (₹43,200 crore), it closed the year at ₹33,600 crore.

SPENDING PLANS

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"We have completed capex of just over ₹31,500 in FY25 and we are on track in the following year of roughly, just over ₹36,000 crore, " said Jugeshinder Singh, chief financial officer, Adani Enterprises on the call.

The capex for AEL's green hydrogen ecosystem will be ₹5,500 crore, while the fledgling airports business will be at ₹10,500 crore in FY26. The roads business will see ₹6,200 crore capex while for the PVC business, ₹9,000 crore has been earmarked as capex in FY26.

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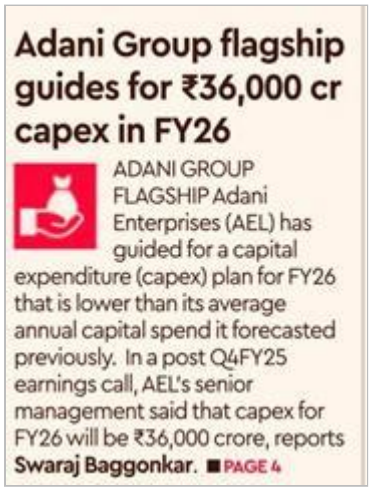

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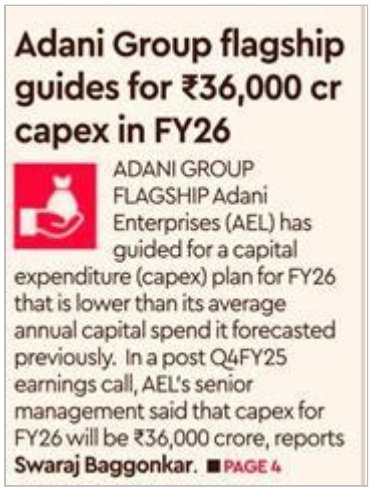

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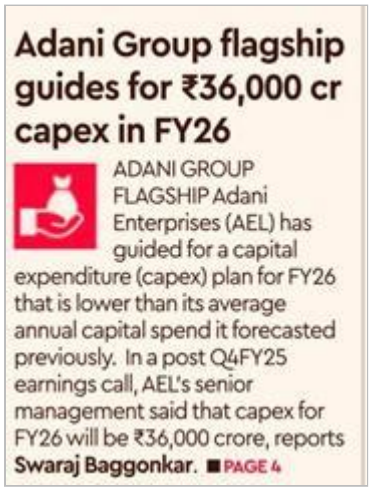

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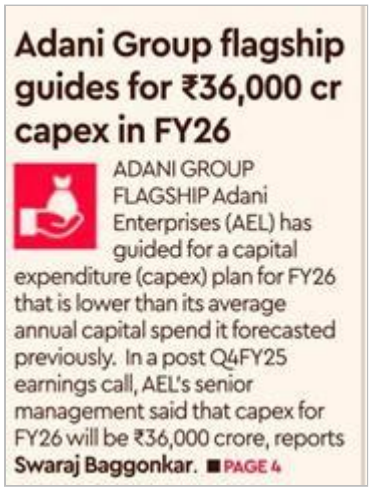

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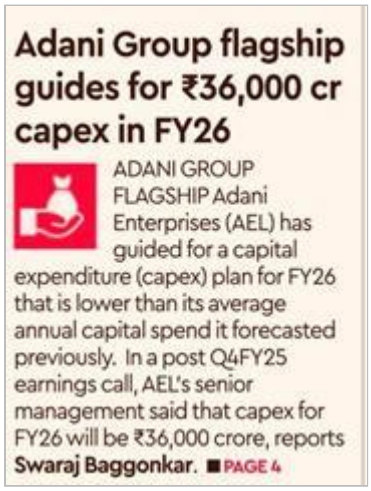

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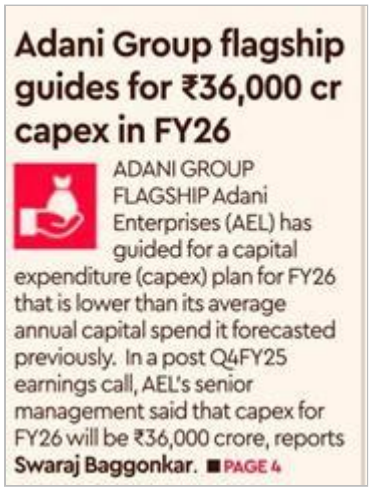

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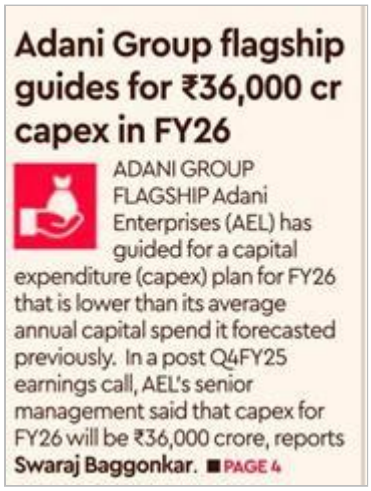
Adani Group flagship guides for Rs36,000 cr capex in FY26



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AMOUNT LOWER THAN PROJECTED EARLIER

Adani Enterprises pegs FY26 capex at ₹36,000 crore

- Firm earlier revised capex downwards for two consecutive yrs

SWARAJ BAGGONKAR
Mumbai, May 4

ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has announced a capex plan of ₹36,000 crore for FY26 in a post Q4FY25 earnings call. This amount is lower than its average annual capital spend forecast earlier. Previously also, the firm had significantly revised its capex downwards for two consecutive years – FY24 and FY25.

In its spending plan announced in 2022, the company had said it would incur a capex of $49 billion (₹3.92 lakh crore) spread over five years starting with FY25, an average of nearly $10 billion (₹80,000 crore) every year.

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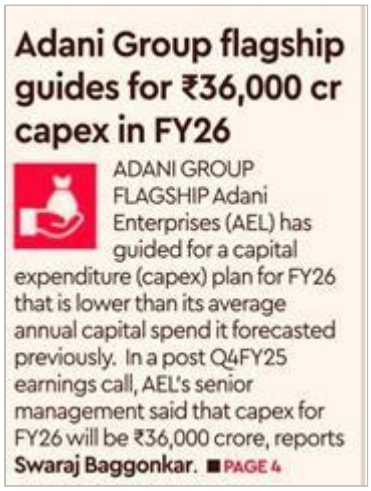

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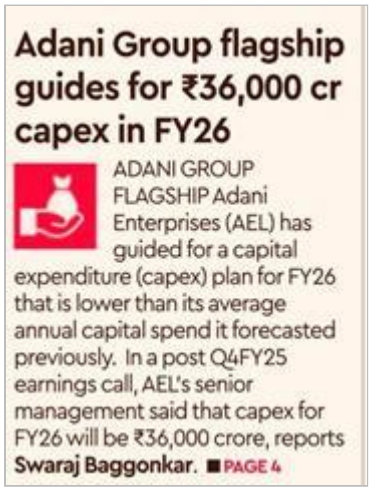

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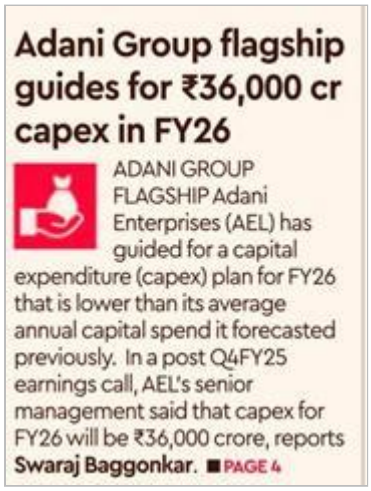

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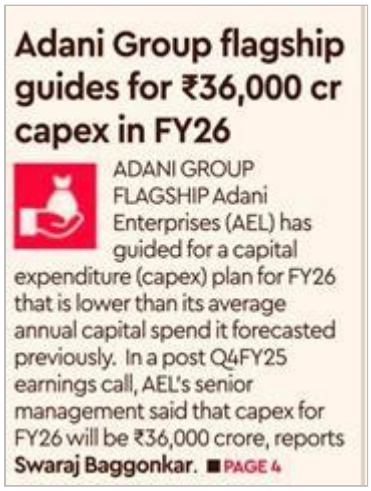

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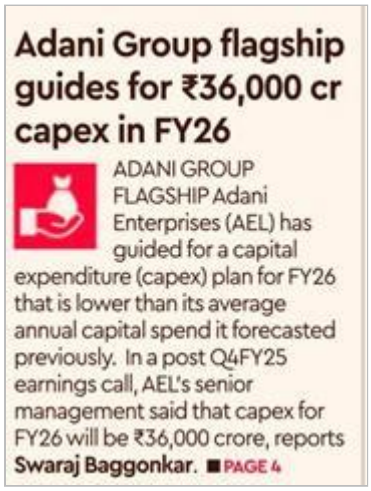

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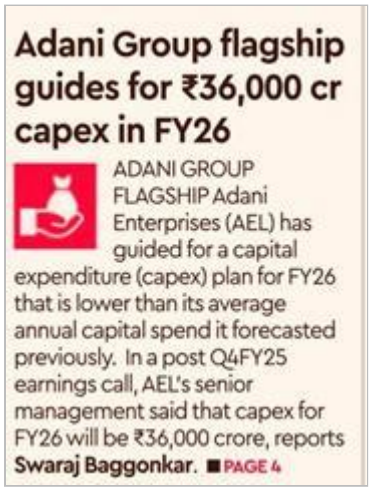

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SPENDING PLANS

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The capex for AEL's green hydrogen ecosystem will be ₹5,500 crore, while the fledgling airports business will be at ₹10,500 crore in FY26. The roads business will see ₹6,200 crore capex while for the PVC business, ₹9,000 crore has been earmarked as capex in FY26.

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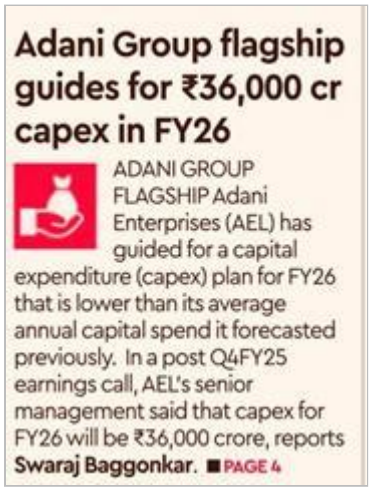
Adani Group flagship guides for Rs36,000 cr capex in FY26



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AMOUNT LOWER THAN PROJECTED EARLIER

Adani Enterprises pegs FY26 capex at ₹36,000 crore

- Firm earlier revised capex downwards for two consecutive yrs

SWARAJ BAGGONKAR
Mumbai, May 4

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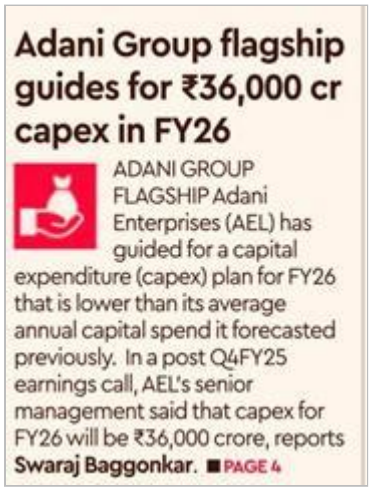

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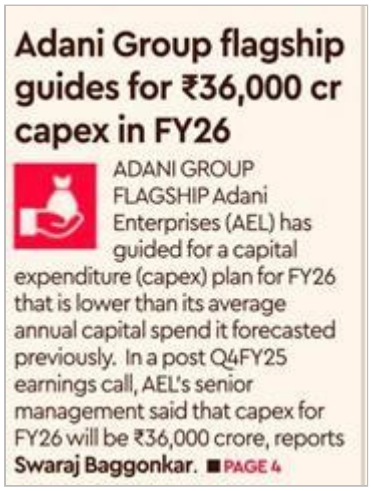

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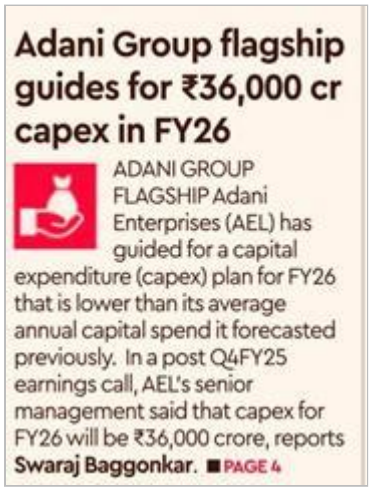

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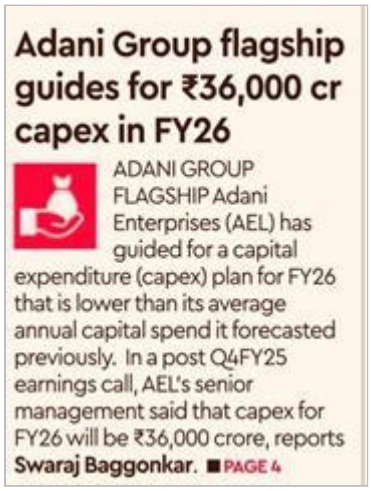

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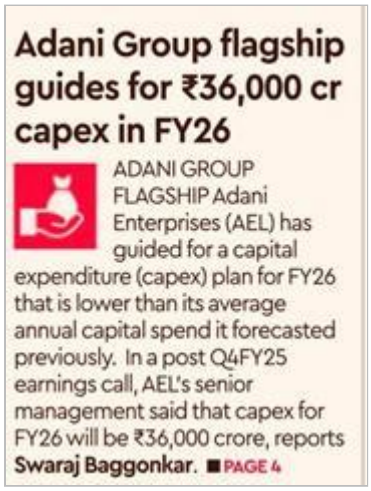

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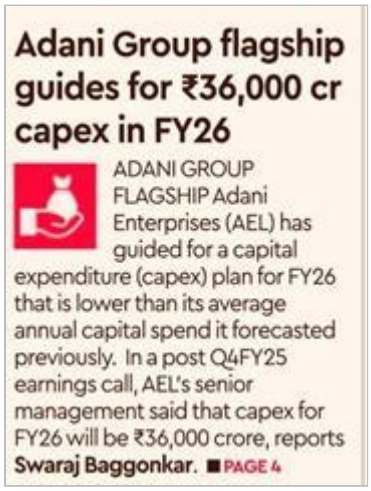

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ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has guided for a capital expenditure (capex) plan for FY26 that is lower than its average annual capital spend it forecasted previously. In a post Q4FY25 earnings call, AEL's senior management said that capex for FY26 will be ₹36,000 crore, reports **Swaraj Baggonkar.** ■ PAGE 4

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AMOUNT LOWER THAN PROJECTED EARLIER

Adani Enterprises pegs FY26 capex at ₹36,000 crore

- Firm earlier revised capex downwards for two consecutive yrs

SWARAJ BAGGONKAR
Mumbai, May 4

ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has announced a capex plan of ₹36,000 crore for FY26 in a post Q4FY25 earnings call. This amount is lower than its average annual capital spend forecast earlier. Previously also, the firm had significantly revised its capex downwards for two consecutive years – FY24 and FY25.

In its spending plan announced in 2022, the company had said it would incur a capex of $49 billion (₹3.92 lakh crore) spread over five years starting with FY25, an average of nearly $10 billion (₹80,000 crore) every year.

Over the last two consecutive years (FY24 and FY25), AEL's actual capex has been much lower than what it had declared earlier. While the capex guidance for FY24 was $5.4 billion (₹43,200 crore), it closed the year at ₹33,600 crore.

SPENDING PLANS

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"We have completed capex of just over ₹31,500 in FY25 and we are on track in the following year of roughly, just over ₹36,000 crore, " said Jugeshinder Singh, chief financial officer, Adani Enterprises on the call.

The capex for AEL's green hydrogen ecosystem will be ₹5,500 crore, while the fledgling airports business will be at ₹10,500 crore in FY26. The roads business will see ₹6,200 crore capex while for the PVC business, ₹9,000 crore has been earmarked as capex in FY26.

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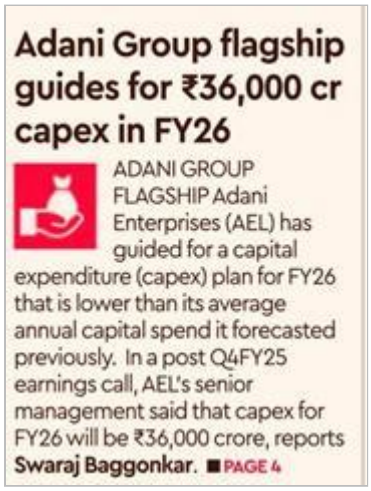

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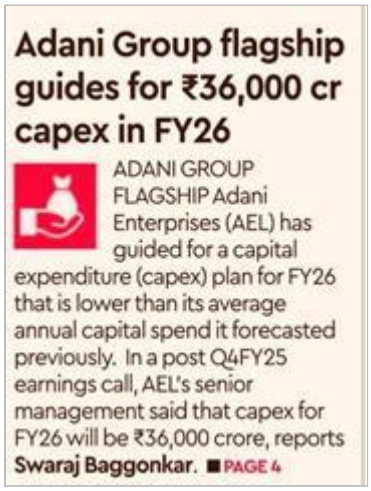

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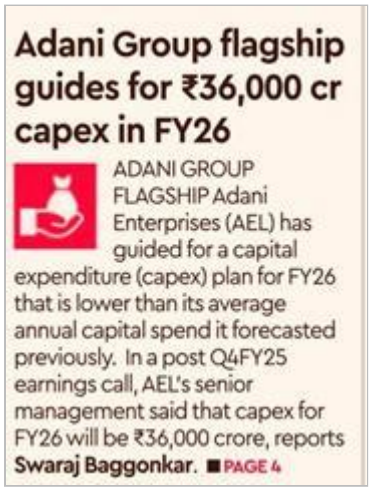

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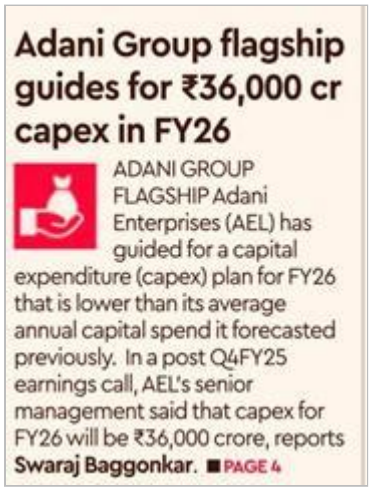

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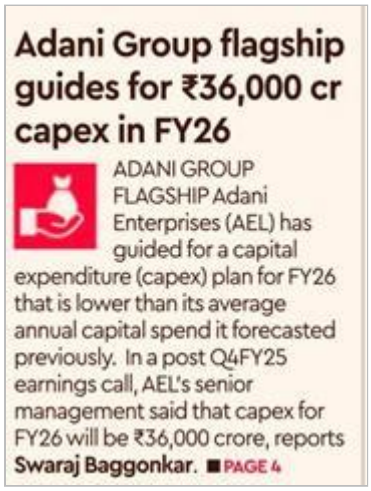

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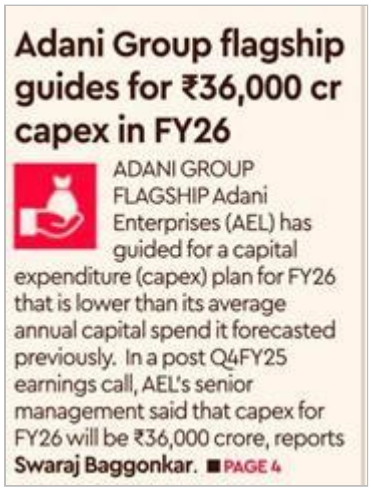

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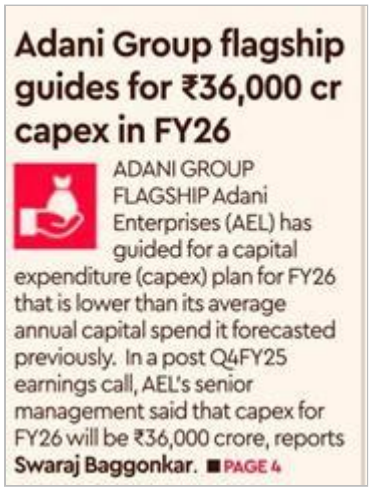
Adani Group flagship guides for Rs36,000 cr capex in FY26



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AMOUNT LOWER THAN PROJECTED EARLIER

Adani Enterprises pegs FY26 capex at ₹36,000 crore

- Firm earlier revised capex downwards for two consecutive yrs

SWARAJ BAGGONKAR
Mumbai, May 4

ADANI GROUP FLAGSHIP Adani Enterprises (AEL) has announced a capex plan of ₹36,000 crore for FY26 in a post Q4FY25 earnings call. This amount is lower than its average annual capital spend forecast earlier. Previously also, the firm had significantly revised its capex downwards for two consecutive years – FY24 and FY25.

In its spending plan announced in 2022, the company had said it would incur a capex of $49 billion (₹3.92 lakh crore) spread over five years starting with FY25, an average of nearly $10 billion (₹80,000 crore) every year.

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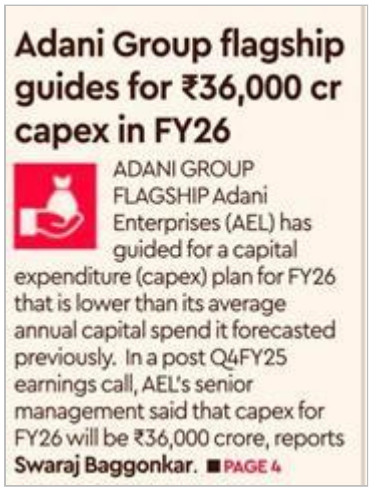

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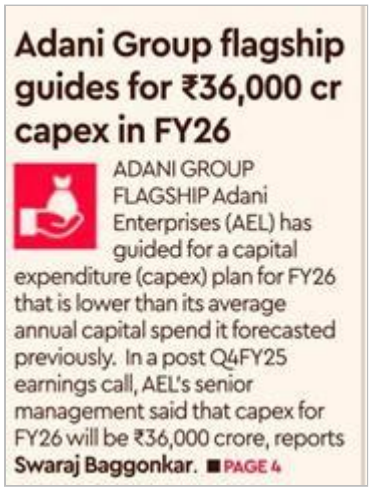

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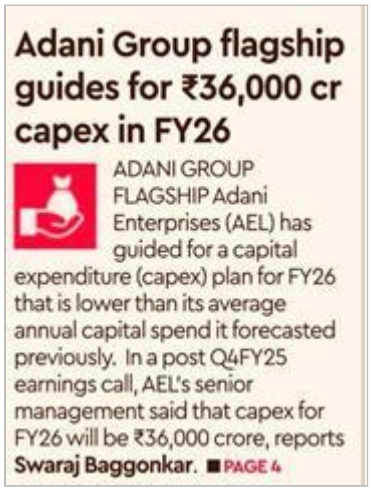

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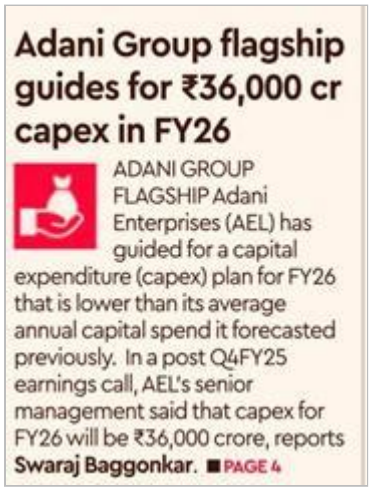

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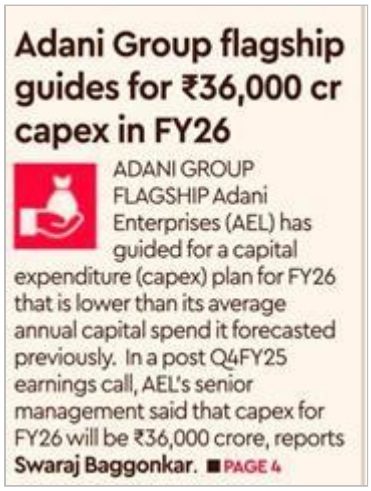

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Adani Ports and Special Economic Zone (APSEZ), which manages overseas ports in Israel, Sri Lanka, Tanzania and Australia, is planning to acquire more international port assets in Africa and South-East Asia, company officials said.

"We are looking at some ports in Africa and South East Asia. I can't disclose more. That is where we are targeting today," Ashwani Gupta, CEO of APSEZ said, adding that the company was looking at port acquisitions overseas that have the potential to grow and expand.

"It should be a best match between what we want to do and what is available," Gupta said during an earnings call held for the fourth quarter results for 2024-25.

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> CEO, APSEZ

FUTURE ACQUISITIONS

The official said future acquisitions of overseas ports will be done in line with the company's strategy to acquire assets across South-East Asia, India, Middle-East Asia and Africa.

The company will also look to acquire assets where it can hold a majority stake and operate. APSEZ recently announced the acquisition of the North Queensland Export Terminal, located at the Port of Abbot Point in Australia.

It also operates ports at Colombo in Sri Lanka, Dar Es Salaam in Tanzania and Haifa in Israel.

Talking about the operations at Haifa, Gupta said, "In Haifa, we have achieved two major milestones. Firstly, we have put our President to run the operations in Haifa. We will also have our CFO in Haifa to run the business. Then there are 4-5 specialised personnel who will support Haifa and improve efficiency and effectiveness."

The second major achievement which APSEZ has done at Haifa was entering into negotiations with eight labour unions. "We have signed the union agreement till 2036, which is bringing big efficiency in productivity improvement at the port," the APSEZ official added.

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Adani Enterprises Ltd, the flagship company of the Adani Group, is targeting capital expenditure of over ₹36,000 crore for FY25-26, of which 29 per cent will be spent on the airports business.

"We have completed a capex of about ₹31,500 crore during FY25. We are on track in the following year for just over ₹36,000 crore," said Jugeshinder Singh, Chief Financial Officer, Adani Group, said during an earnings call held earlier this week.

Apart from airports, a large portion of the investment is expected to be spent on the green hydrogen ecosystem, roads and solar PVC. Of the total capex, ₹10,500 crore will be spent on airports, ₹9,000 crore on PVC, ₹6,200 crore on roads and ₹5,500 crore on green hydrogen ecosystem.

Jugeshinder Singh, CFO, Adani Group

The company laid bare plans to "upgrade" the T1 terminal of the Mumbai airport and operationalise the Navi Mumbai airport. The official said upgradation of T1 will not be "rushed."

STABILISE OPS

"Once we announce a proper transition to Navi Mumbai after operational stablisation, we will determine what is the best timing in consultation with the airlines. But we want to upgrade Terminal 1. It won't be rushed. It won't be near term," Singh said about the demolition of T1.

Company officials said the exact "start date" for demolition work had not been decided as the company was focused on first stabilising operations at Navi Mumbai to ensure that airlines are "comfortable" operating from the airport.

Talking about passenger demand in Mumbai, Singh said, "The capacity structure and latent demand in Mumbai far exceeds the demand in any other part or any single city in India. Consequently the latency of the demand is much higher than the current traffic numbers of passengers, possibly 100 million plus." The official said phase-2 of the Navi Mumbai airport development will start after the stablisation of phase-1. "For Navi Mumbai, we expect to start phase-2 immediately, post stablisation of phase-1. All preparations are already done. Phase-2 will take the capacity (of Navi Mumbai airport) from 20 million to 60 million passengers."

Out of an EBITA of about ₹4,000 crore for the airports business, about 45 per cent of the pie belongs to the Mumbai International Airport Ltd and the rest to the ecosystem of other airports that sit under the Adani Airports Holdings Ltd.

Under the Adani Airports Holdings Ltd, the company handles seven airports that catered to 94.4 million passengers in FY25, registering a y-o-y growth of seven per cent.

Note: This is the tracking till 8.30 AM IST

Strategic sea link to Far East Russia turns vital

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Total	**1,379**	**2,574**	**87%**	**1,089**	**1,613**	**48%**

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EURASIAN TRADE

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FRESH ENERGY. Chennai-Vladivostok eastern maritime corridor is busier than ever, with shiploads of crude oil and coal

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Kamarajar (Ennore)	70	239	241%	-	-	-
Chennai	NA	NA	NA	296	697	135%
VO Chidambaranar (Thoothukudi)	0	0	-	-	-	-
Total	**1,379**	**2,574**	**87%**	**1,089**	**1,613**	**48%**

Source: Chennai Port Authority

EURASIAN TRADE

An official with a leading maritime research firm pointed to India's heavy reliance on imported coking coal, with Australia being a primary supplier. While Australia's share in India's coking coal imports has historically been high (70-75 per cent), it has recently dipped (about 60 per cent) with more steel mills exploring alternative suppliers like Russia and the United States.

As the East Coast of India accounts for more than 70 per cent of India's crude steel capacity, the Chennai-Vladivostok route is expected to cater to the growth in the import of coking coal from Russia to Indian ports such as Haldia, Dhamra, Paradip, Visakhapatnam, Gangavaram and Kakinada, he said.

A faculty member at a large maritime institute said that, for India's East Coast, the link opens doors to new export markets, industrial growth near ports and job creation. While challenges like Vladivostok's harsh winters and container imbalances remain, both nations are working together to address them.

As the corridor matures, India is poised to evolve from a user of global trade lanes to a key architect, with the Chennai-Vladivostok route serving as a symbol of its strategic and economic aspirations in Eurasian trade, he said.

We value your feedback.
Do send your comments to
bl.logistics@thehindu.co.in

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STABILISE OPS

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Adani Ports and Special Economic Zone (APSEZ), which manages overseas ports in Israel, Sri Lanka, Tanzania and Australia, is planning to acquire more international port assets in Africa and South-East Asia, company officials said.

"We are looking at some ports in Africa and South East Asia. I can't disclose more. That is where we are targeting today," Ashwani Gupta, CEO of APSEZ said, adding that the company was looking at port acquisitions overseas that have the potential to grow and expand.

"It should be a best match between what we want to do and what is available," Gupta said during an earnings call held for the fourth quarter results for 2024-25.

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> CEO, APSEZ

FUTURE ACQUISITIONS

The official said future acquisitions of overseas ports will be done in line with the company's strategy to acquire assets across South-East Asia, India, Middle-East Asia and Africa.

The company will also look to acquire assets where it can hold a majority stake and operate. APSEZ recently announced the acquisition of the North Queensland Export Terminal, located at the Port of Abbot Point in Australia.

It also operates ports at Colombo in Sri Lanka, Dar Es Salaam in Tanzania and Haifa in Israel.

Talking about the operations at Haifa, Gupta said, "In Haifa, we have achieved two major milestones. Firstly, we have put our President to run the operations in Haifa. We will also have our CFO in Haifa to run the business. Then there are 4-5 specialised personnel who will support Haifa and improve efficiency and effectiveness."

The second major achievement which APSEZ has done at Haifa was entering into negotiations with eight labour unions. "We have signed the union agreement till 2036, which is bringing big efficiency in productivity improvement at the port," the APSEZ official added.

CAPITAL EXPENDITURE

APSEZ is targeting a ₹12,000 crore capital expenditure for financial year 2026 and a possible port acquisition this year will only add to the investments for the current financial year. Of the proposed capex for FY26, a significant portion will be spent on beefing up infrastructure for handling containerised cargo.

"Container cargo will remain our growth driver. We are going to invest heavily on container terminals whether it is in Mundra, Vizhinjam, Colombo, Ennore or Kattupalli. We want to keep expanding our capacities everywhere. That is the number one capex driver," Gupta said, adding APEZ's market share in containers had grown from 43.8 per cent to 45.5 per cent in FY 25.

Having achieved record high cargo volume at 450 million tonnes, APSEZ, earlier this week, posted an all-time high profit after tax of ₹11,061 crore, a 37 per cent y-o-y growth.

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Gujarat's ro-pax service loses money

IN ROUGH WATER

Gujarat's ro-pax service loses money

Avinash Nair

It's been seven long years since Gujarat proudly launched its ferry service across the Gulf of Khambhat — a dream project meant to link rural Saurashtra with the vibrant city of Surat and its famed textiles and diamonds. Backed by the Centre's Sagarmala initiative and boasting sleek new ro-pax ships — capable of ferrying vehicles and passengers — from South Korea and Japan, you'd think it would be smooth sailing.

But the reality is quite different. The ambitious venture is losing money. The project's first ship, 'Island Jade', was brought in with great hope by a Surat businessman in 2017 to launch the service between Ghogha, on the western flank of the Gulf of Khambhat, and Hazira on the eastern side.

"Despite achieving 55 per cent capacity utilisation in transporting passengers and an impressive 87 per cent in cargo capacity utilisation, we are unable to meet the cost of operating the ferry service. We now have a net loss of ₹325 crore," says Chetan Contractor, the promoter and Chairman of the Surat-based Detox Group, which operates the ferry through a subsidiary, Indigo Seaways Pvt Ltd.

In November 2020, the Union Ministry of Ports, Shipping and Waterways operationalised ro-pax ferry service between Ghogha and Hazira after Prime Minister Narendra Modi flagged it off with great fanfare. It has since transported 12.59 lakh passengers and 4.5 lakh vehicles. Compared to road transport, the ferry service cuts travel between Ghogha in Bhavnagar district and Hazira in Surat district by 400 km.

"Till date, we have unsecured loans totalling ₹242 crore, and we have no clue how to repay it. Even after selling the two vessels, a huge amount will be outstanding," says Contractor. He adds that the ₹90 crore cost incurred on terminal operations has not been reimbursed by government agencies, as per the tripartite agreement inked between Indigo Seaways, Deendayal Port Authority and the Gujarat Maritime Board.

"The cost of operating the ferry terminals is not our responsibility. Secondly, we had bought a second ferry from Japan as we were expecting to bag the proposed Pipavav-Hazira and Pipavav-Mumbai ferry services. However, both projects did not take off and we were forced to deploy the ferry on the Ghogha-Hazira route in November 2022, after it remained idling for 1.5 years at Pipavav port," he says.

HOW IT ROLLS. The ro-pax ferry service between Ghogha and Hazira has transported 4.5 lakh vehicles till date

The ferry operator has now sought viability gap funding from the government. "The ro-pax ferries are competing with road and rail transport of the government, which operate on subsidies. We have written to the GoI for support, without which the project is not financially viable, making it impossible to continue operating the service," Contractor says.

To attract more traffic to the ferry service, the company had fixed the average ticketing price at ₹400-600 per passenger, which is half of the actual ticket cost.

BACKSTORY

The history of the ferry service across the Gulf of Khambhat is much older. The project had been on the drawing board since 1995. However, it was in June 2010 that the project received Coastal Regulation Zone clearance for construction activities and operation of ferry service. It was originally planned to be operated between Ghogha and Dahej, which lies north of Hazira, to provide a crucial link to Bharuch and Surat.

Work on the project began in 2012, when Modi, as Gujarat Chief Minister, performed the 'bhoomi pujan' at Ghogha. After more than ₹600 crore spent on the project, spearheaded by the Gujarat Maritime Board, it was commissioned in October 2017. Modi, as PM, sailed aboard the passenger-only 'Island Jade' on the occasion.

In October 2018, Gujarat Chief Minister Vijay Rupani inaugurated a new ro-pax vessel, 'Voyage Symphony', replacing Island Jade on the Ghogha-Dahej route. Until September 2019, the vessel had transported 2.8 lakh passengers, 45,000 cars, 12,500 trucks, and 26,000 two-wheelers. After three major breakdowns, the service was suspended due to heavy siltation at Dahej terminal, which is close to the mouth of Narmada river.

In January 2020, GMB informed the Centre that it was giving up the project as dredging costs had increased four times, leaving the project bleeding. The board wanted the Centre to take over the project. GMB had spent close to ₹250 crore on capital dredging and four maintenance dredging campaigns on the Ghogha-Dahej route. About a month later, Deendayal Port Trust (formerly Kandla Port Trust), on behalf of the Modi government, finally floated a tender to start a new Ghogha-Hazira ro-pax ferry route.

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Gujarat's ro-pax service loses money

IN ROUGH WATER

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Avinash Nair

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"Despite achieving 55 per cent capacity utilisation in transporting passengers and an impressive 87 per cent in cargo capacity utilisation, we are unable to meet the cost of operating the ferry service. We now have a net loss of ₹325 crore," says Chetan Contractor, the promoter and Chairman of the Surat-based Detox Group, which operates the ferry through a subsidiary, Indigo Seaways Pvt Ltd.

In November 2020, the Union Ministry of Ports, Shipping and Waterways operationalised ro-pax ferry service between Ghogha and Hazira after Prime Minister Narendra Modi flagged it off with great fanfare. It has since transported 12.59 lakh passengers and 4.5 lakh vehicles. Compared to road transport, the ferry service cuts travel between Ghogha in Bhavnagar district and Hazira in Surat district by 400 km.

"Till date, we have unsecured loans totalling ₹242 crore, and we have no clue how to repay it. Even after selling the two vessels, a huge amount will be outstanding," says Contractor. He adds that the ₹90 crore cost incurred on terminal operations has not been reimbursed by government agencies, as per the tripartite agreement inked between Indigo Seaways, Deendayal Port Authority and the Gujarat Maritime Board.

"The cost of operating the ferry terminals is not our responsibility. Secondly, we had bought a second ferry from Japan as we were expecting to bag the proposed Pipavav-Hazira and Pipavav-Mumbai ferry services. However, both projects did not take off and we were forced to deploy the ferry on the Ghogha-Hazira route in November 2022, after it remained idling for 1.5 years at Pipavav port," he says.

HOW IT ROLLS. The ro-pax ferry service between Ghogha and Hazira has transported 4.5 lakh vehicles till date

The ferry operator has now sought viability gap funding from the government. "The ro-pax ferries are competing with road and rail transport of the government, which operate on subsidies. We have written to the GoI for support, without which the project is not financially viable, making it impossible to continue operating the service," Contractor says.

To attract more traffic to the ferry service, the company had fixed the average ticketing price at ₹400-600 per passenger, which is half of the actual ticket cost.

BACKSTORY

The history of the ferry service across the Gulf of Khambhat is much older. The project had been on the drawing board since 1995. However, it was in June 2010 that the project received Coastal Regulation Zone clearance for construction activities and operation of ferry service. It was originally planned to be operated between Ghogha and Dahej, which lies north of Hazira, to provide a crucial link to Bharuch and Surat.

Work on the project began in 2012, when Modi, as Gujarat Chief Minister, performed the 'bhoomi pujan' at Ghogha. After more than ₹600 crore spent on the project, spearheaded by the Gujarat Maritime Board, it was commissioned in October 2017. Modi, as PM, sailed aboard the passenger-only 'Island Jade' on the occasion.

In October 2018, Gujarat Chief Minister Vijay Rupani inaugurated a new ro-pax vessel, 'Voyage Symphony', replacing Island Jade on the Ghogha-Dahej route. Until September 2019, the vessel had transported 2.8 lakh passengers, 45,000 cars, 12,500 trucks, and 26,000 two-wheelers. After three major breakdowns, the service was suspended due to heavy siltation at Dahej terminal, which is close to the mouth of Narmada river.

In January 2020, GMB informed the Centre that it was giving up the project as dredging costs had increased four times, leaving the project bleeding. The board wanted the Centre to take over the project. GMB had spent close to ₹250 crore on capital dredging and four maintenance dredging campaigns on the Ghogha-Dahej route. About a month later, Deendayal Port Trust (formerly Kandla Port Trust), on behalf of the Modi government, finally floated a tender to start a new Ghogha-Hazira ro-pax ferry route.

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"We are looking at some ports in Africa and South East Asia. I can't disclose more. That is where we are targeting today," Ashwani Gupta, CEO of APSEZ said, adding that the company was looking at port acquisitions overseas that have the potential to grow and expand.

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The official said future acquisitions of overseas ports will be done in line with the company's strategy to acquire assets across South-East Asia, India, Middle-East Asia and Africa.

The company will also look to acquire assets where it can hold a majority stake and operate. APSEZ recently announced the acquisition of the North Queensland Export Terminal, located at the Port of Abbot Point in Australia.

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Talking about the operations at Haifa, Gupta said, "In Haifa, we have achieved two major milestones. Firstly, we have put our President to run the operations in Haifa. We will also have our CFO in Haifa to run the business. Then there are 4-5 specialised personnel who will support Haifa and improve efficiency and effectiveness."

The second major achievement which APSEZ has done at Haifa was entering into negotiations with eight labour unions. "We have signed the union agreement till 2036, which is bringing big efficiency in productivity improvement at the port," the APSEZ official added.

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APSEZ is targeting a ₹12,000 crore capital expenditure for financial year 2026 and a possible port acquisition this year will only add to the investments for the current financial year. Of the proposed capex for FY26, a significant portion will be spent on beefing up infrastructure for handling containerised cargo.

"Container cargo will remain our growth driver. We are going to invest heavily on container terminals whether it is in Mundra, Vizhinjam, Colombo, Ennore or Kattupalli. We want to keep expanding our capacities everywhere. That is the number one capex driver," Gupta said, adding APEZ's market share in containers had grown from 43.8 per cent to 45.5 per cent in FY 25.

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NEW DELHI: Adani Green Energy arm Adani Green Energy Sixty Nine has inked a pact to supply 400 MW of solar power to Uttar Pradesh Power Corporation Limited (UPPCL) from its project in Rajasthan. The PPA (power purchase agreement) was executed on Saturday, according to a regulatory filing. Adani Green Energy Sixty Nine Limited, a wholly-owned step-down subsidiary of AGEL, has entered into a power purchase agreement with UPPCL for supply of 400 MW solar power from grid connected solar PV power project to be developed in Rajasthan, the filing said.

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DATA ON PROJECT

- AP Data Centre Policy unveiled last year
- To add up to 1 GW capacity
- Stone laid for Tech Park in 2023
- Propel growth of the service sector

SANTOSH PATNAIK
VISAKHAPATNAM

THE plans to develop an exclusive data city in 500 acres in Visakhapatnam is expected to get traction with the TDP-led NDA Government issuing the operating guidelines to implement Andhra Pradesh Data Centre Policy (4.9) unveiled last year.

The policy envisages to add a few hundred megawatts, up to one gigawatt of additional data center capacity in Andhra Pradesh during the policy period, with a focus on attracting investments from advanced data centers equipped with artificial intelligence (AI) capabilities, and establishing the state as a preferred destination for large-scale data embassies and data center parks. After signing an MoU, the government is holding negotiations with Google for establishment of a data center in the proposed data city here.

The State Cabinet last month allotted 60 acres to URSA Clusters to set up its data center project with an investment of Rs5,278 crore in Visakhapatnam. Foundation stone was laid in 2023 for Vizag Tech Park, a subsidiary of Adani Group for an investment of Rs21,844 crore on a 300 megawatt data center and other facilities in the city. The project proponent is yet to kick-start work.

Data centres will propel growth of the service sector, tourism, technology and AI innovation, State IT, Electronics and Education Minister Nara Lokesh recently said. After allotting a large parcel of land to TCS at 99 paise for setting up a permanent campusm the government is in talks with Infosys, which has a small presence in the city, to offer it a slew of incentives to develop a huge facility. At present, Visakhapatnam, dubbed as the IT capital of Andhra Pradesh, has a turnover of around Rs.2500 crore mostly from BPM units like Conduent and Concentrix. In GO Ms. No. 12 dated May 2, 2025 issued by the IT, Electronics & Communications (Promotions) Department, the government clarified on promised incentives in the policy. It also committed to give tailor-made incentives on a case-to-case basis subject to fulfilment of eligibility criterion.

In the GO, IT, E&C Secretary Bhaskar Katamneni stated that eligible companies desirous of seeking financial assistance/concessions, beyond those already provided in the policy, must present detailed representations along with project reports to IT, E&C Department, clearly spelling out special incentives being sought with due justification before or during initial stages of implementation.

On receipt of such proposals, the IT,E&C department will examine the same with due diligence and forward it to the government through an empowered Consultative Committee for IT and Electronics. Industry constituted by the State Government.

After clearance from the committee, the proposal has to be validated by the State Investment Promotion Committee (SIPC) and State Investment Promotion Board (SIPB) for taking a suitable decision on offering tailor-made incentives. The process for approving tailor-made incentives also necessitates the submission of Detailed Project Report (DPR) to AP Economic Development Board (APEDB), which has been revamped after the new government assumed office in June, 2024. In turn, APEDB will scrutinise the DPR, assess benefits to the State and put up the case to the empowered committee for review and take it forward to SIPC and subsequently to SIPB.

The list of incentives, once approved, will be notified through separate GOs for each investor to ensure transparency. SIPC and SIPB-approved projects will be placed before the State Cabinet as per the incentives offered to mega projects cutting across all industries and sectors. This will involve projects which seek more than 50 acres. The GO refers to repetitive requests received from mega and other big ticket projects which may require standardization/policy level interventions.

Note: This is the tracking till 8.30 AM IST

Adani Ports scaling up marine, logistics and agri-logistics

Adani Ports scaling up marine, logistics and agri-logistics

It will invest ₹13,000 cr in Vizhinjam Intl Seaport

MADE IN INDIA

- Cargo handling capacity to rise from 1.2 mn TEUs to 5 mn TEUs by 2028
- Seeks to build large, multi-modal logistics parks: Adani
- Currently, 75% of India's transshipment cargo is handled at ports outside India
- Thus Indian ports lose up to $200-220 mn of potential revenue each year

Karan Adani

BIJAY KUMAR SINGH
NEW DELHI

ADANI Ports and Special Economic Zone (APSEZ) managing director Karan Adani has said that India's biggest private port operator is focusing on scaling up its marine, logistics and agri-logistics businesses. In an interview with media, Adani said that APSEZ, the flagship company of the Adani group, will invest Rs13,000 crore in Vizhinjam International Seaport in phase 2, which will take this deep-water port's cargo handling capacity from current 1.2 million TEUs (twenty-foot equivalent units) to almost 5 million TEUs by 2028.

Prime Minister Narendra Modi on May 2 commissioned the Vizhinjam International Seaport which was completed at an estimated cost of Rs8,867 crore. "Within APSEZ, we have three big verticals that we are building on -- marine business, logistics business and agri-logistics business," he said. While pointing out that APSEZ is the the largest operator in the country in marine business, Adani said, "the idea now is to keep scaling that (marine business) business up within India, as well as outside of India". On the logistics side, Adani said APSEZ is looking at building multi-model logistics parks, similar to what the Adani group has done in the ports.

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TIME TO AVOID LARGE TRADING POSITIONS

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However, selective buying opportunities now emerging in sectors like infra, hospitality, pharma, materials, retail and telecom

KEY FACTORS

- Signs of tiredness
- Potential consolidation at higher levels
- Traders advised to closely monitor position build-up
- Rebound follows a prolonged correction that began in late Sept 2024

Geopolitical developments on Indo-Pak border, US Fed meet on May 7, macroeconomic data and remaining set of Q4 earnings will dictate near-term direction of the market

CHERUKURI KUTUMBA RAO

DESPITE persistent geopolitical tensions between India and Pakistan that continue to pressure market sentiment, positive earnings reports and optimism over a potential India-US trade deal have contributed to FIIs making net inflows last week, supporting a positive sentiment. For the week, BSE Sensex index jumped 1,289.46 points or 1.62 per cent to finish at 80,501.99 points, and NSE Nifty gained 307.35 points or 1.2 per cent to end at 24,346.70 points. Nervousness was visible in the broader market with the Mid-cap and Small-cap indices logging losses. Among sectors, the Nifty Oil & Gas index added 4.3 per cent, the Nifty Realty index rose 2.5 per cent, Nifty Auto, IT, and Healthcare indices rose one per cent each. However, the Nifty Media index shed 1.7 per cent and the Nifty Metal index shed 0.6 per cent. For the record, in the month of April, both the benchmark indices added 3.5 per cent each. It is pertinent to observe that in April, the advance-decline ratio for BSE-all listed stocks averaged 1.26—the highest level since June 2024—signalling a broad-based recovery across segments. This rebound follows a prolonged correction that began in late September 2024, during which the Sensex and Nifty fell over 14.7 per cent and 15.6 per cent respectively, while Mid and Small-cap indices saw steeper declines of 21.8 per cent and 24.48 per cent. FIIs and DIIs remained net buyers during the week, with net purchases of Rs10,071 crore and Rs9,270 crore, respectively. The Indian Rupee appreciated 1.06 per cent during the week, breaching the 84-per-dollar mark for the first time since October 2024. Near-term direction of the market will be dictated by geopolitical developments on Indo-Pak border, US Fed meet on May 7, macroeconomic data and remaining set of Q4 earnings. The trading range is expected to be much wider than usual; avoid large trading positions. Market observers see a picture of global financial systems approaching an inflexion point, stirred not just by economic forces, but political ones, especially in the US. Bitcoin, often dismissed as a speculative play, is gaining favour among risk-tolerant investors in light of geopolitical uncertainty. Selective buying opportunities are now emerging in sectors like infrastructure, hospitality, pharmaceuticals, materials, retail, and telecom.

Five Warren Buffett quips and anecdotes from Warren Buffett's 2025 Berkshire Annual Meeting:

1. **Buffett's Longevity Secret: Coke, not crunches**
Holding two cans of Coca-Cola on stage, Buffett poked fun at his famously unconventional diet and exercise habits. "At 94 years of age, I've been able to drink whatever I like and do what I want—and I've defied all the predictions of what should've happened to me."
He added that he and his late partner Charlie Munger preserved themselves by skipping the gym rather than hitting it.
2. **Charlie's hypothetical sex change for longevity**
Buffett didn't miss a chance to joke about mortality—and Charlie Munger. "Once you get to 115, it's almost a cinch you're going to die. Especially, if you're male. All the records are held by females. I even tried to get Charlie to have a sex change so he could touch the top. And he did pretty well for being a male."
3. **No exercise mantra!**
"If you look at the career span of athletes, you might decide it's better not to be on a baseball or basketball team. Charlie and I never exercised much—we just focused on preserving ourselves."
4. **On grooming his successor (or not)**
Whether if he was holding off on investing so his successor, Greg Abel, could shine later, Buffett deadpanned: "I wouldn't do anything nearly so noble as to withhold investing myself just so that Greg could look good later on."
5. **Buffett's quip for being born lucky**
"The luckiest day in my life was the day I was born in the US If I were being born today, I'd just keep negotiating in the womb until they said I could be in the US."

Quote of the week
The individual investor should act consistently as an investor and not as a speculator
— Ben Graham

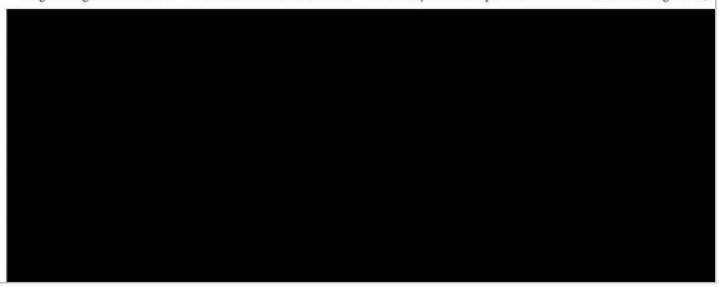
You are an investor, not someone who can predict the future. Base your decisions on real facts and analysis rather than risky, speculative forecasts.

F&O/ SECTOR WATCH

Tracking the cash markets, derivatives segment continued to witness strong stock-specific moves. It is pertinent to observe that RIL was primarily responsible for the resilience of the market in the last week. In the derivatives market, prominent Call Open Interest for Nifty seen at the 24,500 and 25,000 strikes, while the notable Put OI was at the 24,000 strike. For Bank Nifty, the prominent Call OI was seen at the 55,500 strike, whereas notable Put OI is at the 55,000 strike. Implied Volatility (IV) for Nifty's Call options settled at 16.19 per cent, while Put options conclude at 17.12 per cent. The India VIX, a key market volatility indicator, closed the week at 18.22 per cent. The Put-Call Ratio of Open Interest (PCR OI) for the week was 1.56. The geopolitical tensions between India and Pakistan remain ingrained in the market behaviour; the rise in VIX shows increased hedging activity by the market participants. Technical indicators suggest that the market is showing signs of tiredness, foretelling potential consolidation at higher levels. Traders are advised to closely monitor position build-up during the week, as it could further drive market movement. Cautious approach is recommended. The next significant resistance for the Nifty lies at 24,540. A volume breakout above 24,500 could push it toward 24,800, followed by 25,200 in the short term. On the downside, immediate support is seen at 24,200. A break below this level could lead to a slide toward the next support at 23,850.

Stocks looking good are Godrej Consumer, HDFC Life, ITC, IGL, PNB Hsg, SBI Life and PI Inds. Stocks looking weakare ACC, Bajaj Finance, Exide Inds, IOC, Glenmark, Tata Tech and PFC.

(The author is a senior market analyst and former vice-chairman, Andhra Pradesh State Planning Board)



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Adani green ki ikai ka UPPCL sang karar

अदाणी ग्रीन की इकाई का यूपीपीसीएल संग करार

अदाणी ग्रीन एनर्जी (एजीईएल) की इकाई अदाणी ग्रीन एनर्जी सिक्सटी नाइन ने उत्तर प्रदेश पावर कॉरपोरेशन लिमिटेड (यूपीपीसीएल) को राजस्थान में अपनी परियोजना से 400 मेगावॉट सौर ऊर्जा की आपूर्ति के लिए समझौते पर हस्ताक्षर किए हैं। शेयर बाजारों को भेजी गई सूचना के अनुसार, इस बारे में बिजली खरीद समझौता (पीपीए) शनिवार को किया गया। इसमें कहा गया है कि एजीईएल की पूर्ण स्वामित्व वाली अनुषंगी की अनुषंगी कंपनी अदाणी ग्रीन एनर्जी सिक्सटी नाइन लिमिटेड ने राजस्थान में विकसित की जाने वाली ग्रिड से जुड़ी सौर पीवी बिजली परियोजना से 400 मेगावॉट सौर ऊर्जा की आपूर्ति के लिए यूपीपीसीएल के साथ एक बिजली खरीद समझौता किया है। *भाषा*

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Adani Green's unit signs MoU with UPPCL

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Adani Green Energy secures 400 MW solar PPA with UPPC

संक्षेप में

अदाणी ग्रीन की इकाई का यूपीपीसीएल संग करार

अदाणी ग्रीन एनर्जी (एजीईएल) की इकाई अदाणी ग्रीन एनर्जी सिक्सटी नाइन ने उत्तर प्रदेश पावर कॉरपोरेशन लिमिटेड (यूपीपीसीएल) को राजस्थान में अपनी परियोजना से 400 मेगावॉट सौर ऊर्जा की आपूर्ति के लिए समझौते पर हस्ताक्षर किए हैं। शेयर बाजारों को भेजी गई सूचना के अनुसार, इस बारे में बिजली खरीद समझौता (पीपीए) शनिवार को किया गया। इसमें कहा गया है कि एजीईएल की पूर्ण स्वामित्व वाली अनुषंगी की अनुषंगी कंपनी अदाणी ग्रीन एनर्जी सिक्सटी नाइन लिमिटेड ने राजस्थान में विकसित की जाने वाली ग्रिड से जुड़ी सौर पीवी बिजली परियोजना से 400 मेगावॉट सौर ऊर्जा की आपूर्ति के लिए यूपीपीसीएल के साथ एक बिजली खरीद समझौता किया है। *भाषा*

आजाद इंजीनियरिंग और स्टीम पावर में समझौता

प्रिसिजन इंजीनियरिंग कंपनी आजाद इंजीनियरिंग ने रविवार को कहा कि उसने परमाणु और ताप विद्युत उद्योगों में एयरफॉयल्स की आपूर्ति के लिए जीई वर्नोवा की स्टीम पावर सर्विसेज बिजनेस यूनिट के साथ 5.35 करोड़ डॉलर के समझौते पर हस्ताक्षर किए हैं। आजाद इंजीनियरिंग ने बयान में कहा कि यह अनुबंध छह वर्षों (2030 तक) की अवधि के लिए है, जिसके अंतर्गत उन्नत परमाणु, औद्योगिक और ताप विद्युत उद्योगों के लिए उच्च स्तर पर इंजीनियर्ड और जटिल घूर्णन और स्थिर एयरफॉइल्स का विनिर्माण और आपूर्ति शामिल है। *भाषा*

महिंद्रा हॉलिडेज इस वित्त वर्ष में जोड़ेगी 850 कमरे

महिंद्रा हॉलिडेज ऐंड रिजॉर्ट्स इंडिया ने चालू वित्त वर्ष में 850 कमरे जोड़ने की योजना बनाई है। कंपनी के प्रबंध निदेशक और मुख्य कार्य अधिकारी मनोज भट ने यह जानकारी दी। कंपनी ने 2030 तक अपने कमरों की संख्या 10,000 करने की योजना बनाई है। इसी रणनीति के तहत कंपनी चालू वित्त वर्ष में 850 कमरे जोड़ने की तैयारी कर रही है। भट ने बताया कि कंपनी ने बीते वित्त वर्ष 2024-25 में 520 कमरे जोड़े हैं। *भाषा*

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Adani Green Energy secures 400 MW solar PPA with UPPC

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Built A World-Class Asset': Karan Adani On Vizhinjam Port

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PROJECT

'BUILT A WORLD-CLASS ASSET': KARAN ADANI ON VIZHINJAM PORT

CORRESPONDENT

Karan Adani, the Managing Director of Adani Ports and Special Economic Zone Ltd, revealed that the company aims to make Vizhinjam Port one of the most efficient ports globally.

"I think we have to complete phase two by 2028, so we want to take this up to 5 million TEU of capacity. Currently we are at 1.2 and the target is, we have to make this one of the most efficient port, not just in the country, but globally, and help the Indian importers and exporters reduce their logistics costs. Our target is that with our network of ports, we should target at least a 25 to 30 per cent reduction in the logistics cost for any container or any cargo which is moving through our ports," Adani told ANI.

Sharing his views after Prime Minister Narendra Modi dedicated Vizhinjam Port to the nation, Karan Adani described it as a proud moment for the group.

"It's a proud moment for the group, and we are proud that we built a world-class asset that will help the country and that the country can be proud of. And most importantly, it was one of the most challenging projects of the group, and it's good to see it coming to life and coming to operation," he added.

Adani discussed the challenges faced during the construction of the port. They faced two cyclones and strikes.

"We had 7 million tons of rocks to bring in, which was a big challenge. There were so many challenges, but I must appreciate that the team has been extremely dedicated and strong. And most importantly, I must thank the Government of Kerala, as well as the people of Trivandrum, for supporting the project, even during the toughest times," he said.

The Managing Director of Adani Ports and Special Economic Zone Ltd, stated that the India-Middle East-Europe Economic Corridor (IMEC) is a critical project for the country because it provides an alternate route outside of the Suez Canal.

"As a country, if we have to be self-reliant in manufacturing and in the supply chain, I think IMEC plays a very important role, and that is where, on the Indian side, our ports on the western coast and the exit, which is Haifa, that's where we would like to connect, and to see how we can help the end consumers and the Indian exporters and importers improve their cost," the Managing Director of Adani Ports and Special Economic Zone Ltd said.

On women's employment at Vizhinjam Port, he said, "If you are almost 50 per cent of our operators are women and we have scholarships in hand that we are still not satisfied with it and the target is in six months, how do we bring it to 100 per cent."

The Prime Minister dedicated to the nation on Friday the Vizhinjam International Deepwater Multipurpose Seaport, the country's first dedicated container transhipment port.

Note: This is the tracking till 8.30 AM IST

Halt animal slaughter near Navi Mum airport: DGCA

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B B Nayak

Navi Mumbai: Amid activists' repeated concerns over bird strike threats to aircraft due to illegal open slaughtering of animals near Navi Mumbai International Airport (NMIA), the Directorate General of Civil Aviation (DGCA) has instructed the airport operator to cease activities attracting birds near the facility. This directive is particularly crucial as the airport prepares to commence operations in a month.

The DGCA regulation features prominently in the state govt's resolution establishing the Aerodrome Environment Management Committee (AEMC) for NMIA.

NatConnect Foundation director B N Kumar lodged a complaint via the Prime Minister's grievance portal on Feb 24 regarding unauthorised goat and chicken slaughtering at Ulwe, about 3 km from the runway. "This is a flagrant violation of the aircraft norms of DGCA which stipulate that there shall be no slaughter of animals within a 10 km radius of any airport," Kumar stated in his complaint.

Cidco, heading the AEMC and administering Ulwe node, has taken limited action. Despite demolishing some shops, they reappeared quickly, according to Santosh Kate, Ulwe city NCP (Ajit Pawar faction) president. Kate has alerted Cidco and Raigad district authorities about unhygienic open meat vending. The practice poses risks during bird flu and GBS virus outbreaks, with officials seemingly overlooking violations.

DGCA director Amit Gupta confirmed instructing the Aerodrome Operator to stop activities attracting birds. Kumar expressed disappointment at DGCA's delayed response after two months and reminders. Following limited initial response from Air Safety director A X Joseph, activists and angry residents protested on Apr 13 about continuing illegal operations despite imminent airport functionality.

Local resident Karan Chawla reported to the chief minister about the daily illegal slaughter of 15-30 goats in Ulwe sector 19. The matter has been escalated to additional chief secretary (home) Dr I S Chahal and Urban Development-2 Secretary Govind Raj.

Activists hope for action following DGCA's intervention and suggest establishing a proper slaughterhouse in Navi Mumbai with strict hygiene standards.

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Offered tcr for old notes of Rs5, sweeper loses Rs18L

Offered ₹1cr for old notes of ₹5, sweeper loses ₹18L

Mateen.Hafeez
@timesofindia.com

Mumbai: A BMC sweeper fell prey to a cyber fraud where he was promised nearly Rs 1 crore for 13 old Rs 5 notes and ended up losing more than Rs 18 lakh of his life savings over a period of over six months.

The south region cyber police registered an FIR on May 1 against unidentified persons for cheating and impersonation. "During the probe, we froze 10 accounts in different banks across states used in the crime," said sub-inspector Rupali Chaudhari.

On Oct 26, 2024, the 48-year-old complainant saw an advertisement for selling old Indian currency on Facebook. The accused posed as buyers from M S Coin Company. "The complainant, who had 13 old Rs 5 notes, contacted one Sanjeev Kumar, whose phone number was in the advertisement. Kumar asked him to send photographs of the old notes and offered to pay Rs 98.6 lakh for them. He also asked the complainant to pay a registration fee of Rs 1,200," said a police officer.

The next morning, Kumar called the complainant and told him that his employee, carrying Rs 98.6 lakh, had left from Bengaluru airport and would call him after reaching Mumbai airport.

Hours later, Kumar called the complainant again and told him that his staffer was caught at the airport by Sunil Dutta Dubey of the Mumbai cyber crime branch, and he would have to pay Rs 60,000 to police as the money parcel was in his name. The complainant said he couldn't arrange the money. The next day, Dubey called him and told him to either pay double the money or face arrest. He was also asked to pay GST, TDS, and other taxes, but he still did not receive the money parcel. Till then, the complainant, who earns Rs 30,000 a month, had paid the accused a total of Rs 18.3 lakh, which included his savings and a Rs 15 lakh loan.

In April, the accused told him that the Rs 98.6 lakh was deposited with the high court and asked him to pay additional fees of Rs 2.1 lakh. The sweeper asked a relative to arrange the money. Suspecting something was amiss, the relative contacted M S Coin Company, but was told that nobody from the firm had communicated with the complainant. The sweeper then lodged a complaint.

The police team, led by senior inspector Nandkumar Gopale, found the money was sent to different bank accounts across states, including UP, Haryana, Bihar, J&K and Karnataka.

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Chandrasekhar rebuffs jibes over Vizhinjam event

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TIMES NEWS NETWORK

Kottayam: Responding to criticisms over his presence on the dais during the event commissioning the Vizhinjam port on Friday, BJP state unit president **Rajeev Chandrasekhar** said that he merely joined the party workers who raised slogans of 'Bharat Mata Ki Jai' and that minister PA Mohamed Riyas had issues witnessing all this.

Addressing 'Vikasana Keralam', a programme organised by the BJP unit of Alappuzha East on Saturday, Chandrasekhar stated that the Vizhinjam project is for the country. He mentioned that he arrived early for the programme and sat on the dais, and when the BJP workers raised the slogans, he joined them.

He said that the "son-in-law" of the "Communist dynasty" has issue with this and that he should consult a doctor. Chandrasekhar added that some people had issues with him arriving early on the dais and that he came early to meet the party workers.

Chandrasekhar credited Modi for making Vizhinjam International Seaport a reality. Regarding the alleged trolling targeted at him, Chandrasekhar said, "Let them troll as much as they want."

He declared that the BJP-NDA train has started and will stop only after the state achieves development. In the meantime, anyone can board the train, including the son-in-law (Riyas) if he wishes, Chandrasekhar added.

He attacked the state govt over development in Kerala and questioned for whom the state govt is celebrating its anniversary. ASHAs are not celebrating, nor are the KSRTC employees, fishermen, or poor labourers. "Then who is celebrating? Is it the son-in-law and the daughter who are celebrating?" he asked.

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Army to procure man-portable air defence missile systems

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Rajat.Pandit@timesofindia.com

The indigenous VSHORADS being developed by DRDO is still not ready for production

New Delhi: The Army is going in for the procurement of another lot of man-portable air defence missile systems, which can intercept and destroy hostile fighter jets, aircraft, drones and helicopters at ranges up to 6-km, amid the ongoing tensions with Pakistan after the Pahalgam terror massacre.

The defence ministry-Army on Friday issued the tender or RFP (request for proposal) for 48 launchers, 48 night-vision sights, 85 missiles and a missile test station of the very short-range air defence system-new generation (VSHORADS-NG). Vendors have been told to submit their bids by May 20.

"The fire-and-forget VSHORADS-NG, based on infra-red homing technology, are needed by the Army to meet the evolving dynamic air threat. There are major shortages in such man-portable systems for terminal and point defence against all types of aerial threats," an officer said.

The RFP said the all-weather air defence system, which should have anti-jamming characteristics and be capable of being para-dropped, will be employed across all kinds of terrain, ranging from plains and deserts to high-altitude areas of around 4,500-metres.

The indigenous VSHORADS being developed by DRDO is still not ready for production and induction, with the latest set of trials being conducted in Feb this year. Consequently, the Army and IAF had earlier also inducted a limited number of such systems under emergency provisions due to the military confrontation in eastern Ladakh with China.

They included the Russian Igla-S man-portable air defence systems, assembled in India by Adani Defence. While the Army and IAF have the old Igla-1M systems since 1989, the shoulder-fired Igla-S is an improved variant with a longer interception range of up to 6-km.

Now, the tense situation with Pakistan seems to have triggered a fresh round of procurements.

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Army, IAF Had Inducted Such Systems Earlier Too Amid China Stand-Off

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Now, the tense situation with Pakistan seems to have triggered a fresh round of procurements. A tri-Service case for acquisition of 5,175 VSHORADS and associated equipment was initiated way back in June 2009, which eventually led to the Igla-S system being selected over the French and Swedish systems in the fray. But the major project, which was to include an initial off-the-shelf purchase followed by technology transfer to Bharat Dynamics for subsequent production, did not take off.

In Jan 2023, the Rajnath Singh-led defence acquisitions council had accorded "acceptance of necessity" for procurement of the infrared-homing VSHORADS missiles under design and development by DRDO at a cost of Rs 1,920 crore, as was then reported by **TOI**

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PM visit: Govt okays 20L to Raj Bhavan but asks for bill

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Wants 'Connected Supporting Vouchers & Bills In Original'

KP.Saikiran@timesofindia.com

T'puram: Following the red-carpet roll-out for the Prime Minister on his two-day visit on May 1 and 2, a modest slice of bureaucracy reveals itself in a familiar flavour — this time with a catering bill of Rs 20 lakh.

According to a govt order issued by the general administration (protocol) department, the state sanctioned the amount to Kerala Raj Bhavan to cover "catering and other expenses" during the high-profile visit. The money will be disbursed through the tourism department, and notably, every paisa spent must be backed by original bills and vouchers.

While the figure may raise eyebrows for those imagining extravagant arrangements, officials assure that such allocations are standard practice during VVIP movements. After all, entertaining a Prime Minister involves a calibrated mix of comfort, security and protocol — far removed from the usual official hospitality.

File photo

Prime Minister Narendra Modi was in Kerala to inaugurate Vizhinjam International Seaport on Friday

The visit, packed with public events and political messaging, also comes with invisible backroom efforts involving security drills, logistics and, yes, menu planning. From thermal-insulation tents and precise flower arrangements to tightly scheduled meals and service, every element reflects the precision expected when the nation's top executive is in town.

The Prime Minister, who was in Kerala to inaugurate the Vizhinjam International Seaport, stayed at the Raj Bhavan — the governor's official residence — during his visit, as per established protocol. In keeping with high-security requirements, the entire boundary of the Raj Bhavan was illuminated and secured, forming part of the larger effort to ensure a seamless visit.

What's refreshing, however, is the clear emphasis on accountability. The govt order politely but firmly instructs Raj Bhavan to furnish "connected supporting vouchers and bills in original" for final settlement. At a time when public scrutiny of govt spending is sharper than ever, even ceremonial hospitality must pass the audit test.

The next time you hear someone say, "govt spending is always opaque," remember this: Even the "sambar" served at Raj Bhavan needs a bill.

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PAWAR, ADANI VISIT SPPU SCIENCE PARK

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Gayatri Vajpeyee
puneletters@hindustantimes.com

PUNE: Nationalist Congress Party (Sharadchandra Pawar) chief Sharad Pawar and Adani Group chairman Gautam Adani met at the Science Park in Savitribai Phule Pune University (SPPU) on Friday. While the meeting reportedly took place for nearly two hours, a representative of the park claimed that it was a courtesy visit.

Rajendra Jagdale, director general, Science Park, SPPU said, "It was just a courtesy visit."

"We had sought an audience with Adani to brief him about our work and explore ways industry can support us. To our surprise, he agreed to visit, and Pawar saheb facilitated the meeting," he said.

Adani and Pawar spent time at the facility and were informed about key initiatives, including the promotion of over 1,300 startups and funding support to more than 200 firms, Jagdale said.

Select innovations in biofuels, cyber safety and AI-based cattle health monitoring were showcased during the visit, he added.

"We also shared our vision for CSR and how technology can transform lives, including our work with the transgender community. Adani was impressed and expressed interest in collaborating with us," Jagdale said.

(With agency inputs)

Note: This is the tracking till 8.30 AM IST

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MANOJ MORE
PUNE, MAY 3

GAUTAM ADANI, the country's top industrialist and NCP (SP) chief Sharad Pawar met on the premises of Science and Technology Park, an initiative of the Union government, on Friday. Both of them were together for more than two hours. Adani was "mighty impressed" by the activities being undertaken by the Science and Technology Park to improve the lives of people by using technology and showed readiness work together.

NCP leaders said the meeting had nothing to do with politics and both of them wanted a first-hand experience of the working of the Science and Technology Park.

When contacted, Baramati MP Supriya Sule confirmed that Pawar and Adani met in Pune on Friday. "I think they met during Gautam Adani's visit to Science and Technology Park... I have no clue what they discussed," she said.

Speaking to this newspaper, Rajendra Jagdale, director-general and CEO of Science and Technology Park said, "We had in the past twice invited Gautam Adaniji to visit our Science and Technology Park to have a first-hand experience of what it does. However, he could not make it then. Yesterday, he turned up...We had also invited Pawar saheb. It was a sort of an exploratory visit. Both of them were on our premises for more than two hours."

Sharad Pawar and Gautam Adani, among others, at the Science and Technology Park in Pune on Friday. *Express*

As soon as they arrived, both of them were briefed about the working of the Science and Technology Park. "It was a courtesy visit, an exploratory visit. We shared with them the information about our functioning. How we fund the start-ups, how we are ensuring their growth. So far, we have helped set up 1,369 start-ups and provided funding to 260 start-ups. Of the 260 start-ups, we have not written off the investment of even one single start-up," Dr Jagdale said, adding they have also undertaken activities under corporate social responsibility.

The technology that Science and Technology Park has developed, said Dr Jagdale, is being used to improve the life of the people.

"The technology is being used to uplift the lives of rural folks, the urban poor, the farmers, the physically challenged, the transgenders...it is being used in health and hygiene field too besides in several other areas. We have taken up the mission of giving hi-tech jobs to transgenders," he said.

Representatives of various start-ups were also present. Dilip Band, president of Science and Technology Park and Prataprao Pawar, vice-president were also present.

The Science and Technology Park is located within the campus of Pune university.

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Kashmiris face threats, India's diplomatic offensive, and Vizhinjam seaport

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Press Trust of India
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The Congress on Saturday asked whether market regulator Securities and Exchange Board of India (SEBI) would prosecute Gautam Adani's nephew Pranav Adani, who has been accused of sharing insider data.

Congress general secretary Jairam Ramesh said the people of India were still waiting for the SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

'Insider trading'

"The Modani Matter simply refuses to go away. Recently Gautam Adani's nephew – who is a director in several Adani Group companies – has been accused of insider trading by sharing unpublished, price-sensitive information with his brother-in-law which resulted in 'ill-gotten gains' of ₹90 lakh," he said in a post on social media platform X.

"Will SEBI once again let the Prime Minister's favourite business group off with a slap on the wrist? Or will it prosecute the case to the full extent of the law?" he asked.

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Shaping the port of the future

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FULL CONTEXT

Arun P.S.

The town of Vizhinjam in Kerala has played a crucial role in the history of global maritime trade. Inscriptions from the Pandya-Chola era (1129 AD) records Vizhinjam as Rajendra Chola Pattinam, a port of Kerala. Historians claim that Balita, a port with considerable commercial importance which finds mention in the first century AD historical travelogue *The Periplus of the Erythraean Sea*, is Vizhinjam's old name. However, this historical significance faded away after colonisers of India prioritised ports in other places like Cochin and Madras.

In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

The port, located in Thiruvananthapuram district, started limited-scale operations from July last year and began commercial operations in December. The first phase of this public private partnership (PPP) project cost ₹8,867 crore and was developed by the State Government of Kerala (₹5,595 crore), with the support of concessionaire Adani Ports (₹2,454 crore) and the Union Government (which provided a Viability Gap Funding (VGF) of ₹817.8 crore with repayment conditions).

Trade boost: A view of the Vizhinjam International Seaport in Thiruvananthapuram on May 2. NIRMAL HARINDRAN

An important landmark

This port is of immense significance to India's global maritime trade. Currently, around 75% of India's transshipment cargo is handled at ports like Colombo, Singapore and Klang. The need to have a transshipment hub in India is being felt both economically and geopolitically. Amongst all existing Indian ports, Vizhinjam is the closest to international shipping routes, strategically located just 10 nautical miles from the global maritime trading route. Many global shipping stakeholders have already appreciated the role of Vizhinjam on the transshipment map, and as a result, the port has already handled 6 lakh TEUs (twenty-foot equivalent units) berthing more than 280 ships, much higher than the projection of one lakh TEUs for 12 months within launch of operations, including 1.08 lakh TEUs from 51 vessels in March this year. Many large ships prefer ports with 18+ metre draft depth and Vizhinjam with a 20-metre natural draft can easily accommodate Ultra Large Container Vessels. The Mediterranean Shipping Company (MSC), one of the largest shipping companies globally, has included the port in two of their shipping services – the jade service (connecting Europe and Asia) and the dragon service (connecting Asia and the Mediterranean) after initial trial runs. This inclusion would direct more ships towards Vizhinjam.

The port has already made its presence felt through a number of milestones. This all-weather port is India's first greenfield port project. As India's first semi-automated port, it also flaunts a skilled women workforce operating automated cranes, another first in India. They were all trained at the Community Skill Park Vizhinjam, an industry-led PPP initiative launched by the Kerala government and operated by the Adani Skill Development Centre. In September last year, MSC Claude Girardet (24,116 TEUs) docked in Vizhinjam Port making it the largest cargo ship ever to dock in South Asia. Earlier, large ships would use Colombo as a transshipment hub. In October, MSC Anna's docking witnessed the Vizhinjam Port handling 10,330 containers from a single ship, a record for any Indian port. MSC Irina, the world's largest container ship, is expected to dock in Vizhinjam in May this year.

Need for a global push

While it is definitely a great start, there is a need to capitalise and surge ahead to reap maximum economic benefits. This triple engine (State, Union and concessionaire) project has the potential to make it big amongst the global players.

The Kerala government is aggressively pushing this prestige project to stakeholders across the globe. It has showcased the port at the World Economic Forum 2025, the Invest Kerala Global Summit 2025 and through a dedicated Vizhinjam Conclave 2025. The cover page of Kerala's State budget also featured an image of the Vizhinjam Port highlighting the significance of this project for the State's economic future. The State has signed an agreement with Adani Ports to fast-track the remaining phases, and it is set to be completed by 2028 instead of 2045. In March 2025, the Union Government granted the environmental clearance for the second and third phases. The ₹20,000 crore investment for the remaining phases will upgrade the port's handling capacity to 4.87 million TEUs from the existing one million TEUs and extend the length of the container berth from 1,200 metres to 2,000 metres.

Challenges and opportunities

However, there persist some challenges which need to be addressed urgently. Firstly, a push to develop the associated infrastructure in a fast-paced model. For instance, the arrival of 40 ships in February, resulted in delays which should be avoided in the long run. Industry stakeholders like the Container Shipping Lines Association (CSLA) have flagged the absence of an Integrated Check Post (ICP). The application for the check post is currently pending with the Union Home Ministry; the check post is crucial for generating revenue beyond transshipment through cargo operations and crew change facilities. A much-awaited Customs Office at the port was opened last month. The Kerala Steamer Agents Association had flagged the challenges owing to a delay in ICP approval in addition to the absence of a permanent Port Health Office, an important stakeholder for cargo operations.

The start of import-export operations at Vizhinjam could significantly help boost the local economy. The Kerala government had announced a Vizhinjam Development Zone with a focus on developing an industrial corridor covering the nearby regions. An IAS officer from the State could be allocated exclusively for overlooking the projects associated with the Vizhinjam Economic Growth corridor. In this year's budget, the Kerala government announced a dedicated space for other States to establish their official business centres near the port. The pace of completion of multiple projects including the National Highway 66 which connects to the port, the railway line connecting Balaramapuram to the port and the 63 km Thiruvananthapuram Outer Ring Road (ORR), would decide the fate of the future of the port.

There should also be efforts to promote allied businesses including ship building, ship repair, crew change facilities, logistics, warehousing and bunkering facilities. There is significant momentum for building a shipyard and ship repair centre in Poovar (10 kms from the Vizhinjam port). Adani Ports has announced that Vizhinjam Port will also be a global bunkering hub, supplying clean and green fuel like hydrogen and ammonia. The Kerala government's energy agency ANERT is exploring energy projects including wave power and green hydrogen projects near the port.

There is also a concerted campaign to change the name of the port to Trivandrum International Sea Port Limited, which offers a stronger value proposition from a global branding perspective and consistent with the 'IN TRV 01' location code allocated by the Directorate General of Systems and Data Management.

Special economic zone

Mahindra Group Chairman Anand Mahindra recently advocated for a Shenzhen equivalent city in India. Shenzhen used to be a quiet fishing village, like Vizhinjam, in the 1970s and became China's first Special Economic Zone in 1980. The Port of Shenzhen, established in 1980 has emerged as a top player in global maritime trade and contributed significantly in the transition of the city as the Silicon Valley of China. There is great potential for the deep sea port in Thiruvananthapuram to trigger a similar economic boom in the region, depending exclusively on how various actors including governments, the concessionaire, businesses, and local communities perceive these changes and rise to the occasion. The Kerala government should ideally fast-track the Vizhinjam Special Investment Region (SIR) Bill to create an economic zone, ensuring fair compensation and rehabilitation to the landowners and dwellers in cases of land pooling/acquisition.

Maybe when the Bill is introduced in the Kerala Legislative Assembly, it should be referred to a select committee to study various best practices across the globe in port-led economies including Shenzhen. On the other hand, the Union government should reconsider the decision to have another transshipment hub 40 km away from Vizhinjam in Colachel. Probably, in the interests of the economic viability of large-scale transshipment port projects, we need a policy similar to the greenfield airport policy that prevents new transshipment ports within 750-1,000 kms. Additionally, the Kerala government and legislators across the Left and Congress parties have expressed concerns regarding the repayment terms associated with the Union government's ₹817.8 crore VGF which could potentially escalate to approximately ₹10,000 crore over time, imposing a significant burden on the State's finances. In light of the project's critical economic and strategic value, the Union government could reconsider the repayment clause

While we have a game-changing port ready, its global success will depend on strategic interventions by policymakers, swift adoption by businesses, and the pace of informed decision-making.

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THE GIST

After almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

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The town of Vizhinjam in Kerala has played a crucial role in the history of global maritime trade. Inscriptions from the Pandya-Chola era (1129 AD) records Vizhinjam as Rajendra Chola Pattinam, a port of Kerala. Historians claim that Balita, a port with considerable commercial importance which finds mention in the first century AD historical travelogue *The Periplus of the Erythraean Sea*, is Vizhinjam's old name. However, this historical significance faded away after colonisers of India prioritised ports in other places like Cochin and Madras.

In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

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This port is of immense significance to India's global maritime trade. Currently, around 75% of India's transshipment cargo is handled at ports like Colombo, Singapore and Klang. The need to have a transshipment hub in India is being felt both economically and geopolitically. Amongst all existing Indian ports, Vizhinjam is the closest to international shipping routes, strategically located just 10 nautical miles from the global maritime trading route. Many global shipping stakeholders have already appreciated the role of Vizhinjam on the transshipment map, and as a result, the port has already handled 6 lakh TEUs (twenty-foot equivalent units) berthing more than 280 ships, much higher than the projection of one lakh TEUs for 12 months within launch of operations, including 1.08 lakh TEUs from 51 vessels in March this year. Many large ships prefer ports with 18+ metre draft depth and Vizhinjam with a 20-metre natural draft can easily accommodate Ultra Large Container Vessels. The Mediterranean Shipping Company (MSC), one of the largest shipping companies globally, has included the port in two of their shipping services – the jade service (connecting Europe and Asia) and the dragon service (connecting Asia and the Mediterranean) after initial trial runs. This inclusion would direct more ships towards Vizhinjam.

The port has already made its presence felt through a number of milestones. This all-weather port is India's first greenfield port project. As India's first semi-automated port, it also flaunts a skilled women workforce operating automated cranes, another first in India. They were all trained at the Community Skill Park Vizhinjam, an industry-led PPP initiative launched by the Kerala government and operated by the Adani Skill Development Centre. In September last year, MSC Claude Girardet (24,116 TEUs) docked in Vizhinjam Port making it the largest cargo ship ever to dock in South Asia. Earlier, large ships would use Colombo as a transshipment hub. In October, MSC Anna's docking witnessed the Vizhinjam Port handling 10,330 containers from a single ship, a record for any Indian port. MSC Irina, the world's largest container ship, is expected to dock in Vizhinjam in May this year.

Need for a global push

While it is definitely a great start, there is a need to capitalise and surge ahead to reap maximum economic benefits. This triple engine (State, Union and concessionaire) project has the potential to make it big amongst the global players.

The Kerala government is aggressively pushing this prestige project to stakeholders across the globe. It has showcased the port at the World Economic Forum 2025, the Invest Kerala Global Summit 2025 and through a dedicated Vizhinjam Conclave 2025. The cover page of Kerala's State budget also featured an image of the Vizhinjam Port highlighting the significance of this project for the State's economic future. The State has signed an agreement with Adani Ports to fast-track the remaining phases, and it is set to be completed by 2028 instead of 2045. In March 2025, the Union Government granted the environmental clearance for the second and third phases. The ₹20,000 crore investment for the remaining phases will upgrade the port's handling capacity to 4.87 million TEUs from the existing one million TEUs and extend the length of the container berth from 1,200 metres to 2,000 metres.

Challenges and opportunities

However, there persist some challenges which need to be addressed urgently. Firstly, a push to develop the associated infrastructure in a fast-paced model. For instance, the arrival of 40 ships in February, resulted in delays which should be avoided in the long run. Industry stakeholders like the Container Shipping Lines Association (CSLA) have flagged the absence of an Integrated Check Post (ICP). The application for the check post is currently pending with the Union Home Ministry; the check post is crucial for generating revenue beyond transshipment through cargo operations and crew change facilities. A much-awaited Customs Office at the port was opened last month. The Kerala Steamer Agents Association had flagged the challenges owing to a delay in ICP approval in addition to the absence of a permanent Port Health Office, an important stakeholder for cargo operations.

The start of import-export operations at Vizhinjam could significantly help boost the local economy. The Kerala government had announced a Vizhinjam Development Zone with a focus on developing an industrial corridor covering the nearby regions. An IAS officer from the State could be allocated exclusively for overlooking the projects associated with the Vizhinjam Economic Growth corridor. In this year's budget, the Kerala government announced a dedicated space for other States to establish their official business centres near the port. The pace of completion of multiple projects including the National Highway 66 which connects to the port, the railway line connecting Balaramapuram to the port and the 63 km Thiruvananthapuram Outer Ring Road (ORR), would decide the fate of the future of the port.

There should also be efforts to promote allied businesses including ship building, ship repair, crew change facilities, logistics, warehousing and bunkering facilities. There is significant momentum for building a shipyard and ship repair centre in Poovar (10 kms from the Vizhinjam port). Adani Ports has announced that Vizhinjam Port will also be a global bunkering hub, supplying clean and green fuel like hydrogen and ammonia. The Kerala government's energy agency ANERT is exploring energy projects including wave power and green hydrogen projects near the port.

There is also a concerted campaign to change the name of the port to Trivandrum International Sea Port Limited, which offers a stronger value proposition from a global branding perspective and consistent with the 'IN TRV 01' location code allocated by the Directorate General of Systems and Data Management.

Special economic zone

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Maybe when the Bill is introduced in the Kerala Legislative Assembly, it should be referred to a select committee to study various best practices across the globe in port-led economies including Shenzhen. On the other hand, the Union government should reconsider the decision to have another transshipment hub 40 km away from Vizhinjam in Colachel. Probably, in the interests of the economic viability of large-scale transshipment port projects, we need a policy similar to the greenfield airport policy that prevents new transshipment ports within 750-1,000 kms. Additionally, the Kerala government and legislators across the Left and Congress parties have expressed concerns regarding the repayment terms associated with the Union government's ₹817.8 crore VGF which could potentially escalate to approximately ₹10,000 crore over time, imposing a significant burden on the State's finances. In light of the project's critical economic and strategic value, the Union government could reconsider the repayment clause

While we have a game-changing port ready, its global success will depend on strategic interventions by policymakers, swift adoption by businesses, and the pace of informed decision-making.

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The town of Vizhinjam in Kerala has played a crucial role in the history of global maritime trade. Inscriptions from the Pandya-Chola era (1129 AD) records Vizhinjam as Rajendra Chola Pattinam, a port of Kerala. Historians claim that Balita, a port with considerable commercial importance which finds mention in the first century AD historical travelogue *The Periplus of the Erythraean Sea*, is Vizhinjam's old name. However, this historical significance faded away after colonisers of India prioritised ports in other places like Cochin and Madras.

In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

The port, located in Thiruvananthapuram district, started limited-scale operations from July last year and began commercial operations in December. The first phase of this public private partnership (PPP) project cost ₹8,867 crore and was developed by the State Government of Kerala (₹5,595 crore), with the support of concessionaire Adani Ports (₹2,454 crore) and the Union Government (which provided a Viability Gap Funding (VGF) of ₹817.8 crore with repayment conditions).

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In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

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However, there persist some challenges which need to be addressed urgently. Firstly, a push to develop the associated infrastructure in a fast-paced model. For instance, the arrival of 40 ships in February, resulted in delays which should be avoided in the long run. Industry stakeholders like the Container Shipping Lines Association (CSLA) have flagged the absence of an Integrated Check Post (ICP). The application for the check post is currently pending with the Union Home Ministry; the check post is crucial for generating revenue beyond

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Special economic zone

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In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

The port, located in Thiruvananthapuram district, started limited-scale operations from July last year and began commercial operations in December. The first phase of this public private partnership (PPP) project cost ₹8,867 crore and was developed by the State Government of Kerala (₹5,595 crore), with the support of concessionaire Adani Ports (₹2,454 crore) and the Union Government (which provided a Viability Gap Funding (VGF) of ₹817.8 crore with repayment conditions).

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last year, MSC Claude Girardet (24,116 TEUs) docked in Vizhinjam Port making it the largest cargo ship ever to dock in South Asia. Earlier, large ships would use Colombo as a transshipment hub. In October, MSC Anna's docking witnessed the Vizhinjam Port handling 10,330 containers from a single ship, a record for any Indian port. MSC Irina, the world's largest container ship, is expected to dock in Vizhinjam in May this year.

transshipment through cargo operations and crew change facilities. A much-awaited Customs Office at the port was opened last month. The Kerala Steamer Agents Association had flagged the challenges owing to a delay in ICP approval in addition to the absence of a permanent Port Health Office, an important stakeholder for cargo operations.

The start of import-export operations

Mahindra recently advocated for a Shenzhen equivalent city in India. Shenzhen used to be a quiet fishing village, like Vizhinjam, in the 1970s and became China's first Special Economic Zone in 1980. The Port of Shenzhen, established in 1980 has emerged as a top player in global maritime trade and contributed significantly in the transition of the city as the Silicon Valley of China. There is great potential for the deep sea

THE GIST

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Press Trust of India
NEW DELHI

The Congress on Saturday asked whether market regulator Securities and Exchange Board of India (SEBI) would prosecute Gautam Adani's nephew Pranav Adani, who has been accused of sharing insider data.

Congress general secretary Jairam Ramesh said the people of India were still waiting for the SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

'Insider trading'

"The Modani Matter simply refuses to go away. Recently Gautam Adani's nephew – who is a director in several Adani Group companies – has been accused of insider trading by sharing unpublished, price-sensitive information with his brother-in-law which resulted in 'ill-gotten gains' of ₹90 lakh," he said in a post on social media platform X.

"Will SEBI once again let the Prime Minister's favourite business group off with a slap on the wrist? Or will it prosecute the case to the full extent of the law?" he asked.

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An important landmark

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Arun P.S. is Founder and Research Director, Atyeti Research. The views expressed are personal

THE GIST

- After almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.
- The Kerala government is aggressively pushing this prestige project to stakeholders across the globe. It has showcased the port at the World Economic Forum 2025, the Invest Kerala Global Summit 2025 and through a dedicated Vizhinjam Conclave.
- The Kerala government should fast-track the Vizhinjam Special Investment Region (SIR) Bill to create an economic zone, ensuring fair compensation and rehabilitation to the landowners and dwellers in cases of land pooling/acquisition.

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Shaping the port of the future

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The Vizhinjam port is of immense significance to India's global maritime trade. Amongst all existing Indian ports, Vizhinjam is the closest to international shipping routes. Many global shipping stakeholders have already appreciated the role the port is going to play in transshipment

FULL CONTEXT

Arun P.S.

The town of Vizhinjam in Kerala has played a crucial role in the history of global maritime trade. Inscriptions from the Pandya-Chola era (1129 AD) records Vizhinjam as Rajendra Chola Pattinam, a port of Kerala. Historians claim that Balita, a port with considerable commercial importance which finds mention in the first century AD historical travelogue *The Periplus of the Erythraean Sea*, is Vizhinjam's old name. However, this historical significance faded away after colonisers of India prioritised ports in other places like Cochin and Madras.

In the 1940s, the princely state of Travancore commissioned a study to explore Vizhinjam's potential to set up a world-class port. And now, after almost eight decades of delays and uncertainties, India's first deep water and container transshipment port at Vizhinjam has been officially inaugurated by Prime Minister Narendra Modi.

The port, located in Thiruvananthapuram district, started limited-scale operations from July last year and began commercial operations in December. The first phase of this public private partnership (PPP) project cost ₹8,867 crore and was developed by the State Government of Kerala (₹5,595 crore), with the support of concessionaire Adani Ports (₹2,454 crore) and the Union Government (which provided a Viability Gap Funding (VGF) of ₹817.8 crore with repayment conditions).

Trade boost: A view of the Vizhinjam International Seaport in Thiruvananthapuram on May 2. NIRMAL HARINDRAN

An important landmark

This port is of immense significance to India's global maritime trade. Currently, around 75% of India's transshipment cargo is handled at ports like Colombo, Singapore and Klang. The need to have a transshipment hub in India is being felt both economically and geopolitically. Amongst all existing Indian ports, Vizhinjam is the closest to international shipping routes, strategically located just 10 nautical miles from the global maritime trading route. Many global shipping stakeholders have already appreciated the role of Vizhinjam on the transshipment map, and as a result, the port has already handled 6 lakh TEUs (twenty-foot equivalent units) berthing more than 280 ships, much higher than the projection of one lakh TEUs for 12 months within launch of operations, including 1.08 lakh TEUs from 51 vessels in March this year. Many large ships prefer ports with 18+ metre draft depth and Vizhinjam with a 20-metre natural draft can easily accommodate Ultra Large Container Vessels. The Mediterranean Shipping Company (MSC), one of the largest shipping companies globally, has included the port in two of their shipping services – the jade service (connecting Europe and Asia) and the dragon service (connecting Asia and the Mediterranean) after initial trial runs. This inclusion would direct more ships towards Vizhinjam.

The port has already made its presence felt through a number of milestones. This all-weather port is India's first greenfield port project. As India's first semi-automated port, it also flaunts a skilled women workforce operating automated cranes, another first in India. They were all trained at the Community Skill Park Vizhinjam, an industry-led PPP initiative launched by the Kerala government and operated by the Adani Skill Development Centre. In September last year, MSC Claude Girardet (24,116 TEUs) docked in Vizhinjam Port making it the largest cargo ship ever to dock in South Asia. Earlier, large ships would use Colombo as a transshipment hub. In October, MSC Anna's docking witnessed the Vizhinjam Port handling 10,330 containers from a single ship, a record for any Indian port. MSC Irina, the world's largest container ship, is expected to dock in Vizhinjam in May this year.

Need for a global push

While it is definitely a great start, there is a need to capitalise and surge ahead to reap maximum economic benefits. This triple engine (State, Union and concessionaire) project has the potential to make it big amongst the global players.

The Kerala government is aggressively pushing this prestige project to stakeholders across the globe. It has showcased the port at the World Economic Forum 2025, the Invest Kerala Global Summit 2025 and through a dedicated Vizhinjam Conclave 2025. The cover page of Kerala's State budget also featured an image of the Vizhinjam Port highlighting the significance of this project for the State's economic future. The State has signed an agreement with Adani Ports to fast-track the remaining phases, and it is set to be completed by 2028 instead of 2045. In March 2025, the Union Government granted the environmental clearance for the second and third phases. The ₹20,000 crore investment for the remaining phases will upgrade the port's handling capacity to 4.87 million TEUs from the existing one million TEUs and extend the length of the container berth from 1,200 metres to 2,000 metres.

Challenges and opportunities

However, there persist some challenges which need to be addressed urgently. Firstly, a push to develop the associated infrastructure in a fast-paced model. For instance, the arrival of 40 ships in February, resulted in delays which should be avoided in the long run. Industry stakeholders like the Container Shipping Lines Association (CSLA) have flagged the absence of an Integrated Check Post (ICP). The application for the check post is currently pending with the Union Home Ministry; the check post is crucial for generating revenue beyond transshipment through cargo operations and crew change facilities. A much-awaited Customs Office at the port was opened last month. The Kerala Steamer Agents Association had flagged the challenges owing to a delay in ICP approval in addition to the absence of a permanent Port Health Office, an important stakeholder for cargo operations.

The start of import-export operations at Vizhinjam could significantly help boost the local economy. The Kerala government had announced a Vizhinjam Development Zone with a focus on developing an industrial corridor covering the nearby regions. An IAS officer from the State could be allocated exclusively for overlooking the projects associated with the Vizhinjam Economic Growth corridor. In this year's budget, the Kerala government announced a dedicated space for other States to establish their official business centres near the port. The pace of completion of multiple projects including the National Highway 66 which connects to the port, the railway line connecting Balaramapuram to the port and the 63 km Thiruvananthapuram Outer Ring Road (ORR), would decide the fate of the future of the port.

There should also be efforts to promote allied businesses including ship building, ship repair, crew change facilities, logistics, warehousing and bunkering facilities. There is significant momentum for building a shipyard and ship repair centre in Poovar (10 kms from the Vizhinjam port). Adani Ports has announced that Vizhinjam Port will also be a global bunkering hub, supplying clean and green fuel like hydrogen and ammonia. The Kerala government's energy agency ANERT is exploring energy projects including wave power and green hydrogen projects near the port.

There is also a concerted campaign to change the name of the port to Trivandrum International Sea Port Limited, which offers a stronger value proposition from a global branding perspective and consistent with the 'IN TRV 01' location code allocated by the Directorate General of Systems and Data Management.

Special economic zone

Mahindra Group Chairman Anand Mahindra recently advocated for a Shenzhen equivalent city in India. Shenzhen used to be a quiet fishing village, like Vizhinjam, in the 1970s and became China's first Special Economic Zone in 1980. The Port of Shenzhen, established in 1980 has emerged as a top player in global maritime trade and contributed significantly in the transition of the city as the Silicon Valley of China. There is great potential for the deep sea port in Thiruvananthapuram to trigger a similar economic boom in the region, depending exclusively on how various actors including governments, the concessionaire, businesses, and local communities perceive these changes and rise to the occasion. The Kerala government should ideally fast-track the Vizhinjam Special Investment Region (SIR) Bill to create an economic zone, ensuring fair compensation and rehabilitation to the landowners and dwellers in cases of land pooling/acquisition.

Maybe when the Bill is introduced in the Kerala Legislative Assembly, it should be referred to a select committee to study various best practices across the globe in port-led economies including Shenzhen. On the other hand, the Union government should reconsider the decision to have another transshipment hub 40 km away from Vizhinjam in Colachel. Probably, in the interests of the economic viability of large-scale transshipment port projects, we need a policy similar to the greenfield airport policy that prevents new transshipment ports within 750-1,000 kms. Additionally, the Kerala government and legislators across the Left and Congress parties have expressed concerns regarding the repayment terms associated with the Union government's ₹817.8 crore VGF which could potentially escalate to approximately ₹10,000 crore over time, imposing a significant burden on the State's finances. In light of the project's critical economic and strategic value, the Union government could reconsider the repayment clause

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Tharoor: forgetting Chandy at Vizhinjam event bad

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Press Trust of India
KOCHI

Congress MP Shashi Tharoor on Saturday said it was bad that none of the speakers at the Vizhinjam seaport commissioning event mentioned the contributions of former Kerala Chief Minister Oommen Chandy in making the project a reality.

Mr. Tharoor also remarked that the Left Democratic Front, which was initially opposed to the project, and the Bharatiya Janata Party, which had no presence in the area at the time, now want to take all the credit for the port.

"There is a saying in English–success has many fathers, failure is an orphan. Had the project failed, they would have said, 'Look, we told you it was a bad idea.' Now that it has succeeded, everyone wants credit for it," he told reporters.

The Congress MP made the remarks after visiting the family of N. Ramachandran (65), who was killed in the recent Pahalgam terror attack.

First viable bid

On the omission of Chandy's contributions to the Vizhinjam project, Mr. Tharoor said it was during the late Congress leader's tenure as Chief Minister that the first commissioning agreement was signed and the first viable bid was received. He said that during the V.S. Achuthanandan-led government two bids were received, but the qualified companies had Chinese links and the Union government did not approve them.

"When Oommen Chandy was Chief Minister, he once met Gautam Adani on a flight, discussed the project with him, and convinced him to bid for it. After the flight landed, Adani said he would call his company and ask them to buy the tender documents," Mr. Tharoor said.

He added that Chandy carried out all the negotiations, signed the agreement, inaugurated the project, and got a rehabilitation package for those affected by the port passed in the State Cabinet.

Mr. Tharoor said both Chandy and Pinarayi Vijayan, as Chief Ministers, played roles in advancing the project, and the Narendra Modi-led Union government extended support, with the Prime Minister eventually inaugurating the port.

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Will you act against Adani's nephew, Cong. asks SEBI

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Press Trust of India
NEW DELHI

The Congress on Saturday asked whether market regulator Securities and Exchange Board of India (SEBI) would prosecute Gautam Adani's nephew Pranav Adani, who has been accused of sharing insider data.

Congress general secretary Jairam Ramesh said the people of India were still waiting for the SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

'Insider trading'

"The Modani Matter simply refuses to go away. Recently Gautam Adani's nephew – who is a director in several Adani Group companies – has been accused of insider trading by sharing unpublished, price-sensitive information with his brother-in-law which resulted in 'ill-gotten gains' of ₹90 lakh," he said in a post on social media platform X.

"Will SEBI once again let the Prime Minister's favourite business group off with a slap on the wrist? Or will it prosecute the case to the full extent of the law?" he asked.

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Allu Arjun faces online flak after he refuses selfie

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The actor was returning from Mumbai when a fan approached him

Allu Arjun has received flak on social media after a video of him declining a fan's request for a selfie went viral. In a video being shared widely on social media, the actor can be seen entering the airport grounds, while being surrounded by a posse of security personnel. The actor appeared to be in a hurry, but greeted the photographers briefly. He also refused a selfie with a fan who had approached him and later one of the security personnel guided the man outside.

This incident took place at Mumbai airport when the actor was returning home after attending WAVES 2025, which witnessed the who's who of film industries across India.

'HE IS SO FAKE, SUCH FAKE SMILE', WROTE A USER, WHILE ANOTHER SAID, 'HE SEEMS STILL IN PUSHPA'S CHARACTER'

Netizens felt that Allu Arjun could have spared a few minutes for his fan. "He is so fake such fake smile," a user wrote. Another commentator wrote: "He seems still in *Pushpa*'s character." Some also defended the actor saying, "May be getting late for flight."

Note: This is the tracking till 8.30 AM IST

Airport gold-drug rings recruit out-of-state carriers

Strategy shift

Airport gold-drug rings recruit out-of-state carriers

Customs and DRI detect new pattern as syndicate uses Punjab, UP citizens to evade profiling at A'bad airport

Ahmedabad Mirror Bureau
feedback@ahmedabadmirror.com

Posts @ahmedabadmirror

Sardar Vallabhbhai Patel International Airport has become a key transit point for gold and drug smugglers. After central agencies like Customs and DRI seized contraband worth crores of rupees, smuggling syndicates have changed tactics to avoid detection.

Intelligence sources reveal smuggling networks have altered their approach. They once relied on local carriers but have switched to recruiting people from Rajasthan, Punjab and Uttar Pradesh.

Punjab connection in Rs 76 crore seizures

DRI and Customs jointly seized hydroponic weed worth Rs 37 crore

and Rs 39 crore at Ahmedabad airport in two operations. Though these incidents occurred on different days, investigators spotted similarities.

On April 29, authorities found 37 kg of hydroponic weed hidden inside luggage of four passengers arriving on a Thai Airways flight. All four were residents of Amritsar, Punjab. In a related case on the same flight, officials caught a woman smuggling gold worth Rs 37 lakh in two capsules concealed in her rectum. She originally came from Karnataka.

Pattern continues

Just days later on May 2, officials intercepted three more passengers smuggling hydroponic weed worth Rs 39 crore. Two passengers were from Punjab.

Earlier cases follow the same pattern. A Barmer resident was caught smuggling a valuable gold chain in February, and a Mumbai resident was nabbed with gold worth Rs 11.87 lakh in March.

"None of these passengers could explain why they chose to travel through Ahmedabad instead of airports closer to home," revealed sources in the customs department. "When questioned about their travel history, their stories didn't add up."

A senior official from the central agency at the airport explained their response: "We constantly profile carriers who frequently travel through SVPIA airport and have suspected links to smuggling networks."

Note: This is the tracking till 8.30 AM IST

Where cab is king, auto's pedestria

Welcome to Ahmedabad airport

Where cab is king, auto's pedestrian

Those booking autos must walk a kilometre to the stand or suffer an uncomfortable shuttle ride while cab users get VIP access

Kuldeep.Tiwari@ahmedabadmirror.in | Posts @kuldeep_2105

Even as the Sardar Vallabhbhai Patel International Airport (SVPIA), operated by the Adani group, boasts of expansion and new passenger-friendly facilities, its approach to those opting for auto rickshaws reeks of discrimination. While cab and car users are treated to seamless access and priority pick-ups, passengers choosing the humble auto are met with inconvenience and discomfort.

Frequent flyers have voiced their frustration, stating that on arrival, those booking autos are forced to walk over a kilometre to the designated auto stand. This is because auto rickshaws are not permitted inside the airport premises to pick up passengers.

CONTINUED ON PAGE 4 >>

Note: This is the tracking till 8.30 AM IST

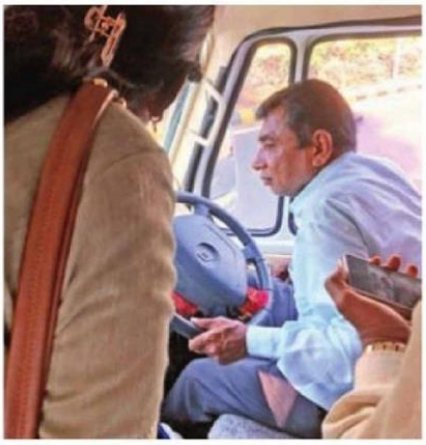
Where cab is king, auto's pedestria

Jet set, then sweat set at city airport

CONTINUED FROM PAGE 1

Those unwilling to make the trek must rely on a shuttle service operated by the airport authorities. However, the service is far from efficient — the shuttle departs only when all seats are filled, resulting in long waiting periods. Worse, the bus is small, lacks air conditioning and many passengers are forced to stand, especially during peak hours. "Imagine stepping off a premium airline, dressed for a meeting or an event, only to be crammed into a poorly ventilated bus simply because you chose an auto. It's humiliating," said a disgruntled flier, calling the airport's attitude "blatantly discriminatory".

Another frequent traveller told Mirror that cab fares from the airport range between Rs 500 to Rs 850 for a one-way trip. "Booking an auto saves me a substantial amount," he said. "But I end up paying the price in sweat and discomfort. By the time I reach the auto stand, I'm drenched."



A packed bus ferrying passengers

With city temperatures hovering between 40°C and 44°C, the lack of basic amenities like air conditioning in the shuttle adds to passengers' woes.

Following several complaints, Mirror visited the airport and confirmed the sorry state of affairs. Passengers were indeed seen crammed inside a stifling shuttle or trudging towards the far-off auto stand.

"Imagine stepping off a premium airline, dressed for a meeting, only to be crammed into a poorly ventilated bus simply because you chose an auto. It's humiliatingx

–A disgruntled flier

When asked to comment on the problems faced by passengers seeking to hire autorickshaw, an SVPIA spokesperson said, "Two air-conditioned shuttle buses are deployed at SVPI Airport to transport passengers from arrivals to the autorickshaw pickup point. The shuttle buses operate 24/7 at a frequency of 20 minutes. SVPI Airport is committed towards creating seamless travel experiences for our passengers."

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Pranav Adani, accused by Sebi of insider trading, 'seeking to settle

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Gautam Adani's nephew said he was seeking to settle the matter without admission or denial of allegations

NEW DELHI

Sebi has accused **Pranav Adani**, director in multiple Adani Group companies and nephew of billionaire founder Gautam Adani, of violating insider trading laws according to a Reuters report. The Sebi notice, issued last year, alleges that Pranav Adani shared unpublished price-sensitive information (UPSI) regarding Adani Green's 2021 acquisition of SoftBank-backed SB Energy Holdings with his brother-in-law Kunal Shah before the deal was made public.

Call records and trading patterns were analysed during the investigation. Sebi claims the Shah brothers Kunal and Nrupal, subsequently traded Adani Green shares and made profits exceeding Rs 90 lakh. Pranav Adani told Reuters that he was seeking to settle the matter "without admission or denial of the allegations" and asserted he had "not violated any securities law". The report further quoted a source confirming that settlement discussions are ongoing.

The Shah brothers, through their law firm, denied wrongdoing, claiming the trades were not based on any UPSI and that the information "was already generally available in the public domain."

This investigation adds to the growing regulatory scrutiny surrounding the Adani Group. US authorities last year indicted Gautam Adani and two Adani Green executives over unrelated bribery allegations, which the group has dismissed as "baseless".

Adani Green's acquisition of SB energy on May 17, 2021 at an enterprise value of $3.5 billion is the largest acquisition in the renewable energy sector in India so far.

Pranav Adani became aware of the impending acquisition two-three days prior to May 16, 2021, when the deal was finalised, Sebi said.

Sebi had proposed that Kunal and Nrupal Shah also settle, but the brothers chose to contest the allegations as they found the terms too onerous, the Reuters report further said. Pranav Adani's settlement plea would be taken up after Sebi's ongoing review of its settlement process is over.

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"Will SEBI once again let the Prime Minister's favourite business group off with a slap on the wrist? Or will it prosecute the case to the full extent of the law?" Ramesh asked while sharing reports of Pranav Adni sharing insider data.

Meanwhile, he said, the people of India are still waiting for SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

"It has been 26 months since the Supreme Court directed SEBI to complete its investigation following the Hindenburg revelations," he said.

Meanwhile, SEBI's US counterpart -- the Securities and Exchange Commission -- has been much more proactive since it received evidence that between 2020 and 2024 Gautam Adani and seven associates offered Rs 2,000 crore in bribes to Indian officials to secure solar power contracts that would have yielded over Rs 16,000 crore in profits, the Congress leader noted.

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Closer Look

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Adani Ports focussing on scaling up marine, logistics and agri-logistics businesses: Karan Adani

Adani Ports focussing on scaling up marine, logistics and agri-logistics businesses: Karan Adani

NEW DELHI, MAY 4 /--/ Adani Ports and Special Economic Zone (APSEZ) managing director Karan Adani has said that India's biggest private port operator is focusing on scaling up its marine, logistics and agri-logistics businesses. In an interview with PTI, Adani said that APSEZ, the flagship company of the Adani group, will invest Rs 13,000 crore in Vizhinjam International Seaport in phase 2, which will take this deep-water port's cargo handling capacity from current 1.2 million TEUs (twenty-foot equivalent units) to almost 5 million TEUs by 2028. Prime Minister Narendra Modi on May 2 commissioned the Vizhinjam International Seaport which was completed at an estimated cost of Rs 8,867 crore. "Within APSEZ, we have three big verticals that we are building on -- marine business, logistics business and agri-logistics business," he said. While pointing out that APSEZ is the the largest operator in the country in marine business, Adani said, "the idea now is to keep scaling that (marine business) business up within India, as well as outside of India".

On the logistics side, Adani said APSEZ is looking at building multi-model logistics parks, similar to what the Adani group has done in the ports. "We want to build large, multi-modal logistics parks, and then to help it bring in volume, as well as to drive efficiency," he said. Referring to agri-logistics business, Adani said the grains which are stored today in India, are not stored in a proper manner. "So we are looking at silos, building silos and storing them," he said. Asked how is Vizhinjam International Seaport is different from APSEZ's other ports, Adani explained that Adani group's ports are predominantly doing the domestic volume and the import -export volume, none of them do transshipment volume. "Vizhinjam International Seaport is the first one in the country with 100 per cent transshipment volume -- currently all the cargo which is moving from our ports are going to Singapore and to Colombo, those are the ones (cargo) which we are targeting to bring into Vizhinjam port," he said.

Currently, 75 per cent of India's transshipment cargo is handled at ports outside India and Indian ports lose up to USD 200-220 million of potential revenue each year on transshipment handling of cargo originating/destined for India. The Vizhinjam project is intended primarily to bring home the Indian cargo transshipment presently being undertaken at the foreign ports of Singapore, Colombo, Salalah and Dubai. A transshipment port is a kind of transit hub where cargo from one ship is transferred to another ship on the way to its final destination. Asked how Vizhinjam International Seaport would compete with Colombo and Singapore ports in terms of tariffs, he said that Vizhinjam ports will have to compete on the international level. "So we will have to compete on all aspects, not just tariff. We will have to compete on efficiency, we will have to compete on operations as well as productivity," he said. Responding to a question on APSEZ's international acquisitions plan, he said South East Asia and East Africa regions are areas of interest for APSEZ. "We keep evaluating opportunities... We are looking at high growth countries. We are looking at opportunities where we can scale up. "We are looking at countries where India has historically done a lot of trade, but that trade has moved to other countries," Adani said. Responding to a question on India-Middle East-Europe Economic Corridor (IMEC), he said, "IMEC is a very critical project from a strategic perspective, from being self-reliant on supply chain as well as to have a de-risking strategy from a supply chain perspective." (PTI)

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KOCHI, MAY 4 /--/ Congress MP Shashi Tharoor on Saturday said it was bad that none of the speakers at the Vizhinjam seaport commissioning event mentioned the contributions of former Kerala Chief Minister Oommen Chandy in making the project a reality. Tharoor also remarked that the LDF, which was initially opposed to the project, and the BJP, which had no presence in the area at the time, now want to take all the credit for the port. "There is a saying in English-success has many fathers, failure is an orphan. Had the project failed, they would have said, 'Look, we told you it was a bad idea.' Now that it has succeeded, everyone wants credit for it," he told reporters.

The Congress MP from Thiruvananthapuram made the remarks after visiting the family of N Ramachandran (65), who was killed in the recent Pahalgam terror attack. Tharoor said he had been unable to visit the family earlier as he was in Thiruvananthapuram. "Today, I met his widow, son, daughter and other family members, shared in their grief and conveyed my condolences. They have borne their loss with great strength, and everyone has appreciated them for that. "I, too, wanted to tell them how deeply sorry I was and to console them, even though it is always difficult to console someone after a loss. I only came to express my condolences-nothing more," he said.

On the omission of Chandy's contributions to the Vizhinjam project, Tharoor said it was during the late Congress leader's tenure as Chief Minister that the first commissioning agreement was signed and the first viable bid was received. He noted that during the V S Achuthanandan-led government, two bids were received, but the qualified companies had Chinese links, and the Central government did not approve them. "When Oommen Chandy was Chief Minister, he once met Gautam Adani on a flight, discussed the project with him, and convinced him to bid for it. After the flight landed, Adani said he would call his company and ask them to buy the tender documents," Tharoor said.

He added that Chandy carried out all the negotiations, signed the agreement, inaugurated the project, and got a rehabilitation package for those affected by the port passed in the state cabinet. "He did all that and paved the way for the project to move forward. To forget him, in my opinion, is not right," he said.

Tharoor said both Chandy and Pinarayi Vijayan, as Chief Ministers, played roles in advancing the project, and the Narendra Modi-led central government also extended support, with the Prime Minister eventually inaugurating the port. "It was a joyful occasion with everyone's participation. In my view, omitting Oommen Chandy's name was unnecessary. Acknowledging everyone's contributions is the decent thing to do. "I would say to this (Left) government: do what you must, but do not forget what others before you have done," he said.

Tharoor also recalled that during the UDF government's time, the LDF had strongly criticised the port project. "They accused us of corruption and claimed it was a massive scam. Those who said such things are now celebrating the Vizhinjam port with immense joy," he said, adding that the Congress had only worked for the people and to bring about development. (PTI)

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War of words on Kerala port

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CYNTHIA CHANDRAN

Thiruvananthapuram: The Vizhinjam port, which was commissioned on Friday, has ignited a war of words among the Congress, BJP and the Left in Kerala.

Congress's Thiruvananthapuram MP Shashi Tharoor has lashed out at the LDF government for not acknowledging former chief minister Oommen Chandy's role in the establishment of the port. Tharoor also rued the fact that he did not get a chance to speak at the commissioning event.

"On the day of the official commissioning of #Vizhinjam port, recalling the remarkable contributions of late Kerala chief minister @Oommen_Chandy, who pushed this project, signed the original commissioning agreement and initiated the work whose culmination we celebrated today. Shame that none of the official speakers even mentioned his name — and I, who would have, did not get a chance to speak," Tharoor posted on X.

The Congress leadership had already expressed displeasure over the LDF government's eagerness to claim credit for the Vizhinjam project.

Congress general secretary (communications), Jairam Ramesh, recalled on X his visit to Vizhinjam as the Union environment minister during Chandy's tenure in 2011 "to set the ball rolling" for the project.

Responding to Ramesh's post, Tharoor wrote: "Your approval after due studies of weather and wave patterns over several seasons, paved the way for what is truly a jewel on our nation's coastline — a state-of-the-art port with technologies and facilities almost impossible to find elsewhere in Asia."

Leader of the Opposition in the Kerala Assembly, V.D. Satheesan, who skipped the commissioning to protest the late invitation extended to him for the event, was targeted by CPM mouthpiece *Deshabhimani* for his absence.

Kerala PWD minister P.A. Mohammed Riyas triggered another controversy by sharing on Facebook a photograph of himself along with state finance minister K.N. Balagopal and CPM state secretary M.V. Govindan with the caption: "We are in the audience and Rajeev Chandrasekhar is on the stage."

BJP state president Chandrasekhar on Saturday said while everyone was celebrating the commissioning of the port, "a son-in-law of a Communist royal family" was unhappy about it. Riyas is the son-in-law of chief minister Pinarayi Vijayan.

Chandrasekhar said he arrived early at the venue and went to the stage as he wanted to meet the BJP workers.

"The son-in-law should consult a doctor or a psychologist. He is upset because I arrived early. I felt that as the BJP state chief, I should arrive on time," Chandrasekhar said at a party event.

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APSEZ managing director Karan Adani

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BMC janitor, two Pune bizmen cheated in currency frauds

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Megha Kuchik and Poonam Apraj
MUMBAI

A BMC sanitation worker was duped of Rs18.27 lakh with the promise of receiving crores of rupees in exchange for old Rs5 currency notes. The South Mumbai Region cyber police have registered a case against unknown persons.

Manoj Sapkal, 48, a resident of Calicut Street in south Mumbai, came across an advertisement on Facebook in October last year. The ad, posted by a firm named 'M.S. COIN', claimed that it offered crores of rupees in exchange for old currency notes.

Sapkal, who had 13 old Rs5 notes, contacted the number provided in the ad. Someone named Sanjeev Kumar responded and said he would receive Rs98.60 lakh in exchange but needed to pay an entry fee of Rs1,200. He was later told that a company representative had arrived at Mumbai airport from Bengaluru and would deliver the money to his home the same evening. In a sudden twist, Sapkal got a call, claiming the man had been detained by cybercrime cops, following which he was coerced to pay a heavy price.

Similarly, two businessmen from Pune were duped of Rs25 lakh in Chembur after being lured with offer for Rs50 lakh genuine currency notes at half price. The incident took place on April 30, and a case has been registered by Nehru Nagar police against Pravin Mungse, Dashrath Lohote, Mukund Jha, and accomplices.

The complainants are 43-year-old Santosh Khambe, a land dealer, and his partner Amit Karande. The duo was approached by Mungse, who introduced Lohote as his associate. The group then drove to Surbhi Hotel at Swastik Chambers, where they met Jha. The trio informed Khambe and Karande that a third party would soon deliver the promised notes.

Later, two unknown men arrived and got into the car with the businessmen, claiming they would complete the deal at a nearby office. En route, they asked to stop the car on the Eastern Express Highway to check the cash.

At that moment, another vehicle approached, and men carrying batons exited, shouting "Police!" Startled, Khambe and Karande watched as the fake cops took possession of the cash bag and drove away.

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Tackle bird hit causes, NMIA operator told

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Raina Assainar
NAVI MUMBAI

The Directorate General of Civil Aviation (DGCA) has directed the Navi Mumbai International Airport operator to take action against all activities that attract bird activity near the airport, including illegal animal slaughtering, in response to growing concerns from environmental activists and local residents. DGCA director Amit Gupta confirmed that the aerodrome operator has been advised to take action.

The move gains significance as the Navi Mumbai International Airport is set to become operational within a month. Activists have flagged the illegal slaughter of goats and chickens at Ulwe, just 3km from the runway, as a major violation of DGCA norms, which prohibit animal slaughter within a 10km radius of any airport to prevent bird strikes.

NatConnect Foundation director B N Kumar had raised the issue with the DGCA through the Prime Minister's public grievance portal on February 24, pointing to the rampant and unchecked slaughter of animals in open areas.

DGCA director Amit Gupta confirmed that the aerodrome operator has been asked to act against slaughter houses

While the state government had outlined the no-slaughter rule in its Government Resolution (GR) while forming the Aerodrome Environment Management Committee (AEMC), activists say enforcement has been lax. The City and Industrial Development Corporation (CIDCO), which heads the AEMC and administers the Ulwe node, has only taken symbolic action, such as demolishing a few illegal shops that quickly reappeared, said Kumar.

Santosh Kate, president of Ulwe city NCP, highlighted ongoing hygiene violations and health risks amid fears of bird flu and other viruses. "It is shocking that officials are turning a blind eye to this blatant illegality," he said, adding that he has written to CIDCO and the Raigad collector demanding immediate

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Dynasty' jibe to counter row over BJP chief at PM event

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HD Bureau
KOCHI

BJP state president and former Union Minister Rajeev Chandrasekhar ignited a political firestorm by referring to Kerala Public Works Minister Mohamed Riyas as the "son-in-law of a communist dynasty" during the inauguration of the Vikasitha Keralam convention in Alappuzha. Though he refrained from naming Riyas directly, Chandrasekhar's pointed remarks were widely interpreted as a direct attack on the minister, who is married to the daughter of Chief Minister Pinarayi Vijayan.

The minister's comments come amid escalating tensions between the state and central governments over the Vizhinjam International Seaport project. The ₹8,867 crore deep-water port, developed through a public-private partnership involving the Adani Group, has become a flashpoint in Kerala's political landscape. The central government's provision of ₹817.80 crore in

Viability Gap Funding for the project has been a particular point of contention. While the Centre insists that this funding must be repaid through revenue sharing after 15 years, the state government argues that such a condition is unprecedented and discriminatory.

Chief Minister Vijayan has formally requested the removal of the repayment clause, highlighting that similar projects, such as the Tuticorin port, received VGF without such stipulations. He contends that the repayment condition could impose an additional financial burden of ₹10,000–12,000 crore on the state's already strained resources.

The Vizhinjam port has also been a source of friction among Kerala's political parties. The Congress party claims that the project was the brainchild of former Chief Minister Oommen Chandy and has accused the current Left Democratic Front government of sidelining the opposition during key events related to the port's development. Leader of Opposition V.D. Satheesan and other Congress leaders have expressed dissatisfaction over not being invited to the port's inauguration ceremonies, asserting that the LDF is attempting to monopolize credit for the project.

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Airlines & freight operators cry foul as new airport takes wings

FLIGHT TURBULENCE | MIAL's decision to shut down freight operations and slot cuts in flights of West Asian airlines met with anger; IATA urges airport operator to engage with the industry

Airlines & freight operators cry foul as new airport takes wings

Dhairya Gajara
MUMBAI

The Navi Mumbai International Airport (NMIA) will be inaugurated on June 1 and operations are expected to commence in the second half of August. Even as the inauguration is less than a month away, uncertainties loom over airlines shifting operations from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to the new facility.

In January, CSMIA and NMIA's operator, Mumbai International Airport Ltd (MIAL), announced the redevelopment of CSMIA's Terminal 1, to enhance capacity to manage 20 million passengers annually. The 'modernisation' of T1 is expected to begin in a phased manner in November and is expected to be completed in 2028-29. MIAL had announced that the capacity gap created by the redevelopment work will be managed by T2 and NMIA.

On April 21, MIAL informed cargo operators that it is going to temporarily shut down freight operations from August 16 until further notice. The airport operator justified the move by saying that it needs to carry out multiple airside works, including construction of a new taxiway for runway 14/32.

"MIAL has always ensured that any infrastructure upgrade is created in a fair and transparent manner. MIAL had therefore carried out consultation on March 13, 2024, on intended infrastructure upgrade giving all relevant stakeholders adequate notice period," the airport said in its letter to the cargo operators.

MIAL also announced slot cuts in flights of West Asian airlines for the winter season. The move faced severe backlash from airlines and Airline Operators Committee-Mumbai (AOC-Mumbai) complained to the Ministry of Civil Aviation. The airlines believe that this is yet another attempt to push the operations to NMIA.

"Such a significant operational decision, which directly impacts airline schedules, connectivity and passenger experience, cannot and must not be imposed without stakeholder engagement," read the letter by AOC-Mumbai.

Following these two decisions by MIAL, the International Air Transport Association (IATA) intervened. In a statement, John Middleton, the head for worldwide airport slots at IATA, said that MIAL had failed to adhere to MoCA's guidelines for slot allocation.

It urged MIAL to immediately withdraw the cuts and instead urgently engage with the airline industry in consultations to minimise disruptions to airline operations, inconvenience to passengers, and loss of air connectivity for Mumbai. "We hope that the operator of the two-airport system in Mumbai is not using this situation to pressure airlines to move their operations to their upcoming airport. We fear that this is an example of airport capacity gaming which will harm aviation throughout India and beyond," he said.

MIAL also issued a statement in which it refuted IATA's assertions, claiming that the adjustments to cargo operations and slot allocations have followed a transparent, consultative and regulator-driven process.

"Airlines have full autonomy over network planning, and there has been no attempt to steer traffic from CSMIA to NMIA. MIAL continues to respect international best practices, including the guidelines issued by the Worldwide Airport Slot Board (WASB), and remains committed to maintaining fair and equitable coordination with all stakeholders," MIAL said.

Industry experts have raised concerns regarding these developments. They believe that MIAL is also planning to shift chartered flights to NMIA as the airport had announced that the non-scheduled flights will not get parking space at CSMIA from the end of the year.

Sandip Jadhav, a Saudi Arabia-based logistics manager, said, "This major update will impact the logistics and supply chain industry significantly. Freighters like Boeing 777s and 747s, carrying 100+ tonnes, will be grounded. Belly cargo on passenger flights will take over, but capacity may fall short. This change demands quick adaptability and close coordination with customers, partners, and airlines."

Vipul Saxena, a Mumbai-based former defence pilot and an aviation expert, said, "It will be inconvenient for the residents of south and north Mumbai to reach NMIA without a convenient mode of transport. The ministry should intervene and find a workable solution also focusing on the targetted development of T1 for increased passenger capacity."

CSMIA is India's second-busiest cargo hub handling 24% of the country's freight. It handles around four to five freighter aircraft daily, mainly facilitating import and export from the Middle-East, US and UK.

CSMIA records more than 120 daily flights to and from West Asia. Among them, more than 40 flights are operated by West Asian carriers

Timeline

DEC 29: First commercial flight validation test at NMIA

JAN 10: MIAL announces chartered planes to not get parking space

JAN 28: MIAL announces redevelopment plan of T1

APRIL 9: IndiGo CEO announces flying from both CSMIA's T1 and NMIA

APRIL 21: MIAL announces freighter suspensions

APRIL 26: MIAL announces slot cuts for winter schedule

JUNE 1: Inauguration of NMIA

AUG 2025: Operations commencement at NMIA

NOV 2025: First phase of CSMIA T1's redevelopment to begin

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Nepali man held with fake passport at airport

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Megha Kuchik
MUMBAI

A 40-year-old Nepali citizen who had been living illegally in India for 40 years was intercepted on May 2 at Mumbai airport while attempting to travel to Rome on an Indian passport obtained fraudulently. An immigration officer filed a complaint with the Sahar police, and a case was registered the same day.

According to the FIR, at 2am, Vipin Basnet approached the immigration counter to board IndiGo flight 6E-1303 to Doha at 4.20am, with plans to travel onward to Rome. During passport verification, the officer noted frequent travel to Nepal and that his appearance and surname resembled those typically found in Nepal.

This raised suspicion, prompting an inquiry. Basnet claimed his parents migrated from Nepal to India in 1976 and that he was born and educated in India. However, checks on his mobile phone revealed photos of Nepali citizenship documents belonging to him and his father, along with his Nepali marriage certificate and his daughter's birth certificate.

Basnet had acquired an Indian passport in 2005 using a birth certificate and had renewed it twice. Since 2024, he had been working as a seaman and was now trying to go to Rome for similar employment. He currently resides in Kandivali East, Mumbai.

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Doctor to Philanthropist: Transforming lives with compassion

Doctor to Philanthropist:
Transforming Lives with Compassion

ANGELS OF MUMBAI
Presented by adani

Malad-based Dr Girish Trivedi had always been keen on philanthropy and believed in paying it forward. A general physician for over 17 years, he decided in 1999 to fuse philanthropy with his medical experience to assist people in various aspects of health.

"Around the end of the 1990s and early 2000s, the cases of HIV and AIDS in India were quite high and there was a lot of fear, stigma and discrimination associated with it. There were very few doctors who were supporting these patients and so he felt that it was the need of the hour. So I decided to help patients who were battling with it and guide them in whatever way I can," explains Dr Trivedi, founder-trustee of Aids Combat International, adding that he was able to do this due to the constant support of his wife, Mamta.

Although he had been helping patients since 1999, he officially established his not-for-profit Aids Combat International (ACI) in 2002. His organisation assisted patients with breast cancer, those needing cataract and retina surgery, brain stroke and cardiac issues. There were also programmes for eye, skin and organ donation, and people requiring dialysis. However, ACI's flagship project remained focused on HIV and AIDS.

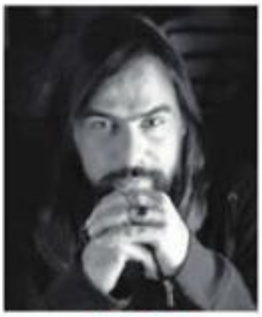
"We found widows infected with HIV and AIDS who were struggling to take care of themselves and also raise kids, while also facing discrimination and judgement for being infected," he explains. ACI gave these women the expensive medicines for free along with monthly groceries that included protein-rich foods to strengthen their immunity. But the work did not stop there, as he also made sure that the education of these widows' children was taken care of, so that they could build a life for themselves.

Taking another step towards women's health was ACI's breast cancer programme, which was launched in 2022. Seeing a rise in the number of breast cancer patients, Dr Trivedi thought that it was necessary to work in this segment, as early detection could save lives. "An early detection with timely treatment and surgery can not only save the woman's life, but she can also live a healthy life," he explains. Collaboration with a corporate partner enabled funding of hundreds of breast cancer surgeries.

Because of this noble work, there were quite a few doctors who agreed to conduct the surgery at a reasonable cost. "Usually, after surgery, when it comes to post-surgery care and treatment like chemotherapy, most people's savings are drained in spite of help from us or others," he explained. As a doctor, he understood the need for early detection and so his organisation periodically conducted breast cancer screening at various locations by deploying mobile mammography vans—all free of cost.

Feroz Khan, choreographer and music video director, who has known Dr Trivedi for over two decades, shares, "Dr Trivedi has been lending a helping hand to people with HIV, AIDS and breast cancer, who face dire situations in life. He and his family have also been using their homes for this noble work that shows passion and dedication."

ANGEL: DR GIRISH TRIVEDI, founder-trustee, Aids Combat International



ENDORSER: FEROZ KHAN, choreographer and music video director

> Dr Trivedi has been lending a helping hand to people with HIV, AIDS and breast cancer, who face dire situations in life. He and his family have also been using their homes for this noble work that shows passion and dedication.

Aids Combat International provides monthly groceries that included protein-rich foods

Scan the code to watch the video. If you know any heroes, write to us at angels@fpj.co.in.

Note: This is the tracking till 8.30 AM IST

Rajeev slams CM's kul min Riyas over Vizhinjam 'stage snub' row

Rajeev slams CM's kin min Riyas over Vizhinjam 'stage snub' row

ALAPPUZHA, MAY 3

KERALA BJP president Rajeev Chandrasekhar on Saturday hit out at state Tourism Minister P.A. Mohamed Riyas over his social media jibe regarding Chandrasekhar's presence on the dais during Prime Minister Narendra Modi's event at Vizhinjam Port on Friday. Riyas, the son-in-law of Chief Minister Pinarayi Vijayan, had posted a photo on social media showing Chandrasekhar sitting alone on the stage while Riyas was in the audience. The post was widely shared by CPI(M) supporters online.

Responding at a BJP event in Alappuzha on Saturday, Chandrasekhar, without naming Riyas, said: "While the entire nation was celebrating the Vizhinjam Port project, a Communist Royal Family's son-in-law is upset." "I arrived at the venue early, around 8.45 a.m., and took the seat where my name was marked. Others were in the visitors' lounge. I came early because I wanted to be with my karyakartas. When they chanted 'Bharat Mata Ki Jai,' I joined them," he said.

Taking a swipe at Riyas, Chandrasekhar added, "I don't know why this Communist Royal son-in-law is upset. I'm neither a psychiatrist nor a counselor to suggest a remedy -- he should consult a doctor." His remark drew loud applause from the audience. Later, in a post on X, Chandrashekhar, without naming anyone, slammed Rahul Gandhi also along with Mohamed Riyas. He said, "Two 'royal dynasties' speak grandly about democracy and the Constitution... one in Delhi and another right here in Kerala. In Delhi, it's the son; in Kerala, it's the son-in-law. Corruption is common for both. Corruption there, corruption here as well!"

Tensions between the two sides have simmered since April 26, when visuals of a review meeting at the Vizhinjam Port -- chaired by CM Vijayan -- showed the presence of his entire family, including daughter Veena Vijayan, her son, and his wife. The image sparked criticism, especially after former DGP Jacob Thomas posted it online. ---IANS

Note: This is the tracking till 8.30 AM IST

Will you act now' Cong asks SEBI over insider trading charge against Adani nephew

'Will you act now?' Cong asks SEBI over insider trading charge against Adani nephew

NEW DELHI, MAY 3

THE Congress on Saturday wondered whether market regulator SEBI would prosecute Gautam Adani's nephew who has been accused sharing insider data.

Congress general secretary Jairam Ramesh said the people of India are still waiting for SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

"The Modani Matter simply refuses to go away. Recently Gautam Adani's nephew - who is a director in several Adani Group companies - has been accused of insider trading by sharing unpublished, price-sensitive information with his brother-in-law which resulted in 'ill-gotten gains' of Rs 90 lakh," he said in a post on X.

"Will SEBI once again let the Prime Minister's favourite business group off with a slap on the wrist? Or will it prosecute the case to the full extent of the law?" Ramesh asked while sharing reports of Pranav Adni sharing insider data.

Meanwhile, he said, the people of India are still waiting for SEBI to complete the investigation into Adani's violation of 24 counts of securities laws.

"It has been 26 months since the Supreme Court directed SEBI to complete its investigation following the Hindenburg revelations," he said.

Note: This is the tracking till 8.30 AM IST

Kerala BJP chief slams CM Vijayan's son-in-law minister Riyas over Vizhinjam 'stage snub' row

Kerala BJP chief slams CM Vijayan's son-in-law minister Riyas over Vizhinjam 'stage snub' row

STATESMAN NEWS SERVICE
THIRUVANANTHAPURAM,
3 MAY

BJP Kerala president Rajiv Chandrasekhar has responded to the criticism raised against him for his presence on the dais during the commissioning of Vizhinjam International seaport on Friday.

Rajiv Chandrasekhar's response to the criticisms against his presence on the dais, was a sarcastic mockery of state PWD and tourism minister Mohammed Riyaz, who was in the audience of the port inaugural function. Riyaz shared a picture on Facebook with CPI-M state secretary MV Govindan, state finance minister KN Balagopal and the Chief Minister's wife Kamala, along with the caption, 'We are in the audience, Rajiv Chandrasekhar is also on the stage'.

In response to Mohammed Riyaz's criticism, Rajeev Chndrasekhar on Saturday sarcastically said in Alappuzha that if the son-in-law of the communist dynasty has a problem, he should see a doctor.

"If the son-in-law of the communist dynasty has a problem, he should see a doctor. Troll as much as you want, this train has left.," the BJP Kerala chief said (Mohammed Riyaz is the son-in-law of chief minister Pinarayi Vijayan).

Rajeev Chandrasekhar's presence on the dais during the commissioning of Vizhinjam Port, invited criticism and widespread troll on social media.

A slew of leaders, including state PWD and Tourism Minister Mohamed Riyas and senior CPI-M leader Thomas Isaac, lashed out against Rajeev Chandrasekhar for his presence on the dais.

CPI-M state secretary MV Govindan said BJP state president's presence on the dais during the commissioning of Vizhinjam International seaport was not right.

BJP former state president Surendran said that the BJP state president Rajeev Chandrasekhar's participation in the Vizhinjam inauguration ceremony was not due to the generosity of the Kerala government.

BJP state vice president Sobha Surendran said Rajeev Chandrasekhar was on the dais because those who are empowered to take decision on the matter, decided so.

Responding to the criticism against BJP's state president Rajeev Chandrasekhar, BJP Alappuzha South District President Sandeep Vachaspati, in Facebook post said BJP State President Rajiv Chandrasekhar did sit on the Vizhinjam inauguration stage, not because his father or grandfather was the Chief Minister, he did so by accepting the invitation of the Prime Minister of the country.

On what basis your son, on his way to see the sights by holding his grandfather's hand, sat on the government meeting, Sandeep asked.

"You, come and criticize the BJP state president, who is also a former union minister, after giving a satisfactory explanation to that" Sandeep wrote on his facebook page.

Note: This is the tracking till 8.30 AM IST

Trading range likely to be much wider than usual

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However, selective buying opportunities now an emerging in sectors like infra, hospitality, pharma, materials, retail and telecom

KEY FACTORS

- Signs of tiredness
- Potential consolidation at higher levels
- Traders advised to closely monitor position build-up
- Rebound follows a prolonged correction that began in late Sept 2024

CHERUKURI KUTUMBA RAO

Geopolitical developments on Indo-Pak border, US Fed meet on May 7, macroeconomic data and remaining set of Q4 earnings will dictate near-term direction of the market

DESPITE persistent geopolitical tensions between India and Pakistan that continue to pressure market sentiment, positive earnings reports and optimism over a potential India-US trade deal have contributed to FIIs making net inflows last week, supporting a positive sentiment. For the week, BSE Sensex index jumped 1,289.46 points or 1.62 per cent to finish at 80,501.99 points, and NSE Nifty gained 307.35 points or 1.2 per cent to end at 24,346.70 points. Nervousness was visible in the broader market with the Mid-cap and Small-cap indices logging losses. Among sectors, the Nifty Oil & Gas index added 4.3 per cent, the Nifty Realty index rose 2.5 per cent, Nifty Auto, IT, and Healthcare indices rose one per cent each. However, the Nifty Media index shed 1.7 per cent and the Nifty Metal index shed 0.6 per cent. For the record, in the month of April, both the benchmark indices added 3.5 per cent each. It is pertinent to observe that in April, the advance-decline ratio for BSE-all listed stocks averaged 1.26—the highest level since June 2024—signalling a broad-based recovery across segments. This rebound follows a prolonged correction that began in late September 2024, during which the Sensex and Nifty fell over 14.7 per cent and 15.6 per cent respectively, while Mid and Small-cap indices saw steeper declines of 21.8 per cent and 24.48 per cent. FIIs and DIIs remained net buyers during the week, with net purchases of Rs10,071 crore and Rs9,270 crore, respectively. The Indian Rupee appreciated 1.06 per cent during the week, breaching the 84-per-dollar mark for the first time since October 2024. Near-term direction of the market will be dictated by geopolitical developments on Indo-Pak border, US Fed meet on May 7, macroeconomic data and remaining set of Q4 earnings. The trading range is expected to be much wider than usual; avoid large trading positions. Market observers see a picture of global financial systems approaching an inflexion point, stirred not just by economic forces, but political ones, especially in the US. Bitcoin, often dismissed as a speculative play, is gaining favour among risk-tolerant investors in light of geopolitical uncertainty. Selective buying opportunities are now emerging in sectors like infrastructure, hospitality, pharmaceuticals, materials, retail, and telecom.

Five Warren Buffett quips and anecdotes from Warren Buffett's 2025 Berkshire Annual Meeting:

1. **Buffett's Longevity Secret: Coke, not crunches**
Holding two cans of Coca-Cola on stage, Buffett poked fun at his famously unconventional diet and exercise habits. "At 94 years of age, I've been able to drink whatever I like and do what I want—and I've defied all the predictions of what should've happened to me."
He added that he and his late partner Charlie Munger preserved themselves by skipping the gym rather than hitting it.
2. **Charlie's hypothetical sex change for longevity**
Buffett didn't miss a chance to joke about mortality—and Charlie Munger. "Once you get to 115, it's almost a cinch you're going to die. Especially, if you're male. All the records are held by females. I even tried to get Charlie to have a sex change so he could touch the top. And he did pretty well for being a male."
3. **No exercise mantra!**
"If you look at the career span of athletes, you might decide it's better not to be on a baseball or basketball team. Charlie and I never exercised much—we just focused on preserving ourselves."
4. **On grooming his successor (or not)**
Whether if he was holding off on investing so his successor, Greg Abel, could shine later, Buffett deadpanned: "I wouldn't do anything nearly so noble as to withhold investing myself just so that Greg could look good later on."
5. **Buffett's quip for being born lucky**
"The luckiest day in my life was the day I was born in the US If I were being born today, I'd just keep negotiating in the womb until they said I could be in the US."

Quote of the week
The individual investor should act consistently as an investor and not as a speculator
— Ben Graham

You are an investor, not someone who can predict the future. Base your decisions on real facts and analysis rather than risky, speculative forecasts.

F&O/ SECTOR WATCH

Tracking the cash markets, derivatives segment continued to witness strong stock-specific moves. It is pertinent to observe that RIL was primarily responsible for the resilience of the market in the last week. In the derivatives market, prominent Call Open Interest for Nifty seen at the 24,500 and 25,000 strikes, while the notable Put OI was at the 24,000 strike. For Bank Nifty, the prominent Call OI was seen at the 55,500 strike, whereas notable Put OI is at the 55,000 strike. Implied Volatility (IV) for Nifty's Call options settled at 16.19 per cent, while Put options conclude at 17.12 per cent. The India VIX, a key market volatility indicator, closed the week at 18.22 per cent. The Put-Call Ratio of Open Interest (PCR OI) for the week was 1.56. The geopolitical tensions between India and Pakistan remain ingrained in the market behaviour; the rise in VIX shows increased hedging activity by the market participants. Technical indicators suggest that the market is showing signs of tiredness, foretelling potential consolidation at higher levels. Traders are advised to closely monitor position build-up during the week, as it could further drive market movement. Cautious approach is recommended. The next significant resistance for the Nifty lies at 24,540. A volume breakout above 24,500 could push it toward 24,800, followed by 25,200 in the short term. On the downside, immediate support is seen at 24,200. A break below this level could lead to a slide toward the next support at 23,850.Stocks looking good are Godrej Consumer, HDFC Life, ITC, IGL, PNB Hsg, SBI Life and PI Inds. Stocks looking weakare ACC, Bajaj Finance, Exide Inds, IOC, Glenmark, Tata Tech and PFC.

(The author is a senior market analyst and former vice-chairman, Andhra Pradesh State Planning Board)

Note: This is the tracking till 8.30 AM IST

Protest to prosperity: Vizhinjam port offers hope for local youth

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PRESS TRUST OF INDIA ■
Thiruvananthapuram

Just a few years ago, the name Vizhinjam was at the heart of fierce protests. Now, it is being spoken of as a symbol of opportunity and progress, especially among the youth in this coastal village.

On Friday, Prime Minister Narendra Modi officially commissioned the Vizhinjam International Seaport, a project once met with strong resistance from the local fishermen community. Today, it stands as a source of pride and employment for many of those same residents.

"Who wouldn't want a good job in their hometown?" asked Rahul, a young man from the fishermen community, stepping out of the port wearing his safety helmet and uniform.

He is among the 35 per cent of port workers who are from Vizhinjam. Many more are hoping to follow his lead.

The port has slowly changed public opinion in the area. Years of protests, supported by the local Church, brought life in Vizhinjam to a standstill for over four months.

It was only after a meeting with Kerala Chief Minister Pinarayi Vijayan that the strikes were called off, with a promise of jobs and development.

Prime Minister Narendra Modi, Kerala Governor Rajendra Arlekar, Chief Minister Pinarayi Vijayan, Adani Group Chairman Gautam Adani and others at the Vizhinjam International Seaport in Thiruvananthapuram PTI

Now, those promises are beginning to materialise. Roshin, another young local who now works at the port, said, "This port is a game changer. Most youths here only had fishing as an option. Now they have a new future."

The Kerala government had made it clear during its agreement with the Adani Group that local youth must be given priority in hiring.

To support this, a Community Skill Park was set up in Vizhinjam under the Additional Skill Acquisition Programme (ASAP), offering training tailored to port jobs.

Among the most notable changes is the employment of nine local women as crane operators.

These women, trained at the local skill centre, now handle the massive Cantilever Rail Mounted Gantry cranes, which unload containers from ships.

According to port officials, this is the first time women have been given such a role in any Indian port.

Training doesn't stop there. Two groups of intermodal truck drivers trained at the skill park have already been hired, and 150 more young people are currently undergoing training.

Manoj Nair, managing director of a mooring company at the port, confirmed they have already hired 24 local workers and plan to recruit more as the port expands.

"This port will change not just Vizhinjam but all of Kerala," he said.

The deep-water port has been developed by Adani Ports and Special Economic Zone Ltd (APSEZ), India's largest port developer and part of the Adani Group, under a public-private partnership.

The project was completed at an estimated cost of Rs 8,867 crore.

In early 2025, Vizhinjam topped the list of ports on India's southern and western coasts for container cargo handling, managing over 100,000 TEUs (twenty-foot equivalent units) per month.

A major milestone came when Vizhinjam berthed the MSC Turkey, one of the largest cargo ships to ever reach India.

By 2028, the next phase of construction is expected to be complete, giving the port an annual capacity of at least 3 million TEUs. This phase will cost Rs 10,000 crore, which will be fully funded by Adani Ports.

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DGCA asks NMIA to stop activities which attract bird at airport

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PIONEER NEWS SERVICE ■ MUMBAI

Apprehending bird strike threats to aircraft due to illegal open slaughtering of animals in the vicinity of the Navi Mumbai International Airport (NMIA), the Directorate General of Civil Aviation (DGCA) has asked the airport operator to stop all activities which attract bird activity in the vicinity of the project.

The DGCA's directive to the airport operators comes in the run-up to the opening of the NMIA where the flight operations are expected to start within a month.

Responding to a complaint by the NatConnect Foundation — an organisation crusading for migrating flamingos, mangroves, wetlands and biodiversity in Navi Mumbai, DGCA's director Amit Gupta said: "The Aerodrome Operator has been advised to take necessary steps to stop all activities, including slaughtering of animals, which attract bird activity in the vicinity of aerodrome".

On February 24, NatConnect Foundation Director B N Kumar had lodged a complaint with the DGCA through the Prime Minister's public grievance portal against unchecked slaughtering of goats and chicken at Ulwe, barely three km from the airport runway as the crow flies.

The Aerodrome Operator has been advised to take necessary steps to stop all activities, including slaughtering of animals, which attract bird activity in the vicinity of aerodrome

In his complaint, Kumar had said that the allowing of animal slaughter within 10 km radius of any airport was a violation of the aircraft norms framed by the DGCA.

This DGCA norm figures prominently in the Government Resolution (GR) issued by the Maharashtra Government while appointing the Aerodrome Environment Management Committee (AEMC) for the NMIA.

The City and Industrial Development Corporation of Maharashtra Ltd (CIDCO), which heads the AEMC, administers the Ulwe node.

"Despite repeated complaints, the action from CIDCO so far has been less than cosmetic as some shops were demolished and they sprang back as if with vengeance, Santosh Kate, president of Ulwe city NCP (Ajit Pawar) said.

Kate has also written to CIDCO, the Raigad district collector and other officials against the menace of open selling of goat mutton and chicken meat, in gross violation of all norms of hygiene. "It is also risky in these days of bird flu and GBS virus threats It is shocking that the officials have been turning a blind eye to the blatant violations," he said.

Kumar expressed surprise that the DGCA had taken over two months to respond, that too after two reminders, on such a critical issue.

Initially, A X Joseph, Director Air Safety, had informed NatConnect that the concerns raised have been forwarded to the Aerodrome Directorate of DGCA.

With no news of further development, the activist sent a protest note on April 13 stating that "it is astonishing and rather disturbing that even after two months of alert citizens raising their voice of concern about these illegal animal slaughter and sale of mutton and chicken meat, the authorities remain unconcerned as the business thrives even today on a much-enlarged scale. And the airport in question will soon be functional."

A local resident Karan Chawla, who has also taken up the issue with the Chief Minister Devendra Fadnavis, said about 15 to 30 goats were illegally slaughtered daily at sector 19 in Ulwe. "I have sent a complaint to the Additional Chief Secretary (Home) Dr I S Chahal and Urban Development-II Secretary Govind Raj," Chawla said.

The DGCA directive to the operator has come as a big relief to the activists fighting for the ban on slaughtering of animals in the vicinity of the NMIA.

Following the ban on the slaughtering activity around NMIA, the activists have urged the Navi Mumbai Municipal Corporation (NMMC) to set up a slaughter house in Navi Mumbai with strict adherence to hygiene and other safety norms for the benefit of non-vegetarian food lovers.

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Protest to prosperity: Vizhinjam port offers hope for local youth

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PRESS TRUST OF INDIA ■
Thiruvananthapuram

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Prime Minister Narendra Modi, Kerala Governor Rajendra Arlekar, Chief Minister Pinarayi Vijayan, Adani Group Chairman Gautam Adani and others at the Vizhinjam International Seaport in Thiruvananthapuram PTI

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"This port will change not just Vizhinjam but all of Kerala," he said.

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The project was completed at an estimated cost of Rs 8,867 crore.

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NEW DELHI

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BSE (last week)

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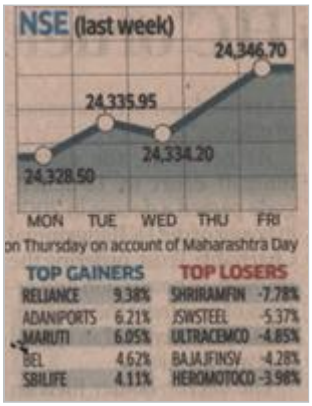
NSE (last week)



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Row over Vizhinjam port event refuses to die down

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EXPRESS NEWS SERVICE
@ T'Puram

A DAY after the commissioning of the Vizhinjam International Seaport, political controversies over the inaugural function refuse to die. Senior Congress MP Shashi Tharoor criticised those who spoke at the function, for not mentioning former chief minister Oommen Chandy.

In his social media post on X, Tharoor recalled the contributions made by the ex-CM for the project. It was Chandy who pushed the project, signed the original commissioning agreement and initiated the work, said Tharoor. "Shame that none of the official speakers even mentioned his name, - and I, who would have, did not get a chance to speak." he posted.

Meanwhile, CPM mouthpiece Deshabhimani came out with an article saying the BJP has no right to claim the ownership of the project. Stating that BJP state chief Rajeev Chandrasekhar wormed his way into the dais plan via back-door, the article termed his action of raising slogans from the dais as sheer pettiness. The article also accused Leader of Opposition V D Satheesan of staying away from the inaugural event for parochial political reasons.

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>
> Shashi Tharoor, Congress MP

Meanwhile, BJP leader K Surendran lashed out against Minister Mohammed Riyaz who had criticised Rajeev Chandrasekhar's presence on the dais during the commissioning event.

The BJP state chief attended the event not due to the Kerala government's benevolence, said Surendran. "Riyaz should vent his irritation on his father-in-law, and not to Modi or Rajeev Chandrasekhar. Will someone get a seat on the dais merely because he's the chief minister's son-in-law?" Surendran mocked.

Vizhinjam International Seaport

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NEW DELHI, May 4 (PTI)

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FROM PROTEST TO PROSPERITY

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The actor was returning from Mumbai when a fan approached him

Allu Arjun has received flak on social media after a video of him declining a fan's request for a selfie went viral. In a video being shared widely on social media, the actor can be seen entering the airport grounds, while being surrounded by a posse of security personnel. The actor appeared to be in a hurry, but greeted the photographers briefly. He also refused a selfie with a fan who had approached him and later one of the security personnel guided the man outside.

This incident took place at Mumbai airport when the actor was returning home after attending WAVES 2025, which witnessed the who's who of film industries across India.

'HE IS SO FAKE, SUCH FAKE SMILE', WROTE A USER, WHILE ANOTHER SAID, 'HE SEEMS STILL IN PUSHPA'S CHARACTER'

Netizens felt that Allu Arjun could have spared a few minutes for his fan. "He is so fake such fake smile," a user wrote. Another commentator wrote: "He seems still in *Pushpa*'s character." Some also defended the actor saying, "May be getting late for flight."

Note: This is the tracking till 8.30 AM IST

Man tries to fly to Rome on fake docs, caught

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FAIZAN KHAN
faizan.khan@mid-day.com

IMMIGRATION authorities at Chhatrapati Shivaji Maharaj International Airport apprehended a man attempting to fly to Rome on forged Indian documents. The man, identified as Bipin Mahendra Basnet is alleged to be a Nepali national, residing in India illegally for the last 40 years.

40
No. of years he allegedly lived illegally in India

According to an FIR registered with Sahar Police, Basnet was scheduled to travel to Rome via Doha for a seaman's job on May 2. But while examining his documents, an assistant immigration officer grew suspicious after noticing multiple trips to Nepal.

During interrogation, the accused claimed that his parents were stranded in Mumbai during the 1976 Emergency, and that he was born in India in 1984. However, during a forensic check of his mobile phone, officials discovered frequent call records to Nepal and photos of his Nepali citizenship. Basnet is said to have used a fabricated Indian birth certificate to acquire an Aadhaar card, PAN card, and a voter ID.

Basnet was arrested under relevant sections of the Bharatiya Nyaya Sanhita (BNS) and the Passport Act. "If proven to be a Nepali national, he will be deported following due legal procedures," a police officer said.

Note: This is the tracking till 8.30 AM IST

Will India-Pakistan tensions affect the stock market

இந்தியா, பாகிஸ்தான் பதற்றத்தால் பங்குச் சந்தைக்கு பாதிப்பா?

"மு

மைபையில் இருக்கிறேன். கேள்விகளை மெயிலில் அனுப்புங்கள்..." என்று புதன்கிழமை காலையிலேயே ஷேர்லக் தகவல் அனுப்பியிருந்தார். நாம் கேள்விகளை அனுப்பிவிட்டுக் காத்திருக்க, சரியாக 4 மணிக்கு பதில்களை நம் மெயிலுக்கு அனுப்பி வைத்தார். இனி நம் கேள்விகளும், அவருடைய பதில்களும்...

விஷால் மெகா மார்ட் பங்கு விலை உயர்ந்துள்ளதே?

"விஷால் மெகா மார்ட் என்ற சூப்பர் மார்க்கெட் நிறுவனம் மார்ச் காலாண்டு நிதிநிலை முடிவுகளை வெளியிட்டுள்ளது. இந்த நிறுவனத்தின் வருவாய் 23.2 சதவிகிதம் உயர்ந்து, 2,547.9 கோடி ரூபாயாக உள்ளது. நிகர லாபம் 88 சதவிகிதம் உயர்ந்து, 115.1 கோடி ரூபாயாக உயர்ந்துள்ளது. சூப்பர் மார்க்கெட்டுகளில் விற்பனை வளர்ச்சி வலுவாக இருப்பதால் லாபமும் அதிகரித்துள்ளது.

மேலும், மார்ச் காலாண்டில் புதிதாக 28 சூப்பர் மார்க்கெட்டுகளை இந்நிறுவனம் தொடங்கியுள்ளது. மார்ச் 31-ம் தேதி நிலவரப்படி நாடு முழுவதும் 458 நகரங்களில் 696 சூப்பர் மார்க்கெட்டுகளை நடத்தி வருகிறது. காலாண்டு நிதிநிலை முடிவுகள் சிறப்பாக இருப்பதால், ஏப்ரல் 30-ம் தேதி வர்த்தகத்தில் இப்பங்கின் விலை 10% உயர்ந்துள்ளது."

இந்தியா சிமென்ட்ஸ் பங்கு விலை உயர்ந்துள்ளதே?

"சென்னையைச் சேர்ந்த இந்தியா சிமென்ட்ஸ் நிறுவனம் தற்போது ஆதித்ய பிர்லா குழும நிறுவனமான அல்ட்ராடெக் சிமென்ட்ஸின் துணை நிறுவனமாக இயங்கி வருகிறது. இந்தியா சிமென்ட்ஸ் நிறுவனம் மார்ச் காலாண்டு நிதிநிலை முடிவுகளை வெளியிட்டுள்ளது. முந்தைய நிதி ஆண்டின் மார்ச் காலாண்டில் 60.55 கோடி ரூபாய் நஷ்டத்தைச் சந்தித்த நிலையில், சமீபத்திய மார்ச் காலாண்டில் 14.68 கோடி ரூபாய் லாபம் பெற்றுள்ளது.

"அமெரிக்கா வரி விதிப்பைத் தற்காலிகமாக நிறுத்தி வைத்த பிறகு, பங்குச் சந்தை உயர்ந்து வந்தது. ஆனால், இந்தியா – பாகிஸ்தான் பதற்றத்தால் மாற்றம் இல்லாமல் சந்தை இருக்கிறது!

ஆனால், வருவாய் 3.11 சதவிகிதம் குறைந்து, 1,197.30 கோடி ரூபாயாக உள்ளது. என்றாலும், ஒட்டுமொத்தமாக 2024-25 நிதியாண்டில் இந்தியா சிமென்ட்ஸ் நிறுவனத்தின் நஷ்டம் 143.88 கோடி ரூபாயாகக் குறைந்துள்ளது. முந்தைய நிதி ஆண்டில் 227.34 கோடி ரூபாய் நஷ்டம் ஏற்பட்டது. இந்தியா சிமென்ட்ஸ் நிறுவனத்தின் நஷ்டம் குறைந்து வருவதால், ஏப்ரல் 29-ம் தேதி வர்த்தகத்தில் இந்தியா சிமென்ட்ஸ் பங்கு விலை 10 சதவிகிதம் உயர்ந்தது."

எம்.எஸ்.சி.ஐ குறியீடு பற்றி அப்டேட் வந்திருக்கிறதே?

"சர்வதேச முதலீட்டுக் குறியீடான எம்.எஸ்.சி.ஐ இந்தியா ஸ்டாண்டர்டு குறியீட்டில் ஆண்டுக்கு இரண்டு முறை மாற்றங்கள் மேற்கொள்ளப்படும். அந்த வகையில் வரும் மே 13-ம் தேதி சில மாற்றங்கள் பற்றி அறிவிப்பு வெளியாகும். ஜூன் 3-ம் தேதி முதல் மாற்றங்கள் அமல்படுத்தப்படும்.

இந்த நிலையில், எம்.எஸ்.சி.ஐ குறியீட்டில் வரப்போகும் மாற்றங்கள் பற்றி பங்குத் தரகு நிறுவனமான ஜேஎம் ஃபைனான்ஷியல் ஒரு ரிப்போர்ட் வெளியிட்டுள்ளது. அதன்படி, நைகா பங்குகள் எம்.எஸ்.சி.ஐ இந்தியா ஸ்டாண்டர்டு குறியீட்டில் சேர்க்கப்படும் என எதிர்பார்க்கப் படுகிறது. இதனால், நைகா பங்குக்கு 210 மில்லியன் டாலர் முதலீடுகள் வரவாய்ப் புள்ளது என மதிப்பிடப்பட்டுள்ளது.

இது தவிர, அதானி எனர்ஜி சொல்யூஷன்ஸ், கோரமண்டல் இன்டர்நேஷனல் ஆகிய பங்குகளும் சேர்க்கப் படும் என எதிர்பார்க்கப் படுகிறது. இதனால், அதானி எனர்ஜி சொல்யூஷன்ஸ் பங்குக்கு 270 மில்லியன் டாலர், கோரமண்டல் இன்டர்நேஷனல் பங்குக்கு 200 மில்லியன் டாலர் முதலீடுகள் வருவதற்கு வாய்ப்புள்ளது. எம்.எஸ்.சி.ஐ குறியீட்டில் இருந்து தெர்மேக்ஸ் பங்கு நீக்கப்படும் என எதிர்பார்க்கப்படுகிறது. இதனால், தெர்மேக்ஸ் பங்கில் இருந்து 120 மில்லியன் டாலர் முதலீடுகள் வெளியேறக்கூடும்.

எம்.எஸ்.சி.ஐ குறியீடு சார்ந்த இண்டெக்ஸ் ஃபண்டுகளில் ஏராளமான வெளிநாட்டு முதலீட்டாளர்கள் முதலீடு செய்துள்ளனர். இந்தக் குறியீட்டில் மாற்றங்கள் வரும்போது, சம்பந்தப்பட்ட பங்குகள் பல மில்லியன் டாலர் முதலீடுகளைப் பெறுவதற்கு அல்லது இழப்பதற்கு வாய்ப்புள்ளது."

Note: This is the tracking till 8.30 AM IST

Will India-Pakistan tensions affect the stock market

இந்தியா - பாகிஸ்தான் பதற்றத்தால் பங்குச் சந்தைக்கு பாதிப்பு ஏற்படுமா?

"இந்தியா - பாகிஸ்தான் இடையே மீண்டும் பதற்றமான சூழல் நிலவுகிறது. அமெரிக்கா வரி விதிப்பைத் தற்காலிகமாக நிறுத்தி வைத்த பிறகு பங்குச் சந்தை உயர்ந்து வந்தது. ஆனால், இந்தியா - பாகிஸ்தான் பதற்றத்தால் பெரிய ஏற்ற இறக்கங்கள் இல்லாமல் ஒரே அளவில் தான் சந்தை இருக்கிறது. இந்தப் பதற்றமான சூழல் எப்படி உருவெடுக்கும் என்பதை வரும் நாள்களில் பொறுத்திருந்து பார்க்க வேண்டும்.

ஆனால், வரலாற்றைப் பார்க்கும்போது நீண்ட கால முதலீட்டாளர்கள், இந்தப் பதற்றத்தைப் பற்றி கவலைப்படத் தேவையில்லை என்பதைப் புரிந்துகொள்ள முடியும். உதாரணமாக, இந்தியா - பாகிஸ்தான் இடையே ஏற்பட்ட கடைசி ஐந்து பதற்றமான சூழல்களைப் பார்ப்போம். 1999-ல் கார்கில் போர் காலத்தில் பங்குச் சந்தை 0.8 சதவிகிதம் மட்டுமே சரிந்தது. பின்னர் மேலே வந்து விட்டது.

2001-ல் இந்திய நாடாளுமன்றத் தாக்குதலின் போது, பங்குச் சந்தை சுமார் 0.7 சதவிகிதம் இறங்கியது. பின்னர் மேலே எழுந்து வந்து விட்டது. 2008-ல் மும்பை பயங்கரவாதத் தாக்குதலின்போது, வியப்பூட்டும் வகையில் பங்குச் சந்தை ஏற்றம் கண்டது. 2016-ல் ஜம்மு காஷ்மீரின் உரி பகுதியில் உள்ள இந்திய ராணுவ தளத்தை பயங்கரவாதிகள் தாக்கிய போது, இந்திய அரசு பதிலுக்கு சர்ஜிக்கல் ஸ்ட்ரைக் நடத்தியது.

இதனால், செப்டம்பர் 18 முதல் 26-ம் தேதி வரை பங்குச் சந்தை 2 சதவிகிதத்துக்கு மேல் இறங்கியது. பல்வேறு காரணங்களுக்காக சில மாதங்களுக்கு சந்தை சரிந்தாலும், பின்னர் மேலே ஏறத் தொடங்கியது. 2019-ம் ஆண்டில் புல்வாமா தாக்குதலின்போது பிப்ரவரி 14-ம் தேதி முதல் மார்ச் 1-ம் தேதி வரை பங்குச் சந்தை சுமார் 1.8 சதவிகிதம் இறங்கியது. அதன் பின் டுகுடுவென ஏறத் தொடங்கியது. பதற்றமான் சூழலுக்கு பங்குச் சந்தை வழக்கமாக எதிர்மறையான ரியாக்ஷன் கொடுப்பது இயல்பு. ஆனால், நீண்டகால முதலீட்டாளர் களுக்கு இது எந்தவிதத்திலும் தடை அல்ல."

சந்தை இறக்கத்துக்கு மியூச்சுவல் ஃபண்ட் நிறுவனங்கள் காத்திருப்பதுபோல் தெரிகிறதே?

"கடந்த ஏப்ரல் 2-ம் தேதி அமெரிக்கா பல்வேறு உலக நாடுகள் மீது வரி விதித்தது. சீனா தவிர, மற்ற நாடுகள் மீதான வரி தற்காலிகமாக நிறுத்தி வைக்கப்படுவதாக அதிபர் டொனால்டு ட்ரம்ப் தெரிவித்ததால், வர்த்தகப் போரின் பாதிப்பு பெரிதாக இல்லை.

எனினும், சீனாவுக்கு இந்தத் தற்காலிக நிவாரணத்தைக்கூட அமெரிக்கா கொடுக்க வில்லை. ஆனால், சீனாவுடன் வர்த்தக ஒப்பந்தம் போடப்படும் என நம்புவதாகவும், அதற்குப் பிறகு வரி கணிசமாகக் குறைக்கப்படும் எனவும் சமீபத்தில் ட்ரம்ப் தெரிவித்துள்ளார். எனவே, வர்த்தகப் போரின் சூடு ஓரளவுக்கு தணிந்துள்ளது என்றே கூறலாம். ஆனாலும், வர்த்தகப் போர் விவகாரத்தில் பெரு முதலீட்டாளர்களும், மியூச்சுவல் ஃபண்ட் மேனேஜர்களும் இன்னும் எச்சரிக்கையாகத் தான் இருக்கிறார்கள் எனத் தெரிகிறது.

பிரபல முதலீட்டாளரும், மோபியஸ் கேப்பிடல் பார்ட்னர்ஸ் நிறுவனருமான மார்க் மோபியஸ் இந்தியா போன்ற வளர்ந்து வரும் சந்தைகளில் அதிக அளவில் முதலீடு செய்யக் கூடியவர். ஆனால், தற்போது தன் நிதியில் 95 சதவிகிதத்தைப் பணமாகவே வைத்திருப்ப தாகத் தெரிவித்துள்ளார்.

'இந்தியா போன்ற வளரும் சந்தைகள் சிறப்பாகவே செயல்படும். எனவே, சரியான நேரம் வரும்போது முதலீடு செய்வோம். ஆனால், என்ன மாதிரியான மாற்றங்கள் நிகழ் கின்றன என்பதைப் பொறுத்திருந்து பார்க்க வேண்டும். ஒரு வேளை பங்குச் சந்தை இறங் கினால், நிறைய பணத்தை நிச்சயமாக முதலீடு செய்வோம்.

இந்தியாவுடன் அமெரிக்கா வர்த்தக ஒப்பந்தம் செய்துகொள்ள விரும்புகிறது. ஏனென்றால், சீனாவுக்கு மாற்றான நாடாக இந்தியா உள்ளது. ஒரு வேளை, சீனாவுடனான வர்த்தக உறவில் அமெரிக்கா தனது போக்கை மாற்றிக்கொண்டால், சீனா மீது எனக்கு ஆர்வம் வரும்' என்று தெரிவித்துள்ளார்.

அமெரிக்க அதிபர் ட்ரம்ப் மாற்றி மாற்றி பேசிக் குழப்புவதில் வல்லவர். வர்த்தகப் போர் விவகாரத்தில் தெளிவு கிடைக்கும் வரை

நிறுவனங்களின் டிவிடெண்ட்/போனஸ்/ஸ்டாக் ஸ்ப்ளிட்/இஜிஎம்/ரைட்ஸ் இஷ்யூ போன்ற கார்ப்பரேட் ஆக்ஷனுக்கான ரெக்கார்டு தேதி மற்றும் புக் குளோஸர் குறித்த விவரங்கள் (5.5.2025 முதல் 10.5.2025 வரை)

கம்பெனியின் பெயர்	BSE Ex. Date	நோக்கம்	BC/ RD*	தேதி *
Oberoi Realty Ltd.	5.5.25	இன்டெரிம் டிவிடெண்ட் ரூ.2	RD	5.5.25
PTC India Ltd.	5.5.25	இன்டெரிம் டிவிடெண்ட் ரூ.5	RD	5.5.25
Mindspace Business Parks Reit.	6.5.25	இன்கம் டிஸ்ட்ரிப்யூஷன் (RITES)	RD	6.5.25
Crisil Ltd.	7.5.25	இன்டெரிம் டிவிடெண்ட்	RD	7.5.25
Info Edge (India) Ltd.	7.5.25	ஸ்டாக் ஸ்ப்ளிட் ரூ.10 to ரூ.2	RD	7.5.25
Oracle Financial Services Software.	8.5.25	இன்டெரிம் டிவிடெண்ட் ரூ.265	RD	8.5.25
Rajasthan Tube Manufacturing Company.	8.5.25	ஸ்டாக் ஸ்ப்ளிட் ரூ.10 to ரூ.1	RD	8.5.25
Anand Rathi Wealth Ltd.	9.5.25	ஃபைனல் டிவிடெண்ட் ரூ.7	RD	9.5.25
Laurus Labs Ltd.	9.5.25	இன்டெரிம் டிவிடெண்ட் ரூ.0.80	RD	9.5.25
Bank Of Maharashtra.	9.5.25	ஃபைனல் டிவிடெண்ட் ரூ.1.50	RD	9.5.25
Navkar Urbanstructure Ltd.	9.5.25	ஸ்டாக் ஸ்ப்ளிட் ரூ.2 to ரூ.1	RD	9.5.25
Shantai Industries Ltd.	9.5.25	ஸ்டாக் ஸ்ப்ளிட் ரூ.10 to ரூ.2	RD	9.5.25
Transformers And Rectifiers (India)	9.5.25	ஃபைனல் டிவிடெண்ட் ரூ.0.20	RD	9.5.25
UCO Bank	9.5.25	ஃபைனல் டிவிடெண்ட் ரூ.0.39	RD	9.5.25

* : BC: புக் குளோஷர் ஆரம்பமாகும் தேதி RD: ரெக்கார்டு தேதி

பொறுப்புத் துறப்பு: மேலே தரப்பட்டுள்ள விவரங்கள் முதலீட்டாளர் விழிப்புணர்வு மற்றும் கல்விக்காக மட்டுமே தரப்பட்டுள்ளன. இவை அனைத்தும் www.bseindia.com இணையதளத்தில் இருந்து 29.04.2025 அன்று மாலை 07.06 மணிக்கு எடுத்து தொகுக்கப்பட்டதாகும். இந்த விவரங்களின் உண்மைத்தன்மை மற்றும் விவரங்கள் அனைத்தும் சரியானவைதானா என்பதை முதலீட்டாளர்கள் சரிபார்க்க வேண்டும் என அறிவுறுத்தப்படுகின்றனர். இந்த விவரங்களில் தவறுகள் ஏதும் இருந்தாலோ, வாசகர்கள்/முதலீட்டாளர்கள் இவற்றை நம்பி செயல்பட்டு வரக்கூடிய எந்த விதமான நஷ்டத்துக்கும் நாணயம் விகடனோ, அதைச் சார்ந்த நபர்களோ பொறுப்பாக மாட்டார்கள் (BSE EXDATE: EX-Dividend/Right/Bonus date in BSE

முதலீட்டாளர்கள் பெரும் தொகையை முதலீடு செய்யாமல் பொறுமையாகக் காத்திருக்கலாம். அதேநேரத்தில், நீண்ட கால முதலீட்டாளர்கள் எஸ்.ஐ.பி முதலீட்டைத் தொடர்வதுதான் நல்லது."

இண்டஸ்இண்ட் பேங்க் பங்கு விலை இறங்கியுள்ளதே?

"இண்டஸ்இண்ட் பேங்க் பல்வேறு நெருக்கடிகளைச் சந்தித்து வருகிறது. இதன் டெரிவேட்டிவ் போர்ட்ஃபோலியோவில் பல்வேறு குளறுபடிகள் இருப்பதாகவும், அதனால் லாபத்தில் சுமார் 1,500 கோடி ரூபாய் பாதிப்பு ஏற்படுவதற்கு வாய்ப்புள்ளதாகவும் கடந்த மார்ச் மாதம் தெரிவித்தது. இந்த ஒரே செய்தியால் அதன் பங்கு விலை பயங்கரமாக வீழ்ச்சி அடைந்தது. இந்த நிலையில், இண்டஸ் இண்ட் பேங்கின் மூத்த நிர்வாகிகள் தொடர்ந்து ராஜினாமா செய்து வருகின்றனர்.

குறிப்பாக, ஏப்ரல் 28-ம் தேதி இந்த வங்கியின் துணை சி.இ.ஓ அருண் குரானா ராஜினாமா செய்தார். ஏப்ரல் 30-ம் தேதி வங்கியின் சி.இ.ஓ சுமந்த் கத்பாலியா ராஜினாமா செய்தார். புதிய சி.இ.ஓ நியமிக்கப்படும் வரை, வங்கியின் நிர்வாகத்தைக் கவனித்துக்கொள்வதற்கு தற்காலிகமாக ஒருகமிட்டியை உருவாக்குவதற்கு ரிசர்வ் வங்கியிடம் அனுமதி பெற்றுள்ளதாகத் தெரிவிக்கப்பட்டுள்ளது.

சி.இ.ஓ, துணை சி.இ.ஓ போன்ற சீனியர்கள் ராஜினாமா செய்திருப்பதால், தொழிலில் இடையூறுகள் ஏற்பட அதிக வாய்ப்புள்ளது

Note: This is the tracking till 8.30 AM IST

Will India-Pakistan tensions affect the stock market

சுலபமாக பென்ஷன் பெறுவது எப்படி?

லாபம் வழங்கும் SWP பற்றிய சிறப்பு வெபினார்

N ஜெயகுமார்

நீங்க மாதச் சம்பளம் வாங்குபவரா, ரிடையர் ஆன பின் உங்க தேவைகளைப் பூர்த்தி செய்ய மாதம்மாதம் ஒரு பென்ஷன் தொகை வேணுமா, அதை எப்படி ஈஸியா சேர்க்கலாம்னு திட்டம் வேணுமா, மியூச்சுவல் ஃபண்ட்ஸ் ,Systematic Withdrawal Plan (SWP) மூலம் அதை எப்படி செய்வதுன்னு தெரிஞ்சுக்கணுமா..? மறக்காம விகடன் 'லாபம்' நடத்தும் வெபினாரில் கலந்துக்கோங்க!

தலைப்பு: SWP - மாதம்தோறும் பென்ஷன் பெறுவதற்கான ஈஸி வழி.

நாள்: மே 4, ஞாயிறு. நேரம்: காலை 11 மணி (இந்திய நேரம்)

பேச்சாளர்கள்: N ஜெயகுமார், Chartered Financial Analyst & ஏ.ஆர்.குமார், சீஃப் ஆஃப் கன்டென்ட், லாபம் & நாணயம் விகடன் முன்னாள் இணை ஆசிரியர்

150 நபர்களுக்கு மட்டுமே அனுமதி. முன்பதிவு கட்டாயம். கட்டணம் ஏதுமில்லை. முன்பதிவுக்கு: https://forms.gle/5bwq86An4mSMA8zb8 அல்லது க்யூ.ஆர் கோடு ஸ்கேன் செய்யவும்.

எனப் பங்குத் தரகு நிறுவனமான எம்.கே குளோபல் கூறுகிறது. மேலும், இப்பங்குக்கான ரேட்டிங்கையும் குறைத்துள்ளது. இதனால், ஏப்ரல் 30-ம் தேதி பங்கு விலை சுமார் 3 சதவிகிதம் சரிந்தது."

பஜாஜ் ஃபைனான்ஸ் நிறுவனம் பல அறிவிப்புகளைக் கொடுத்திருக்கிறதே?

"பஜாஜ் ஃபைனான்ஸ் நிறுவனம் டிவிடெண்ட், பங்குப் பிரிப்பு, போனஸ் பங்கு என முக்கியமான அறிவிப்புகளை வெளியிட்டுள்ளது. 2024-25-ம் நிதியாண்டுக்காக ஒவ்வொரு பங்குக்கும் 44 ரூபாய் இறுதி டிவிடெண்ட் வழங்கப்படும். இதற்கான ரெக்கார்டு தேதி மே 30. மேலும், ஒவ்வொரு பங்குக்கும் 12 ரூபாய் சிறப்பு டிவிடெண்ட் வழங்கப்படும். இதற்கான ரெக்கார்டு தேதி மே 9. ஆக மொத்தம், பஜாஜ் ஃபைனான்ஸ் பங்குதாரர்களுக்கு ஒவ்வொரு பங்குக்கும் 56 ரூபாய் டிவிடெண்ட் கிடைக்கும். மேலும், பஜாஜ் ஃபைனான்ஸ் பங்குகள் 1:2 விகிதத்தில் பிரிக்கப்படும் என அறிவிக்கப்பட்டுள்ளது. அதாவது, ஒவ்வொரு பங்கும் இரண்டு பங்குகளாகப் பிரிக்கப்படும்.

உங்களிடம் 5 பங்குகள் இருந்தால், அவை பிரிக்கப்பட்டு 10 பங்குகளாக மாறிவிடும். உதாரணமாக, உங்களிடம் 100 பஜாஜ் ஃபைனான்ஸ் பங்குகள் இருப்பதாக வைத்துக்கொள்ளலாம். ஒரு பங்கின் விலை சுமார் 8,500 ரூபாய் எனில் 100 பங்குகளின் மதிப்பு 8.5 லட்சம் ரூபாய். பங்குப் பிரிப்புக்கு பின் அவை 200 பங்குகளாக மாறிவிடும். ஒரு பங்கின் விலை சுமார் 4,250 ரூபாயாக மாறிவிடும். மொத்த மதிப்பு அதே 8.5 லட்சம்தான்.

பங்குப் பிரிப்புக்குப் பின், ஒவ்வொரு பஜாஜ் ஃபைனான்ஸ் பங்குக்கும் 4 போனஸ் பங்குகள் வழங்கப்படும் என்றும் அறிவிக்கப்பட்டுள்ளது. அப்படி வழங்கப்பட்டால், உங்களிடம் உள்ள 200 பங்குகளுக்கு 800 போனஸ் பங்குகள் கிடைக்கும். ஏற்கெனவே உள்ள 200 பங்குகள், புதிதாகக் கொடுக்கப்பட்ட 800 போனஸ் பங்குகள் என மொத்தம் உங்களிடம் 1,000 பங்குகள் இருக்கும். அப்போது ஒரு பங்கின் விலை 850 ரூபாயாக மாறிவிடும். மொத்த மதிப்பு 8.5 லட்சம் ரூபாயாகவே இருக்கும்."

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Note: This is the tracking till 8.30 AM IST

Adani Ports earns highest ever profit of Rs 11,061 crore in FY25

अदाणी पोर्ट्स ने वित्त वर्ष 25 में कमाया अब तक का सबसे अधिक 11,061 करोड़ रुपए का मुनाफा

बिज़नेस रेमेडीज/ अहमदाबाद/आईएएनएस

अदाणी पोर्ट्स एंड स्पेशल इकोनॉमिक जोन लिमिटेड (एपीएसईजेड) ने नतीजों का ऐलान कर दिया। वित्त वर्ष 25 में कंपनी का मुनाफा सालाना आधार पर 37 प्रतिशत बढ़कर 11,061 करोड़ रुपए हो गया है। जनवरी से मार्च अवधि में कंपनी का प्रदर्शन शानदार रहा है और मुनाफा सालाना आधार पर 50 प्रतिशत बढ़कर 3,023 करोड़ रुपए हो गया है, जो वित्त वर्ष 24 की समान अवधि में 2,015 करोड़ रुपए था।

वित्त वर्ष 25 में कंपनी की ऑपरेटिंग आय सालाना आधार पर 16 प्रतिशत बढ़कर 31,079 करोड़ रुपए हो गई है। वहीं, घरेलू पोर्ट्स से आय सालाना आधार पर 12 प्रतिशत बढ़कर 22,740 करोड़ रुपए हो गई है। एपीएसईजेड के पूर्णकालिक निदेशक और सीईओ अश्विनी गुप्ता ने कहा कि वित्त वर्ष 2025 में हमारा रिकॉर्ड-तोड़ प्रदर्शन, मुनाफे का आंकड़ा 11,000 करोड़ रुपए को पार करना और 450 एमएमटी कार्गो को संभालना एकीकृत सोच और मजबूत एग्जीक्यूशन का प्रमाण है। उन्होंने कहा कि हमने सभी मानकों पर बेहतर प्रदर्शन किया है, भारत और विश्व भर में उपस्थिति का विस्तार किया है। अपने लॉजिस्टिक्स और समुद्री क्षेत्रों को भविष्य के विकास के इंजन में बदल दिया है। मुंद्रा एक वर्ष में 200 मिलियन मीट्रिक टन को पार करने वाला भारत का पहला पोर्ट बन गया। उन्होंने आगे कहा कि मुंद्रा पोर्ट के 200 एमएमटी को पार करने से लेकर विझिनजाम पोर्ट के तेजी से 1,00,000 टीईयू हासिल करने तक, एनक्यूएक्सटी और एस्ट्रो ऑफशोर के रणनीतिक अधिग्रहण तक हर मील का पत्थर दुनिया के सबसे बड़े पोर्ट और लॉजिस्टिक्स प्लेटफॉर्म बनने के हमारे दीर्घकालिक दृष्टिकोण को दर्शाता है। वित्त वर्ष 25 के लिए कंपनी ने 7 रुपए प्रति शेयर के डिविडेंड का ऐलान किया है और कंपनी इसके लिए करीब 1,500 करोड़ रुपए खर्च करेगी। उन्होंने कहा कि मजबूत बुनियादी बातों, उद्योग में अग्रणी ईएसजी रेटिंग और उत्कृष्टता के प्रति अटूट प्रतिबद्धता के साथ, हम वित्त वर्ष 26 में और भी बड़ी प्रगति के लिए अच्छी स्थिति में हैं।

Note: This is the tracking till 8.30 AM IST

Exports increase due to Vizhinjam Port

விழிஞ்ஞம் துறைமுகத்தால் ஏற்றுமதி எளிது

திருப்பூர், மே 4–

விழிஞ்ஞம் துறைமுகம், முழு பயன்பாட்டுக்கு வரும்போது, திருப்பூரின் ஏற்றுமதி எளிதாகுமென, பின்னலாடை ஏற்றுமதியாளர்கள் நம்பிக்கை தெரிவித்துள்ளனர்.

கேரள மாநிலம், திருவனந்தபுரம் அருகே அமைக்கப்பட்டுள்ள, விழிஞ்ஞம் சர்வதேச துறைமுகம், சர்வதேச கப்பல் பாதையில் இருந்து, 10 கடல் மைல் தூரத்தில் அமைந்துள்ளது.

மிக ஆழமான துறைமுகம் என்பதால், சர்வதேச கடல்பாதையில் இயங்கும் கப்பல்கள், இத்துறைமுகம் வந்து செல்லும். தமிழகத்தின் பெரும்பாலான ஏற்றுமதி வர்த்தகம், தூத்துக்குடி துறைமுகம் வாயிலாக நடக்கிறது. சர்வதேச சரக்கு கப்பல்கள், தூத்துக்குடி துறைமுகம் வருவதில்லை.

புதிய உத்வேகம்

இதன் காரணமாக, தூத்துக்குடியில் இருந்து கொழும்பு துறைமுகம் எடுத்துச் சென்று, அங்கு வரும் சர்வதேச சரக்கு கப்பலில் ஏற்றி அனுப்புகின்றனர்.

நம் நாட்டில் இருந்து, சர்வதேச சரக்கு கப்பல்களில் கன்டெய்னர்களை ஏற்ற, துபாய், கொழும்பு மற்றும் சிங்கப்பூர் அனுப்பி வைக்க வேண்டிய நிலை உள்ளது.

இனிமேல், விழிஞ்ஞம் துறைமுகத்தில் இருந்து, நேரடியாக சர்வதேச கப்பல்களில் ஏற்றி அனுப்பும் வாய்ப்பு உருவாகியுள்ளது.

இதுகுறித்து, ஆயத்த ஆடை ஏற்றுமதி மேம்பாட்டு கவுன்சில் துணைத் தலைவர் சக்திவேல் கூறுகையில், "விழிஞ்ஞம் துறைமுகம் கேரள மாநில எல்லையில் அமைந்துள்ளது; முழு பயன்பாட்டுக்கு வரும்போது, திருப்பூர் ஏற்றுமதி எளிதாக வாய்ப்புள்ளது," என்றார்.

திருப்பூர் ஏற்றுமதியாளர்கள் சங்க தலைவர் சுப்பிரமணியன் கூறுகையில், "சர்வதேச துறைமுகத்தை, பிரதமர் திறந்து வைத்துள்ளதால், திருப்பூர் பின்னலாடை ஏற்றுமதியில் புதிய உத்வேகம் கிடைக்கும்.

தூரம் குறையும்

"ஐரோப்பிய நாடுகள் மற்றும் அமெரிக்காவுக்கான ஏற்றுமதி காலத்தில், 10 நாள் வரை குறையும். கொழும்பு துறைமுகம் செல்லாமல், நேரடியாக சர்வதேச கப்பலில் சரக்கை ஏற்றுவதால், பல வேறு வகையில் செலவினம் குறையும்," என்றார்.

அனைத்து ஜவுளி ஏற்றுமதி முகமைகள் கூட்டமைப்பு தலைவர் இளங்கோவன் கூறுகையில், "திருப்பூரில் இருந்து தூத்துக்குடி செல்ல, ஐந்து மணி நேரம் ஆகும். விழிஞ்ஞம் செல்ல, ஏழு மணி நேரம் ஆகலாம். துறைமுகத்துக்கு, தேசிய நெடுஞ்சாலை வசதிகளும் உள்ளன.

"பின்னலாடைகளை, நேரடியாக, சர்வதேச சரக்கு கப்பலில் ஏற்றி அனுப்பலாம். கடல் போக்குவரத்து தூரமும் குறைய வாய்ப்புள்ளது," என்றார்.

Note: This is the tracking till 8.30 AM IST

Both engines of Jaipur-Chandigarh flight shut down, safe landing

जयपुर-चंडीगढ़ फ्लाइट के दोनों इंजन बंद, सुरक्षित लैंडिंग

जयपुर | जयपुर एयरपोर्ट से चंडीगढ़ के लिए उड़ी फ्लाइट में बड़ा हादसा होने से टल गया। फ्लाइट के चंडीगढ़ पहुंचने से कुछ देर पहले दोनों इंजन बंद हो गए। हालांकि पायलट ने ऑटो इग्निशन सिस्टम की मदद से दोनों इंजन को कुछ ही समय में चालू कर दिया और फ्लाइट की सुरक्षित लैंडिंग कराई गई। डीजीसीए ने जांच के आदेश दिए हैं। एयरपोर्ट मामला इंडिगो एयरलाइंस की फ्लाइट संख्या 6ई-7742 का है। दरअसल, फ्लाइट जयपुर से शुक्रवार सुबह 5:50 बजे चंडीगढ़ रवाना हुई थी। सुबह 7 बजे फ्लाइट की लैंडिंग से पहले पायलट को इंजनों में खराबी का पता चला। पहले एक इंजन में ईंधन जलना (फ्लेम आउट) हुआ, जिसे तुंरत चालू किया गया। फिर दूसरे इंजन में भी यही खराबी सामने आई। एयरपोर्ट से जुड़े सूत्रों के अनुसार पूरे मामले में बारिश के कारण ऐसी स्थिति हुई। क्योंकि फ्लाइट की लैंडिंग के दौरान चंडीगढ़ में तेज बारिश हो रही थी। हालांकि डीजीसीए ने न सिर्फ एयरलाइंस कंपनी बल्कि, एयरक्राफ्ट एटीआर-72 बनाने वाले कंपनी को भी पूरे मामले के जांच के आदेश दिए हैं। ताकि भविष्य में इस तरह की घटना न दोहराई जाए।

Note: This is the tracking till 8.30 AM IST

Jaipur se chandigarh aa rahi flight ke dono engine kharab pilot ne karayi safe landing

जयपुर से चंडीगढ़ आ रही फ्लाइट के दोनों इंजन खराब, पायलट ने कराई सेफ लैंडिंग

पायलट ऑटो इग्निशन सिस्टम को तुरंत ऑन न करता तो हो सकता था बड़ा हादसा

चंडीगढ़ | जयपुर से चंडीगढ़ आ रही इंडिगो के 72 सीटर एटीआर में शुक्रवार को लैंडिंग से 10 मिनट पहले इंजन में खराबी आ गई। सूत्रों के अनुसार विमान के दोनों इंजन ने कुछ देर के लिए काम करना बंद कर दिया। एटीआर का ऑटो इग्निशन सिस्टम ने दोनों इंजन को तुरंत ठीक कर दिया। तब जाकर विमान की चंडीगढ़ में सुरक्षित लैंडिंग कराई गई। माना जा रहा है कि जिस समय फ्लाइट चंडीगढ़ के आसमान में थी उस समय तेज बारिश हो रही थी, उस वजह से भी इंजन में खराब आने की बात कही जा रही है। पायलट की सूझबूझ से फ्लाइट की चंडीगढ़ में सुरक्षित इमरजेंसी लैंडिंग कराई गई। अगर पायलट ऑटो इग्निशन सिस्टम को तुरंत ऑन न करता तो बड़ा हादसा हो सकता था। फ्लाइट में 70 यात्री सवार थे। मामले में डायरेक्टर जनरल सिविल एविएशन ने जांच के आदेश दिए हैं। शहीद भगत सिंह इंटरनेशनल एयरपोर्ट के प्रवक्ता के अनुसार अभी विमान एयरपोर्ट पर ही खड़ा है, एयरलाइंस के इंजीनियर्स उसकी रिपेयर कर रहे हैं। इंजन में इंधन जलना (फ्लेम आउट) बंद हो गया था। डीजीसीए ने एयरलाइंस से पूछा है कि क्या फ्लाइट के उड़ान भरने से पहले सभी पैरामीटर्स को चैक क्यों नहीं किया गया। दोनों इंजन एक साथ खराब कैसे हुए। डीजीसीए ने केवल एयरलाइंस को नहीं बल्कि एटीआर-72 बनाने वाली कंपनी को जांच के आदेश दिए हैं।

डीजीसीए ने दिए जांच के आदेश

शहीद भगत सिंह इंटरनेशनल एयरपोर्ट चंडीगढ़ के प्रवक्ता ने कहा कि समय रहते फ्लाइट को सुरक्षित लैंड करवा लिया गया। यात्रियों में किसी तरह का कोई पैनिक क्रिएट नहीं होने दिया गया। डीजीसीए ने मामले की जांच के आदेश दिए हैं।

Note: This is the tracking till 8.30 AM IST

Sale of meat banned near Navi Mumbai airport

नवी मुंबई एयरपोर्ट के पास मांस की बिक्री पर रोक

भास्कर संवाददाता | नवी मुंबई

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डा (एनएमआईए) जल्द ही परिचालन शुरू करने की तैयारी कर रहा है। नागरिक विमानन महानिदेशालय (डीजीसीए) ने हवाई अड्डा संचालक को हवाई अड्डे के निकट पक्षियों को आकर्षित करने वाली गतिविधियों पर रोक लगाने का निर्देश दिया है, जिसमें पशुओं का अवैध कत्ल भी शामिल है। यह कदम हवाई अड्डा के आस-पास जानवरों के कत्ल से यहां बढ़ने वाली पक्षियों की संख्या को देखते हुए पर्यावरणविद् की शिकायत पर उठाया गया है। डीजीसीए ने हवाईअड्डा संचालकों से उलवे और एयरपोर्ट परिसर के इर्द-गिर्द पशुओं का खुलेआम कत्ल, बूचड़खाने और मांस विक्रेताओं की बिक्री पर पूरी तरह पाबंदी लगाने की हिदायत दी है।

डीजीसीए ने यह कदम इसलिए उठाया है क्योंकि नवी मुंबई अंतरराष्ट्रीय हवाई अड्डा जल्द ही शुरू होने की तैयारी में है। 'नेटकनेक्ट फाउंडेशन' के निदेशक बीएन कुमार ने उलवे क्षेत्र में बकरी और मुर्गियों के कत्ल के बारे में शिकायत दर्ज कराई थी, जो हवाई अड्डे के रनवे से महज तीन किमी की दूरी पर है। दरअसल कुमार ने 24 फरवरी को प्रधानमंत्री जन शिकायत पोर्टल के माध्यम से डीजीसीए में शिकायत दर्ज कराई थी। कुमार ने अपनी शिकायत में कहा है कि यह विमानन नियमों का पूरी तरह से उल्लंघन है, जो किसी भी हवाई अड्डे के 10 किमी के दायरे में पशुओं के कत्ल पर प्रतिबंध है। शिकायत के बाद डीजीसीए के निदेशक अमित गुप्ता ने हवाई अड्डा संचालक से कहा है कि वह पशुओं के कत्ल सहित सभी गतिविधियों को रोकने के लिए आवश्यक कदम उठाएं।

Note: This is the tracking till 8.30 AM IST

Sale of meat banned near Navi Mumbai airport

नवी मुंबई एयरपोर्ट के पास मांस की बिक्री पर रोक

भास्कर संवाददाता | नवी मुंबई

नवी मुंबई अंतरराष्ट्रीय हवाई अड्डा (एनएमआईए) जल्द ही परिचालन शुरू करने की तैयारी कर रहा है। नागरिक विमानन महानिदेशालय (डीजीसीए) ने हवाई अड्डा संचालक को हवाई अड्डे के निकट पक्षियों को आकर्षित करने वाली गतिविधियों पर रोक लगाने का निर्देश दिया है, जिसमें पशुओं का अवैध कत्ल भी शामिल है। यह कदम हवाई अड्डा के आस-पास जानवरों के कत्ल से यहां बढ़ने वाली पक्षियों की संख्या को देखते हुए पर्यावरणविद् की शिकायत पर उठाया गया है। डीजीसीए ने हवाईअड्डा संचालकों से उलवे और एयरपोर्ट परिसर के इर्द-गिर्द पशुओं का खुलेआम कत्ल, बूचड़खाने और मांस विक्रेताओं की बिक्री पर पूरी तरह पाबंदी लगाने की हिदायत दी है।

डीजीसीए ने यह कदम इसलिए उठाया है क्योंकि नवी मुंबई अंतरराष्ट्रीय हवाई अड्डा जल्द ही शुरू होने की तैयारी में है। 'नेटकनेक्ट फाउंडेशन' के निदेशक बीएन कुमार ने उलवे क्षेत्र में बकरी और मुर्गियों के कत्ल के बारे में शिकायत दर्ज कराई थी, जो हवाई अड्डे के रनवे से महज तीन किमी की दूरी पर है। दरअसल कुमार ने 24 फरवरी को प्रधानमंत्री जन शिकायत पोर्टल के माध्यम से डीजीसीए में शिकायत दर्ज कराई थी। कुमार ने अपनी शिकायत में कहा है कि यह विमानन नियमों का पूरी तरह से उल्लंघन है, जो किसी भी हवाई अड्डे के 10 किमी के दायरे में पशुओं के कत्ल पर प्रतिबंध है। शिकायत के बाद डीजीसीए के निदेशक अमित गुप्ता ने हवाई अड्डा संचालक से कहा है कि वह पशुओं के कत्ल सहित सभी गतिविधियों को रोकने के लिए आवश्यक कदम उठाएं।

Note: This is the tracking till 8.30 AM IST

Hajj pilgrimage, at Sardar Vallabhbhai Patel International Airport

॥ સમાજ - સંસ્થા બ્રીફ ॥

એરપોર્ટ પર વેજલપુરના ધારાસભ્ય, પ્રદેશ લઘુમતિ મોરચાના મહામંત્રીએ હજયાત્રાને લીલી ઝંડી બતાવી

મુસ્લિમ સમુદાયના હજ યાત્રાની શરૂઆત થઈ ગઈ છે. ત્યારે અમદાવાદ એરપોર્ટ ખાતેથી હજયાત્રીઓની ફ્લાઈટને હજ કમિટી દ્વારા લીલી ઝંડી આપવામાં આવી છે. હાજ યાત્રાએ જનારા હાજીઓની ફ્લાઈટને અમદાવાદ એરપોર્ટ પર વેજલપુરના ધારાસભ્ય અમિત ઠાકર, પ્રદેશ લઘુમતિ મોર્ચાના મહામંત્રી જૈનુલઆબેદ્દીન અન્સારી, ગુજરાત રાજ્ય હજ કમિટીના ચેરમેન ઈકબાલ સૈયદ સહિતનાએ હાથમાં તિરંગા રાખીને મુસ્લિમ આગેવાનોએ વિદાય આપી હતી. મહત્ત્વનું છે કે, અમદાવાદ એરપોર્ટ પર એનજીઓ દ્વારા હાજીઓ અને તેમને મૂકવા આવતા લોકો માટે ચા-નાસ્તા, પાણીની વ્યવસ્થા કરવામાં આવી છે.

Note: This is the tracking till 8.30 AM IST

Big surprise as 2 helicopters arrive at Ahmedabad airport

બંને યુએસ રજિસ્ટર્ડ હોવાથી પ્રતિબંધ લાગે નહીં

કરાચીથી 2 હેલિકોપ્ટર એરપોર્ટ પર ઉતરતાં ભારે દોડધામ મચી

ફ્યૂઅલ હોલ્ટ માટે અમદાવાદ લેન્ડ થયાં હતાં

ભાસ્કર ન્યૂઝ | અમદાવાદ

પાકિસ્તાનના કરાચીમાંથી બેલ અગસ્તાના બે હેલિકોપ્ટર રવિવારે સાંજે અમદાવાદ એરપોર્ટ પર ઉતરતા સુરક્ષા એજન્સીઓ દોડતી થઈ ગઈ હતી. આ માહિતી સોશિયલ મીડિયા પર વાયરલ થતા અનેક તર્ક વિતર્ક સર્જાયા હતા.

હેલિકોપ્ટર સાઉદી અરેબિયાથી કરાચી થઈ અમદાવાદ પહોંચ્યું હતું. જો કે સુરક્ષા એજન્સીઓનો કહેવું છે કે યુએસ રજિસ્ટર્ડ N118NZ બેલ અગસ્તાના હેલિકોપ્ટર ટેકનિકલ અને ફ્યૂઅલ હોલ્ટ માટે અમદાવાદ એરપોર્ટ ખાતે ઉતર્યા હતા. ક્રુ મેમ્બરનું સુરક્ષિત રીતે અમદાવાદ કસ્ટમ અને ઈમિગ્રેશન કરવામાં આવ્યું હતું. ત્યારબાદ તેને ઈન્દોર રવાના કરાયા હતા.

હાલમાં પાકિસ્તાન એરસ્પેસ બંધ હોવાથી આ હેલિકોપ્ટર ઉતરતા સુરક્ષા એજન્સી જણાવ્યું કે પાકિસ્તાન રજિસ્ટર્ડ હોત તો અમારા માટે ચિંતાનો વિષય હતો પરંતુ આ યુએસ રજિસ્ટર્ડ હેલિકોપ્ટર હોવાથી તકનીકી રીતે ભારત અને પાકિસ્તાન દ્વારા લાદવામાં આવેલ સંપૂર્ણ પ્રતિબંધ હેઠળ આવતા નથી.

Note: This is the tracking till 8.30 AM IST

Suzanne Khan was seen at the airport, Khushi Mukherjee at Andheri and Aarushi at Bandra

Note: This is the tracking till 8.30 AM IST

Both engines of the plane that flew from Jaipur to Chandigarh failed, investigation ordered

जयपुर से चंडीगढ़ के लिए उड़े विमान के दोनों इंजन हुए फेल, जांच के आदेश

पायलट ने चंडीगढ़ एयरपोर्ट पर सकुशल लैंड करवाया, बड़ा हादसा टला

जयपुर, 3 मई(ब्यूरो): जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट में शनिवार को एक बड़ा हादसा होते-होता बच गया। उड़ान 6 ई-7742 शुक्रवार को लैंडिंग से पहले ही अचानक खराब हो गई।

हुआ यूं कि विमान के चंडीगढ़ पहुंचने के कुछ क्षण पहले ही फ्लाइट के दोनों इंजन ने कुछ समय के लिए काम करना बंद कर दिया, लेकिन विमान में कार्यरत ऑटो इग्निशन सिस्टम ने उन्हें तुरंत चालू करवाया, जिससे विमान की सुरक्षित लैंडिंग हो गई। घटना के बाद डायरेक्टर ऑफ सिविल एविएशन

(डीजीसीए) ने पूरे मामले की जांच के आदेश दिए हैं। बताया जाता है कि इंजन में ईंधन जलना (फ्लेम आउट) बंद हो गया था।

जयपुर एयरपोर्ट से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6 ई 7742 ने शुक्रवार सुबह 5.50 बजे अपने तय वक्त पर उड़ान भरी थी। इसके लगभग एक घंटे 10 मिनट बाद सुबह 7 बजे उसे चंडीगढ़ लैंड करना था, लेकिन लैंडिंग से लगभग 15 मिनट पहले फ्लाइट के एक इंजन ने बंद होने के संकेत दिए, तभी दूसरे इंजन ने भी सपोर्ट करना बंद कर दिया। पायलट ने उस समय सूझबूझ दिखाते हुए कुछेक क्षणों का इंतजार करना मुनासिब समझा। इस बीच प्लेन का ऑटो इग्निशन सिस्टम ऑटोमेटिक चालू हो गया और इंजन भी काम करने लगे। इसके बाद प्लेन की चंडीगढ़ एयरपोर्ट पर सुरक्षित लैंडिंग करवा दी गई।

बताया जा रहा है कि मौसम संबंधी कारणों से इंजन खराब हुए हैं, (शेष पृष्ठ 13 कालम 5 पर)

Note: This is the tracking till 8.30 AM IST

Both engines of the plane that flew from Jaipur to Chandigarh failed, investigation ordered

जयपुर से...

जिससे प्रोपेलर की गति में कमी आ गई। इसके चलते इंजन की कार्यप्रणाली कुछ देर के लिए बाधित हो गई। हालांकि, इंजन नियंत्रण प्रणाली ने समस्या का तुरंत पता लगाकर उसे ठीक कर दिया। यात्रियों को उड़ान के दौरान कुछ भी पता नहीं चला। वैसे जिस वक्त प्लेन चंडीगढ़ में लैंड हो रहा था। उस वक्त काफी तेज बारिश हो रही थी। इसे भी इंजन में खराबी का एक कारण माना जा रहा है। हालांकि डीजीसीए ने इस पूरी घटना के जांच के आदेश दे दिए हैं।

Note: This is the tracking till 8.30 AM IST

Airport par sujain khan andheri mein khushi mukharjee aur bandra mein dikhi aarushi

Note: This is the tracking till 8.30 AM IST

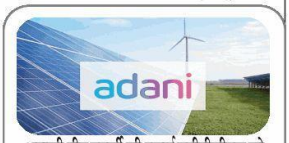
Business Brief

बिजनैस ब्रीफ

एनएमडीसी का लौह अयस्क उत्पादन अप्रैल में 15 प्रतिशत बढ़ा

नई दिल्ली, (प.स.) : सार्वजनिक क्षेत्र की एनएमडीसी का लौह अयस्क उत्पादन अप्रैल में 15 प्रतिशत बढ़ा है। इस दौरान कंपनी की खनिज बिक्री में तीन प्रतिशत का इजाफा हुआ है।

एनएमडीसी ने रविवार को बयान में कहा कि अप्रैल में उसका लौह अयस्क उत्पादन 40 लाख टन रहा है, जो पिछले साल के समान महीने में 34.8 लाख टन रहा था। एनएमडीसी ने पिछले महीने 36.3 लाख टन लौह अयस्क बेचा, जो अप्रैल, 2024 के 35.3 लाख टन से अधिक है। एनएमडीसी के चेयरमैन एवं प्रबंध निदेशक (सीएमडी) अमिताव मुखर्जी ने कहा, ''अप्रैल में हमारे रिकॉर्ड तोड़ प्रदर्शन में लौह अयस्क खदानों - किरंदुल, बचेली और डोनिमलाई के अबतक के प्रदर्शन की प्रमुख भूमिका है।



अदाणी ग्रीन एनर्जी की इकाई यूपीपीसीएल को 400 मेगावाट सौर ऊर्जा की आपूर्ति करेगी

नई दिल्ली, (प.स.) : अदाणी ग्रीन एनर्जी (एजीईएल) की इकाई अदाणी ग्रीन एनर्जी सिक्सटी नाइन ने उत्तर प्रदेश पावर कॉरपोरेशन लिमिटेड (यूपीपीसीएल) को राजस्थान में अपनी परियोजना से 400 मैगावाट सौर ऊर्जा की आपूर्ति के लिए एक समझौते पर हस्ताक्षर किए हैं।

शेयर बाजारों को भेजी गई एक सूचना के अनुसार, इस बारे में बिजली खरीद समझौता (शनिवार को किया गया। इसमें कहा गया है कि एजीईएल की अनुषंगी कंपनी अदाणी ग्रीन एनर्जी सिक्सटी नाइन लिमिटेड ने राजस्थान में विकसित की जाने वाली ग्रिड से जुड़ी सौर पीवी बिजली परियोजना से 400 मेगावाट सौर ऊर्जा की आपूर्ति के लिए समझौता किया है।

संसदीय समिति ने डिजिटल बाजार प्रतिस्पर्धा पर जानकारी मांगी

नई दिल्ली, (प.स.) : संसद की एक समिति ने डिजिटल प्रतिस्पर्धा विधेयक से जुड़े डिजिटल बाजारों से संबंधित प्रतिस्पर्धा के विभिन्न पहलुओं पर नियामक भारतीय प्रतिस्पर्धा आयोग (सीसीआई) और कॉरपोरेट मामलों के मंत्रालय से विस्तृत जानकारी मांगी है। सूत्रों ने यह जानकारी दी।

वित्त पर संसद की स्थायी समिति ने 28 अप्रैल को एक बैठक की। यह समिति' अर्थव्यवस्था, विशेष रूप से डिजिटल परिदृश्य में भारतीय प्रतिस्पर्धा आयोग की उभरती भूमिका' पर विचार कर रही है। बैठक के बाद, भाजपा नेता भर्तृहरि महताब की अध्यक्षता वाली समिति ने डिजिटल बाजारों में प्रतिस्पर्धा के विभिन्न पहलुओं के बारे में जानकारी मांगी है।

मैक्रोटेक डेवलपर्स चालू वित्त वर्ष में 19,000 करोड़ रुपए की आवासीय परियोजनाएं शुरू करेगी

नई दिल्ली, (प.स.) : रियल एस्टेट कंपनी मैक्रोटेक डेवलपर्स लिमिटेड ने चालू वित्त वर्ष के दौरान मुंबई महानगर क्षेत्र (एमएमआर), पुणे और बेंगलुरु में 19,000 करोड़ रुपये की आवासीय परियोजनाएं शुरू करने की योजना बनाई है।

कंपनी का इरादा आवासीय संपत्तियों की मजबूत मांग के बीच कारोबार का विस्तार करने का है। मुंबई स्थित मैक्रोटेक डेवलपर्स' लोढ़ा' ब्रांड के तहत संपत्तियां बेचती है। मैक्रोटेक डेवलपर्स देश की अग्रणी रियल एस्टेट कंपनियों में से है। मैक्रोटेक डेवलपर्स के कार्यकारी निदेशक-वित्त सुशील कुमार मोदी ने कहा कि कंपनी भारतीय रियल एस्टेट क्षेत्र में वृद्धि की संभावनाओं को लेकर आशान्वित है और कारोबार का विस्तार करने के लिए निवेश जारी रखेगी।

एक प्रतिशत से अधिक आरओए सुनिश्चित किया जाएगा: एसबीआई

नईदिल्ली, (प.स.) : भारतीय स्टेट बैंक (एसबीआई) के चेयरमैन सी. एस. शेट्टी ने कहा कि बैंक चालू वित्त वर्ष के दौरान ब्याज दरों में गिरावट की चुनौतियों के बावजूद अपनी परिसंपत्तियों पर प्रतिफल (आरओए) एक प्रतिशत से अधिक सुनिश्चित करेगा। आरओए एक लाभप्रदता अनुपात है जो दर्शाता है कि कोई कंपनी अपनी परिसंपत्तियों से कितना लाभ कमा सकती है।

उन्होंने कहा कि वर्ष के दौरान रेपो दर में और कटौती होगी, जिससे शुद्ध ब्याज मार्जिन पर दबाव पड़ेगा। जमा पक्ष पर दरों का पुनर्गठन होगा, क्योंकि इसके बिना प्रभावी मौद्रिक संचरण संभव नहीं होगा। एसबीआई के तिमाही आंकड़ों की घोषणा के बाद विश्लेषकों को संबोधित करते हुए उन्होंने कहा, "हम यह सुनिश्चित करेंगे कि जमा पर ब्याज दरों का पुनर्गठन मोटे तौर पर रेपो दर में कटौती के अनुरूप हो।"

Note: This is the tracking till 8.30 AM IST

Shilpa, Samantha, Rakulpreet and Disha spotted at the airport

बांद्रा में कोरियोग्राफर धनश्री वर्मा को देखा गया। कोरियोग्राफर बहुत जल्द फिल्मों की दुनिया में बतौर अभिनेत्री कदम रखने वाली हैं। वह बहुत जल्द तेलुगु फिल्ममेकर दिल राजू की डांस म्यूजिकल फिल्म 'आकाशम दति वास्तव' में नजर आएंगी। मुंबई एयरपोर्ट पर सितारों का जमावड़ा लगा रहता है। वीकैंड पर सैलीब्रिटीज छुट्टियां मनाने जाते हैं तो कुछ वापस लौटते हैं। बॉलीवुड की स्टाइलिश अभिनेत्री शिल्पा शैट्टी बेहद कूल और फंकी लुक में एयरपोर्ट पर स्पॉट हुईं। अभिनेता कार्तिक आर्यन इंटैस लुक में नजर आए। उन्होंने ब्लू शर्ट के साथ मैचिंग जींस पहनी हुई थी। अभिनेत्री समांथा रुथ प्रभु एयरपोर्ट पर कूल लुक में दिखीं। वहीं अभिनेत्री रकुलप्रीत सिंह भी एयरपोर्ट पर नजर आईं। ग्लैमरस अवतार में अभिनेत्री दिशा पटानी को एयरपोर्ट पर देखा गया। दिशा ने ब्लैक लूज जींस के साथ डीपनेक टॉप पहना था। (वीरेंद्र चावला)

Note: This is the tracking till 8.30 AM IST

Adani Green Energy unit to supply 400 MW solar power to UPPCL

अदाणी ग्रीन एनर्जी की इकाई यूपीपीसीएल को 400 मेगावाट सौर ऊर्जा की आपूर्ति करेगी

नई दिल्ली, (प.स.) : अदाणी ग्रीन एनर्जी (एजीईएल) की इकाई अदाणी ग्रीन एनर्जी सिक्सटी नाइन ने उत्तर प्रदेश पावर कॉरपोरेशन लिमिटेड (यूपीपीसीएल) को राजस्थान में अपनी परियोजना से 400 मैगावाट सौर ऊर्जा की आपूर्ति के लिए एक समझौते पर हस्ताक्षर किए हैं।

शेयर बाजारों को भेजी गई एक सूचना के अनुसार, इस बारे में बिजली खरीद समझौता (शनिवार को किया गया। इसमें कहा गया है कि एजीईएल की अनुषंगी कंपनी अदाणी ग्रीन एनर्जी सिक्सटी नाइन लिमिटेड ने राजस्थान में विकसित की जाने वाली ग्रिड से जुड़ी सौर पीवी बिजली परियोजना से 400 मेगावाट सौर ऊर्जा की आपूर्ति के लिए समझौता किया है।

Note: This is the tracking till 8.30 AM IST

Pranav Adani par karwai karegi sebi

प्रणव अदाणी पर कार्रवाई करेगी सेबी

नई दिल्ली, (पंजाब केसरी): कांग्रेस ने उद्योगपति गौतम अदाणी के भतीजे प्रणव अदाणी के खिलाफ 'इनसाइडर ट्रेडिंग' के आरोप संबंधी एक खबर का हवाला देते हुए पूछा कि क्या भारतीय प्रतिभूति एवं विनिमय बोर्ड (सेबी) पूरी कानूनी प्रक्रिया का पालन करते हुए उनपर मुकदमा चलाएगा। पार्टी महासचिव जयराम रमेश ने दावा किया कि प्रणव अडानी ने अपने रिश्तेदार के साथ अप्रकाशित गोपनीय वित्तीय जानकारी साझा की, जिसके चलते 90 लाख रुपये का 'गलत लाभ" हुआ। उन्होंने जिस खबर का हवाला दिया, उसी में प्रणव अदाणी हवाले से कहा गया है कि उन्होंने किसी प्रतिभूति कानून का उल्लंघन नहीं किया है। रमेश ने 'एक्स' पर एक पोस्ट में कहा, ''मोदाणी मामला खत्म होने का नाम ही नहीं ले रहा है। हाल ही में गौतम अदाणी के भतीजे, जो अदाणी समूह की कई कंपनियों में निदेशक हैं, उनपर इनसाइडर ट्रेडिंग का आरोप लगा है। आरोप यह है कि उन्होंने अपने रिश्तेदार के साथ अप्रकाशित गोपनीय वित्तीय जानकारी साझा की। जिसके चलते 90 लाख रुपये का 'गलत लाभ" हुआ।" उन्होंने सवाल किया कि क्या सेबी एक बार फिर प्रधानमंत्री के पसंदीदा कारोबारी समूह को हल्के में छोड़ देगा या फिर मामले में पूरी कानूनी प्रक्रिया का पालन करते हुए मुकदमा चलाएगा?

Note: This is the tracking till 8.30 AM IST

PM Modi inaugurated Vizhinjam international Seaport

૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું વિઝિંજમ પોર્ટ

કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું મોદીએ ઉદ્ઘાટન કર્યું

મંચ પર વિજયન અને થરૂર બંને બેઠા છે, આજે ઘણાંને ઊંઘ નહીં આવે : કેરળમાં વડાપ્રધાન મોદીનું નિવેદન

(સંપૂર્ણ સમાચાર સેવા)

તિરૂવનંતપૂરમ્, તા.૨

વડાપ્રધાન નરેન્દ્ર મોદીએ બીજી મેના રોજ કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું ઉદ્ઘાટન કર્યું છે. આ કાર્યક્રમમાં મંચ પર શશી થરૂર અને કેરળના મુખ્યમંત્રી પિનારાઈ વિજયન પણ હાજર હતા. આ મુદે પણ વડાપ્રધાને વિપક્ષ પર કટાક્ષ કર્યો હતો. વડાપ્રધાન મોદીએ કહ્યું કે, અહીં મુખ્યમંત્રી વિજયન પણ બેઠા છે, તે તો INDIA ગઠબંધનનો મજબૂત સ્તંભ છે. શશી થરૂર પણ બેઠા છે. આજનો આ કાર્યક્રમ અનેક લોકોની ઊંઘ ઉડાડી દેશે. જ્યાં આ મેસેજ જવાનો હતો, ત્યાં પહોંચી ગયો છે.

આ દરમિયાન વડાપ્રધાન મોદીએ આદિ શંકરાચાર્ય વિશે વાત કરતાં કહ્યું કે, આજે ભગવાન આદિ શંકરાચાર્યજીની જયંતિ છે. ત્રણ વર્ષ પૂર્વે સપ્ટેમ્બરમાં મને તેમની જન્મભૂમિમાં જવાનું સૌભાગ્ય મળ્યું હતું. કેરળથી નીકળી દેશના ચારે ખૂણામાં મઠની સ્થાપના કરી આદિ શંકરાચાર્યે જ રાષ્ટ્રની ચેતનાને જાગૃત કરી છે. હું તેમને નમન કરું છું.

વિઝિંજમ પોર્ટ આશરે રૂ. ૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું છે. તેની ટ્રાન્સશિપમેન્ટ હબ ક્ષમતા આગામી સમયમાં ત્રણ ગણી વધશે. તેને મોટા કાર્ગો જહાજને ધ્યાનમાં લઈને બનાવવામાં આવ્યું છે. અત્યારસુધી ભારતની ૭૫ ટકા ટ્રાન્સશિપમેન્ટ ગતિવિધિઓ પોર્ટ પરથી થતી હતી. જેના પરિણામરૂપે દેશને મોટું નુકસાન થતુ હતું. પરંતુ હવે સ્થિતિ બદલાઈ છે. પહેલાં વિદેશોમાં ખર્ચાતું ધન હવે સ્થાનિક વિકાસમાં ઉપયોગમાં લેવાશે. જેનાથી વિઝિંજમ અને કેરળના લોકો માટે નવી આર્થિક તકોનું સર્જન થશે.

Note: This is the tracking till 8.30 AM IST

PM Modi inaugurated Vizhinjam international Seaport

૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું વિઝિંજમ પોર્ટ

કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું મોદીએ ઉદ્ઘાટન કર્યું

મંચ પર વિજયન અને થરૂર બંને બેઠા છે, આજે ઘણાંને ઊંઘ નહીં આવે : કેરળમાં વડાપ્રધાન મોદીનું નિવેદન

થિરૂવનંતપૂરમ્, તા.૨

વડાપ્રધાન નરેન્દ્ર મોદીએ બીજી મેના રોજ કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું ઉદ્ઘાટન કર્યું છે. આ કાર્યક્રમમાં મંચ પર શશી થરૂર અને કેરળના મુખ્યમંત્રી પિનારાઈ વિજયન પણ હાજર હતા. આ મુદ્દે પણ વડાપ્રધાને વિપક્ષ પર કટાક્ષ કર્યો હતો. વડાપ્રધાન મોદીએ કહ્યું કે, અહીં મુખ્યમંત્રી વિજયન પણ બેઠા છે, તે તો INDIA ગઠબંધનનો મજબૂત સ્તંભ છે. શશી થરૂર પણ બેઠા છે. આજનો આ કાર્યક્રમ અનેક લોકોની ઊંઘ ઉડાડી દેશે. જ્યાં આ મેસેજ જવાનો હતો, ત્યાં પહોંચી ગયો છે.

આ દરમિયાન વડાપ્રધાન મોદીએ આદિ શંકરાચાર્ય વિશે વાત કરતાં કહ્યું કે, આજે ભગવાન આદિ શંકરાચાર્યજીની જયંતિ છે. ત્રણ વર્ષ પૂર્વે સપ્ટેમ્બરમાં મને તેમની જન્મભૂમિમાં જવાનું સૌભાગ્ય મળ્યું હતું. કેરળથી નીકળી દેશના ચારે ખૂણામાં મઠની સ્થાપના કરી આદિ શંકરાચાર્યે જ રાષ્ટ્રની ચેતનાને જાગૃત કરી છે. હું તેમને નમન કરું છું.

વિઝિંજમ પોર્ટ આશરે રૂ. ૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું છે. તેની ટ્રાન્સશિપમેન્ટ હબ ક્ષમતા આગામી સમયમાં ત્રણ ગણી વધશે. તેને મોટા કાર્ગો જહાજને ધ્યાનમાં લઈને બનાવવામાં આવ્યું છે. અત્યારસુધી ભારતની ૭૫ ટકા ટ્રાન્સશિપમેન્ટ ગતિવિધિઓ પોર્ટ પરથી થતી હતી.

જેના પરિણામરૂપે દેશને મોટું નુકસાન થતુ હતું. પરંતુ હવે સ્થિતિ બદલાઈ છે. પહેલાં વિદેશોમાં ખર્ચાતું ધન હવે સ્થાનિક વિકાસમાં ઉપયોગમાં લેવાશે. જેનાથી વિઝિંજમ અને કેરળના લોકો માટે નવી આર્થિક તકોનું સર્જન થશે.

Note: This is the tracking till 8.30 AM IST

PM Modi inaugurated Vizhinjam international Seaport

૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું વિઝિંજમ પોર્ટ

કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું મોદીએ ઉદ્ઘાટન કર્યું

મંચ પર વિજયન અને થરૂર બંને બેઠા છે, આજે ઘણાંને ઊંઘ નહીં આવે : કેરળમાં વડાપ્રધાન મોદીનું નિવેદન

(સંપૂર્ણ સમાચાર સેવા)

વિઝિંજમ, તા.૨

વડાપ્રધાન નરેન્દ્ર મોદીએ બીજી મેના રોજ કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું ઉદ્ઘાટન કર્યું છે. આ કાર્યક્રમમાં મંચ પર કાંગ્રેસી થરૂર અને કેરળના મુખ્યમંત્રી પિનારાઈ વિજયન પણ હાજર હતા. આ મુદ્દે પણ વડાપ્રધાને વિપક્ષ પર કટાક્ષ કર્યો હતો. વડાપ્રધાન મોદીએ કહ્યું કે, અહીં મુખ્યમંત્રી વિજયન પણ બેઠા છે, તે તો INDIA ગઠબંધનનો મજબૂત સ્તંભ છે. કાંગ્રેસી થરૂર પણ બેઠા છે. આજનો આ કાર્યક્રમ અનેક લોકોની ઊંઘ ઉડાડી દેશે. જ્યાં આ મેસેજ જવાનો હતો, ત્યાં પહોંચી ગયો છે.

આ દરમિયાન વડાપ્રધાન મોદીએ આદિ શંકરાચાર્ય વિશે વાત કરતાં કહ્યું કે, આજે ભગવાન આદિ શંકરાચાર્યજીની જયંતિ છે, બસ વર્ષ પૂર્વે સપ્ટેમ્બરમાં મને તેમની જન્મભૂમિમાં જવાનું સૌભાગ્ય મળ્યું હતું. કેરળથી નીકળી દેશના ચારે ખૂણામાં મઠની સ્થાપના કરી આદિ શંકરાચાર્યે જે રાષ્ટ્રની ચેતનાને જાગૃત કરી છે, હું તેમને નમન કરું છું.

વિઝિંજમ પોર્ટ આશરે રૂ. ૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું છે. તેની ટ્રાન્સશિપમેન્ટ ક્ષમતા આગામી સમયમાં બસ ગણી વધશે. તેને મોટા કાર્ગો જહાજને ધ્યાનમાં લઈને બનાવવામાં આવ્યું છે. અત્યારસુધી ભારતની ૩૫ ટકા ટ્રાન્સશિપમેન્ટ ગતિવિધિઓ પોર્ટ પરથી થતી હતી. જેના પરિણામરૂપે દેશને મોટું નુકસાન થતું હતું, પરંતુ હવે સ્થિતિ બદલાઈ છે. પહેલાં વિદેશોમાં ખર્ચાતું ધન હવે સ્થાનિક વિકાસમાં ઉપયોગમાં લેવાશે. જેનાથી વિઝિંજમ અને કેરળના લોકો માટે નવી આર્થિક તકોનું સર્જન થશે.

Note: This is the tracking till 8.30 AM IST

PM Modi inaugurated Vizhinjam international Seaport

૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું વિઝિંજમ પોર્ટ

કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું મોદીએ ઉદ્ઘાટન કર્યું

એજન્સી દ્વારા

મંચ પર વિજયન અને થરૂર બંને બેઠા છે, આજે ઘણાંને ઊંઘ નહીં આવે : કેરળમાં વડાપ્રધાન મોદીનું નિવેદન

તિરૂવનંતપૂરમ, તા.૨

વડાપ્રધાન નરેન્દ્ર મોદીએ બીજી મેના રોજ કેરળના વિઝિંજમ આંતરરાષ્ટ્રીય પોર્ટનું ઉદ્ઘાટન કર્યું છે. આ કાર્યક્રમમાં મંચ પર શશી થરૂર અને કેરળના મુખ્યમંત્રી પિનારાઈ વિજયન પણ હાજર હતા. આ મુદ્દે પણ વડાપ્રધાને વિપક્ષ પર કટાક્ષ કર્યો હતો. વડાપ્રધાન મોદીએ કહ્યું કે, અહીં મુખ્યમંત્રી વિજયન પણ બેઠા છે, તે તો **INDIA** ગઠબંધનનો મજબૂત સ્તંભ છે. શશી થરૂર પણ બેઠા છે. આજનો આ કાર્યક્રમ અનેક લોકોની ઊંઘ ઉડાડી દેશે. જ્યાં આ મેસેજ જવાનો હતો, ત્યાં પહોંચી ગયો છે.

આ દરમિયાન વડાપ્રધાન મોદીએ આદિ શંકરાચાર્ય વિશે વાત કરતાં કહ્યું કે, આજે ભગવાન આદિ શંકરાચાર્યજીની જયંતિ છે. ત્રણ વર્ષ પૂર્વે સપ્ટેમ્બરમાં મને તેમની જન્મભૂમિમાં જવાનું સૌભાગ્ય મળ્યું હતું. કેરળથી નીકળી દેશના ચારે ખૂણામાં મઠની સ્થાપના કરી આદિ શંકરાચાર્યે જ રાષ્ટ્રની ચેતનાને જાગૃત કરી છે. હું તેમને નમન કરું છું.

વિઝિંજમ પોર્ટ આશરે રૂ. ૮૮૦૦ કરોડના ખર્ચે તૈયાર થયું છે. તેની ટ્રાન્સશિપમેન્ટ હબ ક્ષમતા આગામી સમયમાં ત્રણ ગણી વધશે. તેને મોટા કાર્ગો જહાજને ધ્યાનમાં લઈને બનાવવામાં આવ્યું છે. અત્યારસુધી ભારતની ૭૫ ટકા ટ્રાન્સશિપમેન્ટ ગતિવિધિઓ પોર્ટ પરથી થતી હતી. જેના પરિણામરૂપે દેશને મોટું નુકસાન થતું હતું. પરંતુ હવે સ્થિતિ બદલાઈ છે. પહેલાં વિદેશોમાં ખર્ચાતું ધન હવે સ્થાનિક વિકાસમાં ઉપયોગમાં લેવાશે. જેનાથી વિઝિંજમ અને કેરળના લોકો માટે નવી આર્થિક તકોનું સર્જન થશે.

Note: This is the tracking till 8.30 AM IST

PM Modi to inaugurate Vizhinjam port: significance of India's first transshipment hub

રાષ્ટ્રને સમર્પિત વિઝિંજામ પોર્ટ ભારતની વૈશ્વિક કાર્ગો મહત્વાકાંક્ષાઓનું પ્રવેશદ્વાર

વડાપ્રધાન નરેન્દ્ર મોદીએ વિઝિંજામ આંતરરાષ્ટ્રીય બંદર રાષ્ટ્રને સમર્પિત કરતાની સાથે ભારતના દરિયાઈ ઈતિહાસમાં એક નવા યુગના મંગલાચરણનો આરંભ થયો છે. કેરલ સ્થિત વિઝિંજમ ભારતને આંતરરાષ્ટ્રીય વેપાર માર્ગોમાં નિર્ણાયક ખેલાડી બનાવશે. ભારતના પ્રથમ ઓટોમેટેડ બંદર તરીકે વિઝિંજામ પોર્ટ મેનેજમેન્ટ અને કામગીરીમાં નવા માપદંડો સ્થાપિત કરી રહ્યું છે. વૈશ્વિક ટ્રાન્સશિપમેન્ટમાં લોજિસ્ટિક્સ નકશા પર તે દેશને સહભાગી જ નહીં, પરંતુ અગ્રણી પ્લેયર તરીકે સ્થાન આપશે.

દરિયાઈ વેપારમાં અગ્રણી વૈશ્વિક ખેલાડી

વ્યૂહાત્મક રીતે વિઝિંજામ ભારતના વિશાળ દરિયાઈ મુદ્રામાં બંધબેસે છે. જેમ જેમ ચીન હંબનટોટા અને ગ્વાદરમાં તેની હાજરીને વધુ ગાઢ બનાવી રહી છે, તેમ તેમ ભારત સ્વદેશી માળખાગત સુવિધાઓ સાથે આગળ વધી રહ્યું છે. આંતરરાષ્ટ્રીય પૂર્વ-પશ્ચિમ શિપિંગ રૂટથી માત્ર ૧૦ નોટિકલ માઈલ દૂર વિઝિંજામ એક મહત્વપૂર્ણ ટ્રાન્સશિપમેન્ટ હબ બનશે, જે કોલંબો, સિંગાપોર અને દુબઈ જેવા બંદરો પર ભારતની નિર્ભરતા ઘટાડશે.

વિઝિંજામનો ૨૦ મીટરનો કુદરતી ડ્રાફ્ટ સતત ડ્રેજિંગ વિના અલ્ટ્રા લાર્જ કન્ટેનર વેસલ્સ (ULCVs) ને હોસ્ટ કરવા સક્ષમ છે.

કેવી રીતે બન્યું વિઝિંજામ બંદર

વિઝિંજામ ખાતે ઊંડું સમુદ્રી બંદર સ્થાપવાના પ્રયાસો ૧૯૯૧માં શરૂ થયા હતા. સુરક્ષાની ચિંતાઓ, બોલી લગાવવા સંબંધિત કાનૂની વિવાદો અને રોકાણકારોના રસનો અભાવ જેવા અનેક પડકારોને પાર કરી ઓગસ્ટ ૨૦૧૫ માં કેરળ સરકારે જાહેર-ખાનગી ભાગીદારી (PPP) મોડેલ હેઠળ વિઝિંજામ આંતરરાષ્ટ્રીય ડીપવોટર સીબંદર વિકસાવવા માટે અદાણી પોર્ટ્સ અને SEZ લિમિટેડ (APSEZ) સાથે કરાર પર હસ્તાક્ષર કર્યા હતા. એકમાત્ર બોલી લગાવનાર અદાણી પોર્ટ્સને ૨૦૧૫ માં તેને પ્રોજેક્ટ આપવામાં આવ્યો હતો.

Note: This is the tracking till 8.30 AM IST

Prime Minister Shri Narendra Modi dedicates Vizhinjam International Seaport in Kerala worth ?8,800 crore to the nation.

પ્રધાનમંત્રી શ્રી નરેન્દ્ર મોદીએ કેરળમાં ૮,૮૦૦ કરોડના મૂલ્યના વિઝિંજામ આંતરરાષ્ટ્રીય બંદરને રાષ્ટ્રને સમર્પિત કર્યું

(જી.એન.એસ) તા. ૨

તિરુવનંતપુરમ,

પ્રધાનમંત્રી શ્રી નરેન્દ્ર મોદીએ આજે કેરળના તિરુવનંતપુરમમાં ૮,૮૦૦ કરોડ રૂપિયાના વિઝિંજામ આંતરરાષ્ટ્રીય ડીપવોટર બહુહેતુક દરિયાઈ બંદરને રાષ્ટ્રને સમર્પિત કર્યું. ભગવાન આદિ શંકરાચાર્યની જન્મજયંતીના શુભ પ્રસંગે સભાને સંબોધતા, પ્રધાનમંત્રીએ ભાર મૂક્યો કે ત્રણ વર્ષ પહેલાં, સપ્ટેમ્બરમાં, તેમને આદિ શંકરાચાર્યના પૂજનીય જન્મસ્થળની મુલાકાત લેવાનો લહાવો મળ્યો હતો. તેમણે આનંદ વ્યક્ત કર્યો કે તેમના સંસદીય મતવિસ્તાર, કાશીમાં વિશ્વનાથ ધામ સંકુલમાં આદિ શંકરાચાર્યની ભવ્ય પ્રતિમા સ્થાપિત કરવામાં આવી છે. તેમણે ભાર મૂક્યો કે આ સ્થાપના આદિ શંકરાચાર્યના અપાર આધ્યાત્મિક જ્ઞાન અને ઉપદેશોને શ્રદ્ધાંજલિ તરીકે છે. તેમણે વધુમાં ભાર મૂક્યો કે તેમને ઉત્તરાખંડના પવિત્ર કેદારનાથ ધામમાં આદિ શંકરાચાર્યની દિવ્ય પ્રતિમાનું અનાવરણ કરવાનું પણ સન્માન મળ્યું છે. પ્રધાનમંત્રીએ નોંધ્યું કે આજે વધુ એક ખાસ પ્રસંગ છે કારણ કે કેદારનાથ મંદિરના દરવાજા ભક્તો માટે ખોલવામાં આવ્યા છે. પ્રધાનમંત્રી મોદીએ ભાર મૂક્યો કે કેરળથી ઉદભવેલા આદિ શંકરાચાર્યે દેશના વિવિધ ખૂણામાં મઠો સ્થાપ્યા હતા અને રાષ્ટ્રની ચેતનાને જાગૃત કરી હતી. તેમણે ભારપૂર્વક જણાવ્યું કે તેમના પ્રયાસોએ એકીકૃત અને આધ્યાત્મિક રીતે પ્રબુદ્ધ ભારતનો પાયો નાખ્યો છે. શ્રી મોદીએ જણાવ્યું કે એક તરફ વિશાળ સમુદ્ર, અપાર શક્યતાઓથી સમૃદ્ધ ઉભો છે. જ્યારે બીજી તરફ, પ્રકૃતિનું મનમોહક સૌંદર્ય ભવ્યતામાં વધારો કરે છે. આ બધા વચ્ચે, તેમણે ભાર મૂક્યો કે વિઝિંજામ ડીપ-વોટર સી પોર્ટ હવે નવા યુગના વિકાસના પ્રતીક તરીકે ઉભરી આવ્યું છે. તેમણે આ નોંધપાત્ર સિદ્ધિ પર કેરળના લોકો અને સમગ્ર રાષ્ટ્રને અભિનંદન પાઠવ્યા. વિઝિંજામ ડીપ-વોટર સી પોર્ટ ?૮,૮૦૦ કરોડના ખર્ચે વિકસાવવામાં આવ્યું છે તે વાત પર ભાર મૂકતા, પ્રધાનમંત્રીએ ટિપ્પણી કરી કે આગામી વર્ષોમાં આ ટ્રાન્સશિપમેન્ટ હબની ક્ષમતા ત્રણ ગણી થશે. જેનાથી વિશ્વના કેટલાક સૌથી મોટા કાર્ગો જહાજોનું સરળ આગમન શક્ય બનશે. તેમણે ધ્યાન દોર્યું કે ભારતના ૭૫% ટ્રાન્સશિપમેન્ટ કામગીરી અગાઉ વિદેશી બંદરો પર કરવામાં આવતી હતી. જેના કારણે દેશને નોંધપાત્ર આવકનું નુકસાન થયું હતું. આ પરિસ્થિતિ હવે બદલાવાની તૈયારીમાં છે તેના પર ભાર મૂકતા, તેમણે ભારપૂર્વક જણાવ્યું કે ભારતનું નાણું હવે ભારતની સેવા કરશે. એક સમયે દેશની બહાર વહેતું ભંડોળ હવે કેરળ અને વિઝિંજામના લોકો માટે નવી આર્થિક તકો ઉભી કરશે. શ્રી મોદીએ ટિપ્પણી કરી કે વસાહતી શાસન પહેલાં, ભારતે સદીઓથી સમૃદ્ધિ જોઈ હતી. તેમણે એ વાત પર ભાર મૂક્યો કે એક સમયે, ભારતનો વૈશ્વિક જીડીપીમાં મોટો હિસ્સો હતો. તેમણે કહ્યું કે તે યુગ દરમિયાન ભારતને અન્ય રાષ્ટ્રોથી અલગ પાડતી બાબત તેની દરિયાઈ ક્ષમતા અને તેના બંદર શહેરોની આર્થિક પ્રવૃત્તિ હતી. આ દરિયાઈ શક્તિ અને આર્થિક વિકાસમાં કેરળની મહત્વપૂર્ણ ભૂમિકાને ધ્યાનમાં રાખીને, તેમણે દરિયાઈ વેપારમાં કેરળની ઐતિહાસિક ભૂમિકા પર પ્રકાશ પાડ્યો, તેમણે ભાર પૂર્વક જણાવ્યું કે અરબી સમુદ્ર દ્વારા, ભારત અનેક રાષ્ટ્રો સાથે વેપાર સંબંધો જાળવી રાખતું હતું. તેમણે નોંધ્યું કે કેરળથી જહાજો વિવિધ દેશોમાં માલ લઈ જાય છે, જે તેને વૈશ્વિક વાણિજ્ય માટે એક મહત્વપૂર્ણ કેન્દ્ર બનાવે છે. "આજે, ભારત સરકાર આર્થિક શક્તિના આ માર્ગને વધુ મજબૂત બનાવવા માટે પ્રતિબદ્ધ છે." તેમણે ઉમેર્યું કે, "ભારતના દરિયાકાંઠાના રાજ્યો અને બંદર શહેરો વિકસિત ભારતના વિકાસ માટે મુખ્ય કેન્દ્રો બનશે". "જ્યારે માળખાગત સુવિધાઓ અને વ્યવસાય કરવાની સરળતાને એકસાથે પ્રોત્સાહન આપવામાં આવે છે. ત્યારે બંદર અર્થવ્યવસ્થા તેની સંપૂર્ણ ક્ષમતા સુધી પહોંચે છે", પ્રધાનમંત્રીએ ભાર મૂક્યો અને કહ્યું કે છેલ્લા ૧૦ વર્ષોમાં, આ ભારત સરકારની બંદર અને જળમાર્ગ નીતિની બ્લ્યુ પ્રિન્ટ રહી છે. તેમણે ભાર મૂક્યો કે સરકારે ઔદ્યોગિક પ્રવૃત્તિઓ અને રાજ્યોના સર્વાંગી વિકાસ માટે પ્રયાસોને ઝડપી બનાવ્યા છે. તેમણે વધુમાં ટિપ્પણી કરી કે ભારત સરકારે રાજ્ય સરકારો સાથે મળીને સાગરમાલા પ્રોજેક્ટ હેઠળ બંદર માળખાગત સુવિધાઓને અપગ્રેડ કરી છે અને બંદર જોડાણને મજબૂત બનાવ્યું છે. તેમણે નોંધ્યું કે પીએમ ગતિ શક્તિ હેઠળ, જળમાર્ગો, રેલવે, હાઇવે અને હવાઈ માર્ગોને સીમલેસ કનેક્ટિવિટી માટે ઝડપથી સંકલિત કરવામાં આવી રહ્યા છે. તેમણે ઉમેર્યું કે વ્યવસાય કરવાની સરળતામાં આ સુધારાઓથી બંદરો અને માળખાગત ક્ષેત્રોમાં વધુ રોકાણ થયું છે. પ્રધાનમંત્રીએ જણાવ્યું કે ભારત સરકારે ભારતીય નાવિકોને લગતા નિયમોમાં પણ સુધારો કર્યો છે. જેના નોંધપાત્ર પરિણામો મળ્યા છે. તેમણે ધ્યાન દોર્યું કે ૨૦૧૪માં, ભારતીય નાવિકોની સંખ્યા ૧.૨૫ લાખથી ઓછી હતી. આજે, આ આંકડો ૩.૨૫ લાખથી વધુ વધી ગયો છે. તેમણે ભાર મૂક્યો કે ભારત હવે નાવિકોની સંખ્યાના સંદર્ભમાં વૈશ્વિક સ્તરે ટોચના ત્રણ દેશોમાં સ્થાન ધરાવે છે. એક દાયકા પહેલા બંદરો પર જહાજોને લાંબા સમય સુધી રાહ જોવી પડતી હતી. જેના કારણે માલ ઉતારવાની કામગીરીમાં નોંધપાત્ર વિલંબ થતો હતો તે વાત પર ભાર મૂકતા, શ્રી મોદીએ નોંધ્યું કે આ મંદીના કારણે વ્યવસાયો, ઉદ્યોગો અને એકંદર અર્થતંત્ર પર અસર પડી હતી. તેમણે કહ્યું કે પરિસ્થિતિ હવે બદલાઈ ગઈ છે અને છેલ્લા ૧૦ વર્ષોમાં, ભારતના મુખ્ય બંદરોએ જહાજના ટર્ન-અરાઉન્ડ સમયમાં ૩૦% ઘટાડો કર્યો છે. જેનાથી કામગીરીની કાર્યક્ષમતામાં સુધારો થયો છે. તેમણે ટિપ્પણી કરી કે બંદર કાર્યક્ષમતામાં વધારો થવાને કારણે, ભારત હવે ટૂંકા ગાળામાં વધુ કાર્ગો વોલ્યુમનું સંચાલન કરી રહ્યું છે. જે દેશની લોજિસ્ટિક્સ અને વેપાર ક્ષમતાઓને મજબૂત બનાવે છે. "ભારતની દરિયાઈ સફળતા એક દાયકાના વિઝન અને પ્રયાસનું પરિણામ છે", પ્રધાનમંત્રીએ કહ્યું કે છેલ્લા ૧૦ વર્ષોમાં, ભારતે તેના બંદરોની ક્ષમતા બમણી કરી છે.

Note: This is the tracking till 8.30 AM IST

Both engines of Jaipur-Chandigarh flight failed for a while

जयपुर-चंडीगढ़ फ्लाइट के दोनों इंजन थोड़ी देर के लिए फेल

पायलट ने सूझबूझ से प्लेन को सुरक्षित लैंड करवाया, डीजीसीए ने दिए जांच के आदेश

मॉर्निंग न्यूज @ जयपुर। जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 शुक्रवार को लैंडिंग से पहले ही अचानक खराब हो गई। चंडीगढ़ पहुंचने से महज कुछ देर पहले ही फ्लाइट के दोनों इंजन ने कुछ समय के लिए काम करना बंद कर दिया था। ऑटो इग्निशन सिस्टम ने दोनों इंजन को तुरंत चालू कर दिया और तब जाकर विमान की लैंडिंग कराई गई। डीजीसीए ने इस पूरे मामले की जांच के आदेश दिए हैं।

जानकारी के मुताबिक इंजन में इंधन जलना (फ्लेम आउट) बंद हो गया था। दरअसल, जयपुर एयरपोर्ट से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 ने शुक्रवार सुबह 5.50 बजे अपने तय वक्त पर उड़ान भरी थी। इसे लगभग एक घंटे 10 मिनट बाद सुबह 7 बजे चंडीगढ़ पहुंचना था, लेकिन लैंडिंग से लगभग 15 मिनट पहले फ्लाइट के एक इंजन में अचानक फ्लेम आउट (इंजन जलना बंद) की समस्या हो गई।

Note: This is the tracking till 8.30 AM IST

Adani's nephew accused of stock market scam

शेअर बाजारात घोटाळ्याचा अदानीच्या पुतण्यावर आरोप

■ मुंबई

अदानी ग्रुपचे अध्यक्ष गौतम अदानी यांचा पुतण्या प्रणव अदानीवर इनसायडर ट्रेडिंग करून शेअर बाजारात घोटाळा केल्याचा आरोप झाला आहे.याप्रकरणी सेबीने म्हटले की प्रणव अदानीने मे २०२१ मध्ये अदानी ग्रीनने खरेदी केलेल्या एसबी एनर्जी बद्दलची गोपनीय माहिती लीक केली होती. गौतम अदानीच्या पुतण्याने ही माहिती त्यांचे मेहुणे कुणाल शाह आणि त्यांचे भाऊ नृपाल शाह यांना दिली होती. ही माहिती पुरवली त्यानंतर शहा बंधूंनी त्याचा फायदा घेतला आणि ९० लाख रुपयांचा नफा कमावला.

त्यांचे कॉल रेकॉर्डिंग आणि ट्रेडिंग पॅटर्नमधून ही माहिती व्यवहार होण्याच्या २-३ दिवस आधी शेअर केली होती. प्रणव अदानीने सर्व आरोप फेटाळून कोणताही नियम मोडला नसल्याचे सांगितले. तर शहा बंधूंचे वकील म्हणाले की, व्यवहार सार्वजनिक माहितीच्या आधारे झाले असून त्यामध्ये कोणताही चुकीचा हेतू नव्हता.

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शेअर बाजारात घोटाळ्याचा अदानीच्या पुतण्यावर आरोप

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Adani's nephew accused of stock market scam

शेअर बाजारात घोटाळ्याचा
अदानीच्या पुतण्यावर आरोप

■ मुंबई

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Adani's nephew accused of stock market scam

शेअर बाजारात घोटाळ्याचा
अदानीच्या पुतण्यावर आरोप

■ मुंबई

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Note: This is the tracking till 8.30 AM IST

Sharad Pawar and Gautam Adani's informal meeting at the university

सावित्रीबाई फुले पुणे विद्यापीठातील सायन्स आणि टेक्नोलॉजी पार्कच्या भेटीप्रसंगी ज्येष्ठ नेते शरद पवार आणि उद्योगपती गौतम अदानी यांच्यासह अन्य मान्यवर.

शरद पवार अन् गौतम अदानी यांची विद्यापीठात अनौपचारिक भेट

पुणे : पुढारी वृत्तसेवा

सावित्रीबाई फुले पुणे विद्यापीठाच्या सायन्स आणि टेक्नोलॉजी पार्कला ज्येष्ठ नेते शरद पवार आणि उद्योगपती गौतम अदानी यांनी शुक्रवारी भेट दिली आणि तब्बल दोन तास चर्चा केली. ही एक अनौपचारिक भेट असल्याचे सांगितले जात असले तरी विविध चर्चांना उधाण आले आहे.

सावित्रीबाई फुले पुणे विद्यापीठातील सायन्स आणि टेक्नोलॉजी पार्कचे मुख्य कार्यकारी अधिकारी राजेंद्र जगदाळे म्हणाले, सायन्स आणि टेक्नोलॉजी पार्कमध्ये येण्याचे ज्येष्ठ नेते शरद पवार आणि उद्योगपती गौतम अदानी यांनी अश्वासन दिले होते. परंतु त्यांना येता आले नाही. अखेर शुक्रवारी दोघांनी सायन्स आणि टेक्नोलॉजी पार्कला भेट दिली आणि बराच वेळ घालवला. यावेळी सायन्स आणि टेक्नोलॉजी पार्क आणि अदानी ग्रुप हे मिळून काय करता येईल. सायन्स आणि टेक्नोलॉजी पार्कमध्ये काय कार्य चालते, याची माहिती घेतली. सायन्स ॲण्ड

सायन्स ॲण्ड टेक्नोलॉजी पार्क अन् अदानी ग्रुप मिळून काय करता येईल यावर चर्चा

टेक्नोलॉजी पार्कच्या माध्यमातून सुरू असलेल्या काही स्टार्टअपसंदर्भात त्यांनी माहिती घेतली. त्याचबरोबर सोशल कार्पोरेटस रिस्पॉन्सीबिलीटी अर्थात सीएसआरच्या माध्यमातून काय करता येईल यासंदर्भात देखील चर्चा करण्यात आली. ही एक अनौपचारिक भेट असल्यामुळे अन्य कोणतीही चर्चा झाली नसल्याचे जगदाळे यांनी स्पष्ट केले. विद्यापीठाच्या सायन्स आणि टेक्नोलॉजी पार्कमध्ये ज्येष्ठ नेते शरद पवार आणि उद्योगपती गौतम अदानी यांनी भेट देऊन बराच वेळ घालवला. ज्येष्ठ नेते शरद पवार आणि उद्योगपती गौतम अदानी यांचे सख्य पाहता पडद्याआड काहीतरी मोठी घटना घडणार आहे का याविषयी विद्यापीठ वर्तुळात चर्चांना सुरुवात झाली आहे.

Note: This is the tracking till 8.30 AM IST

Finance

अर्थवार्ता

- गतसप्ताहात निफ्टी व सेन्सेक्स निर्देशांकांमध्ये अनुक्रमे एकूण ३०७.३५ अंक आणि १२८९.४६ अंकांची वाढ होऊन दोन्ही निर्देशांक २४३४६.७ अंक तसेच ८०५०१.९९ अंकांच्या पातळीवर बंद झाले. निफ्टीमध्ये १.२८ टक्के तसेच सेन्सेक्समध्ये १.६३ टक्क्यांची वाढ नोंदवली गेली. सर्वाधिक वाढ होणाऱ्या समभागांमध्ये रिलायन्स इंडस्ट्रीज (९.४ टक्के), अदानी पोर्टस (६.२ टक्के), मारुती सुझुकी इंडिया (६.१ टक्के), भारत इलेक्ट्रॉनिक्स (४.६ टक्के), एसबीआय लाईफ इन्शुरन्स (४.१ टक्के) या कंपन्यांचा समावेश झाला. तर सर्वाधिक घट होणाऱ्या कंपन्यांमध्ये श्रीराम फायनान्स (-७.८ टक्के), जेएसडब्ल्यू स्टील (-५.४ टक्के), अल्ट्राटेक सिमेंट (-४.९ टक्के), बजाज फिनसर्व्ह (-४.३ टक्के), हिरोमोटो कॉर्प (-४.० टक्के) या समभागांचा समावेश झाला. गेले तीन सप्ताह दोन्ही निर्देशांकांनी सातत्याने वाढ दर्शवली आहे. रुपया चलनाने डॉलरच्या तुलनेत मागील ७ महिन्यांचा उच्चांक दर्शवला. शुक्रवारच्या सत्रात रुपयाने ८३.७६ रुपये प्रतिडॉलरची उच्चांकी पातळी दर्शवली. त्यानंतर सत्राअखेर ८४.५५ रुपये प्रतिडॉलर स्तरावर बंद झाला. सत्रादरम्यान रिझर्व्ह बँकेने ३ अब्ज डॉलर्सची खरेदी करून हस्तक्षेप केला. जानेवारी २०२५ पासून रुपया डॉलरच्या तुलनेत आतापर्यंत १.२६ टक्के मजबूत झाला आहे.

- सर्वोच्च न्यायालयाचा जेएसडब्ल्यू स्टील कंपनीला धक्का. चार वर्षांपूर्वी जेएसडब्ल्यू स्टीलने दिवाळखोर भूषण पॉवर अँड स्टीलचे अधिग्रहण केले होते. मार्च २०२१ मध्ये करण्यात आलेल्या अधिग्रहणाचा निर्णय सर्वोच्च न्यायालयाने आता रद्दबातल ठरवला. या व्यवहारामध्ये दिवाळखोरी अधिग्रहणसंबंधी नियमांचे पालन केले न गेल्याचे न्यायालयाचे म्हणणे आहे. कर्जदात्या समितीनेदेखील या अधिग्रहणाला मान्यता देताना नियमावलीकडे कानाडोळा केल्याचे न्यायालयाने म्हटले आहे. २०१९ मध्ये भूषण पॉवर अँड स्टील कंपनीला खरेदी करण्यासाठी जेएसडब्ल्यू स्टीलने १९ हजार कोटींची सर्वाधिक बोली लावली होती. परंतु, आता जेएसडब्ल्यू स्टीलचे चेअरमन सज्जन जिंदाल यांनी माननीय सर्वोच्च न्यायालयाचे निकालपत्र पूर्ण वाचून मग पुढील दिशा ठरवण्याचे स्पष्ट केले.

- पंतप्रधान नरेंद्र मोदींकडून केरळमधील विझिंन्जम बंदराचे उद्घाटन केले. सागरी वाहतूक जहाजांना सेवा पुरवणारे हे देशातील सर्वात मोठे बंदर असून, या प्रकल्पासाठी ८८०० कोटींचा खर्च आला. अदानी पोर्टस अँड सेझ कंपनीकडून बांधा, वित्तपुरवठा, वापरा आणि हस्तांतरीत करा या तत्त्वावर हा प्रकल्प उभारला गेला आहे. हा प्रकल्प ८६८६ कोटींचा असून, केरळ सरकारची ५३७०.८६ कोटींची तर अदानी समूहाची २४९७ कोटींची गुंतवणूक आहे. यासाठी केंद्राने ८१८ कोटींचा निधी पुरवला आहे. या बंदरामुळे दरवर्षी भारताचा २२० दशलक्ष डॉलर्स (सुमारे १९०० कोटी) महसूल वाचणार आहे. सध्या भारताकडे अजस्त्र कंटेनरची वाहतूक करणाऱ्या जहाजांमधून माल उतरवणारी बंदरे नव्हती. त्यामुळे या बड्या जहाजातून येणारा माल उतरवण्यासाठी श्रीलंकेचे कोलंबो, सिंगापूर, दुबई या ठिकाणच्या बंदरावर अवलंबून राहावे लागे. भारतातील सागरी वाहतुकीमधील सुमारे ७५ टक्के माल या बंदरातून ने-आण करावा लागतो. याबदल्यात भारताला या देशांना पैसे मोजावे लागतात. परंतु, आता भारताकडे स्वत:कडे या सोयी उपलब्ध झाल्याने विदेशी चलनाची आणि वेळची बचत होईल.

- निर्यिती क्षेत्राचा मागील १० महिन्यांचा उच्चांक. एप्रिल महिन्यात निर्यिती क्षेत्र निर्देशांक ५८.२ अंकांवर पोहोचला. उत्पादन मागणी वृद्धी, नवीन उत्पादने आणि ऑर्डर्स यांच्या जोरावर जून २०२४ नंतर निर्यिती क्षेत्र निर्देशांकाने (मॅन्युफॅक्चरिंग पीएमआय) ही भरारी घेतली. जगात अमेरिका आणि चीन यांच्यामध्ये चालू झालेल्या व्यापार युद्धामुळे चीनची अर्थव्यवस्था मंदीत सापडत आहे. परंतु, चीनला पर्याय म्हणून भारतीय उत्पादनांना जागतिक बाजारपेठेत सुगीचे दिवस येत असल्याचे संकेत मिळत आहेत.

- अमेरिकेच्या कार्लाईल या गुंतवणूकदार कंपनीने पीएनबी हाऊसिंग फायनान्स कंपनीमधील आपला १०.४४ टक्क्यांचा संपूर्ण हिस्सा विक्री केला. एकूण २७.१ दशलक्ष समभागांची २७१२ कोटींना विक्री झाली. सरासरी १०००.२० रुपये दरावर समभागांची विक्री करण्यात आली.

- देशातील महत्त्वाची सिमेंट उत्पादक कंपनी अंबुजा सिमेंटचा गतआर्थिक वर्षाच्या चौथ्या तिमाहीचा नफा मागील वर्षीच्या तिमाहीच्या तुलनेत १०५१ कोटींवरून ९ टक्के घटून ९५६ कोटींवर आला. कंपनीचा महसूल ८७८५ कोटींवरून ११.६ टक्के वधारून ९८०२ कोटी झाले.

- नॅशनल स्टॉक एक्स्चेंजवरील समभागातील गुंतवणुकीमध्ये स्थानिक गुंतवणूकदारांचे (डोमेस्टिक इन्व्हेस्टर्स) प्राबल्य वाढले. ३१ मार्च २०२५ च्या आकडेवारीनुसार स्थानिक संस्थात्मक गुंतवणूकदारांचा (डीआयआय शेअर) वाटा १७.६२ टक्के होता. तसेच परदेशी संस्थात्मक गुंतवणूकदारचा (एफआयआय) वाटा १७.२२ टक्के होता. तब्बल १५ वर्षांनंतर स्थानिक गुंतवणूकदारांनी बाजारात वर्चस्व मिळवले. स्थानिक म्युच्युअल फड, इन्शुरन्स कंपन्यांकडून येणाऱ्या सातत्यपूर्ण गुंतवणुकीमुळे भारतीय भांडवल बाजारात परदेशी गुंतवणूकदारांचा प्रभाव ओसरला. पूर्वी परदेशी गुंतवणूकदारांनी त्यांचे हितसंबंध जपण्यासाठी भारतीय बाजारातून पैसे काढायला सुरुवात केल्यावर भारतीय शेअरबाजार पत्त्यांप्रमाणे कोसळायचे. २०१५ मध्ये तर स्थानिक संस्थात्मक गुंतवणूकदारांच्या दुप्पट गुंतवणूक परदेशी संस्थात्मक गुंतवणूकदारांकडे होती. परंतु, गेल्या दहा वर्षांत स्थानिक सर्वसामान्य नागरिक भांडवलबाजार गुंतवणुकीकडे वळल्याने विदेशी गुंतवणुकीवरील आपले अवलंबित्व कमी झाले.

- अदानी समूहाचे प्रमुख गौतम अदानी यांचे पुतणे प्रणव अदानी यांच्यावर इनसायडर ट्रेडिंगचे आरोप. कंपनीशी संबंधित संवेदनशील माहिती वापरून स्वत: समभागांमध्ये नफा कमावण्याच्या दृष्टीने व्यवहार करण्यास कंपनीच्या उच्चपदस्थांना मनाई असते. भांडवल बाजार नियामक सेबीने यासंबंधी ठपका ठेवल्याचे सॅप्टमॅरच्या हाती लागलेल्या दस्तावेजानुसार सूचित होते. अदानी ग्रीनच्या समभागांसंबंधी २०२१ मधील हे प्रकरण आहे. प्रणव अदानी यांचे मेहुणे कुणाल शहा आणि नंतर नृपाल शहा यांनी कंपनीच्या अंतर्गत माहितीनुसार समभागांमध्ये व्यवहार केले आणि ९० लाखांचा बेकायदेशीर नफा मिळवल्याचा आरोप सेबीने केला.

- एप्रिल महिन्यात मुंबई भांडवल बाजाराचे सूचीबद्ध कंपन्यांचे मूल्य तब्बल १०.५३ लाख कोटींनी वाढले. या महिन्यात सेन्सेक्स २८२७.३२ अंक म्हणजे ३.६५ टक्के, तर निफ्टी ८१४.८५ अंक म्हणजेच ३.४६ टक्के वाढला. महिनाअखेर सूचीबद्ध कंपन्यांचे भांडवल बाजारमूल्य तब्बल ४२३.२४ लाख कोटींवर गेले.

- २५ एप्रिलअखेर संपलेल्या सप्ताहात भारताची विदेश चलन गंगाजळी १.९८३ अब्ज डॉलर्सनी वधारून ६८८.१२९ अब्ज डॉलर्सवर पोहोचली. गंगाजळीत सलग भर पडण्याचा हा आठवा आठवडा ठरला.

प्रीतम मांडके (मांडके फिनकॉर्प)

या पुरवणीत देण्यात येणारे गुंतवणुकीचे सल्ले लेखक अभ्यास करून देत असतात; पण गुंतवणुकीत जोखीम ही असतेच. ती लक्षात घेऊनच गुंतवणूकदारांनी गुंतवणुकीचा निर्णय आपल्या जबाबदारीवर घ्यावा.

Note: This is the tracking till 8.30 AM IST

Finance

अर्थवार्ता

- गतसप्ताहात निफ्टी व सेन्सेक्स निर्देशांकांमध्ये अनुक्रमे एकूण ३०७.३५ अंक आणि १२८९.४६ अंकांची वाढ होऊन दोन्ही निर्देशांक २४३४६.७ अंक तसेच ८०५०१.९९ अंकांच्या पातळीवर बंद झाले. निफ्टीमध्ये १.२८ टक्के तसेच सेन्सेक्समध्ये १.६३ टक्क्यांची वाढ नोंदवली गेली. सर्वाधिक वाढ होणाऱ्या समभागांमध्ये रिलायन्स इंडस्ट्रीज (९.४ टक्के), अदानी पोर्टस (६.२ टक्के), मारुती सुझुकी इंडिया (६.१ टक्के), भारत इलेक्ट्रॉनिक्स (४.६ टक्के), एसबीआय लाईफ इन्शुरन्स (४.१ टक्के) या कंपन्यांचा समावेश झाला. तर सर्वाधिक घट होणाऱ्या कंपन्यांमध्ये श्रीराम फायनान्स (-७.८ टक्के), जेएसडब्ल्यू स्टील (-५.४ टक्के), अल्ट्राटेक सिमेंट (-४.९ टक्के), बजाज फिनसर्व्ह (-४.३ टक्के), हिरोमोटो कॉर्प (-४.० टक्के) या समभागांचा समावेश झाला. गेले तीन सप्ताह दोन्ही निर्देशांकांनी सातत्याने वाढ दर्शवली आहे. रुपया चलनाने डॉलरच्या तुलनेत मागील ७ महिन्यांचा उच्चांक दर्शवला. शुक्रवारच्या सत्रात रुपयाने ८३.७६ रुपये प्रतिडॉलरची उच्चांकी पातळी दर्शवली. त्यानंतर सत्राअखेर ८४.५५ रुपये प्रतिडॉलर स्तरावर बंद झाला. सत्रादरम्यान रिझर्व्ह बँकेने ३ अब्ज डॉलर्सची खरेदी करून हस्तक्षेप केला. जानेवारी २०२५ पासून रुपया डॉलरच्या तुलनेत आतापर्यंत १.२६ टक्के मजबूत झाला आहे.

- सर्वोच्च न्यायालयाचा जेएसडब्ल्यू स्टील कंपनीला धक्का. चार वर्षांपूर्वी जेएसडब्ल्यू स्टीलने दिवाळखोर भूषण पॉवर अँड स्टीलचे अधिग्रहण केले होते. मार्च २०२१ मध्ये करण्यात आलेल्या अधिग्रहणाचा निर्णय सर्वोच्च न्यायालयाने आता रद्दबातल ठरवला. या व्यवहारामध्ये दिवाळखोरी अधिग्रहणसंबंधी नियमांचे पालन केले न गेल्याचे न्यायालयाचे म्हणणे आहे. कर्जदात्या समितीनेदेखील या अधिग्रहणाला मान्यता देताना नियमावलीकडे कानाडोळा केल्याचे न्यायालयाने म्हटले आहे. २०१९ मध्ये भूषण पॉवर अँड स्टील कंपनीला खरेदी करण्यासाठी जेएसडब्ल्यू स्टीलने १९ हजार कोटींची सर्वाधिक बोली लावली होती. परंतु, आता जेएसडब्ल्यू स्टीलचे चेअरमन सज्जन जिंदाल यांनी माननीय सर्वोच्च न्यायालयाचे निकालपत्र पूर्ण वाचून मग पुढील दिशा ठरवण्याचे स्पष्ट केले.

- पंतप्रधान नरेंद्र मोदींकडून केरळमधील विझिंन्जम बंदराचे उद्घाटन केले. सागरी वाहतूक जहाजांना सेवा पुरवणारे हे देशातील सर्वात मोठे बंदर असून, या प्रकल्पासाठी ८८०० कोटींचा खर्च आला. अदानी पोर्टस अँड सेझ कंपनीकडून बांधा, वित्तपुरवठा, वापरा आणि हस्तांतरीत करा या तत्त्वावर हा प्रकल्प उभारला गेला आहे. हा प्रकल्प ८६८६ कोटींचा असून, केरळ सरकारची ५३७०.८६ कोटींची तर अदानी समूहाची २४९७ कोटींची गुंतवणूक आहे. यासाठी केंद्राने ८१८ कोटींचा निधी पुरवला आहे. या बंदरामुळे दरवर्षी भारताचा २२० दशलक्ष डॉलर्स (सुमारे १९०० कोटी) महसूल वाचणार आहे. सध्या भारताकडे अजस्त्र कंटेनरची वाहतूक करणाऱ्या जहाजांमधून माल उतरवणारी बंदरे नव्हती. त्यामुळे या बड्या जहाजातून येणारा माल उतरवण्यासाठी श्रीलंकेचे कोलंबो, सिंगापूर, दुबई या ठिकाणच्या बंदरावर अवलंबून राहावे लागे. भारतातील सागरी वाहतुकीमधील सुमारे ७५ टक्के माल या बंदरातून ने-आण करावा लागतो. याबदल्यात भारताला या देशांना पैसे मोजावे लागतात. परंतु, आता भारताकडे स्वत:कडे या सोयी उपलब्ध झाल्याने विदेशी चलनाची आणि वेळची बचत होईल.

- निर्यिती क्षेत्राचा मागील १० महिन्यांचा उच्चांक. एप्रिल महिन्यात निर्यिती क्षेत्र निर्देशांक ५८.२ अंकांवर पोहोचला. उत्पादन मागणी वृद्धी, नवीन उत्पादने आणि ऑर्डर्स यांच्या जोरावर जून २०२४ नंतर निर्यिती क्षेत्र निर्देशांकाने (मॅन्युफॅक्चरिंग पीएमआय) ही भरारी घेतली. जगात अमेरिका आणि चीन यांच्यामध्ये चालू झालेल्या व्यापार युद्धामुळे चीनची अर्थव्यवस्था मंदीत सापडत आहे. परंतु, चीनला पर्याय म्हणून भारतीय उत्पादनांना जागतिक बाजारपेठेत सुगीचे दिवस येत असल्याचे संकेत मिळत आहेत.

- अमेरिकेच्या कार्लाईल या गुंतवणूकदार कंपनीने पीएनबी हाऊसिंग फायनान्स कंपनीमधील आपला १०.४४ टक्क्यांचा संपूर्ण हिस्सा विक्री केला. एकूण २७.१ दशलक्ष समभागांची २७१२ कोटींना विक्री झाली. सरासरी १०००.२० रुपये दरावर समभागांची विक्री करण्यात आली.

- देशातील महत्त्वाची सिमेंट उत्पादक कंपनी अंबुजा सिमेंटचा गतआर्थिक वर्षाच्या चौथ्या तिमाहीचा नफा मागील वर्षीच्या तिमाहीच्या तुलनेत १०५१ कोटींवरून ९ टक्के घटून ९५६ कोटींवर आला. कंपनीचा महसूल ८७८५ कोटींवरून ११.६ टक्के वधारून ९८०२ कोटी झाले.

- नॅशनल स्टॉक एक्स्चेंजवरील समभागातील गुंतवणुकीमध्ये स्थानिक गुंतवणूकदारांचे (डोमेस्टिक इन्व्हेस्टर्स) प्राबल्य वाढले. ३१ मार्च २०२५ च्या आकडेवारीनुसार स्थानिक संस्थात्मक गुंतवणूकदारांचा (डीआयआय शेअर) वाटा १७.६२ टक्के होता. तसेच परदेशी संस्थात्मक गुंतवणूकदारचा (एफआयआय) वाटा १७.२२ टक्के होता. तब्बल १५ वर्षांनंतर स्थानिक गुंतवणूकदारांनी बाजारात वर्चस्व मिळवले. स्थानिक म्युच्युअल फड, इन्शुरन्स कंपन्यांकडून येणाऱ्या सातत्यपूर्ण गुंतवणुकीमुळे भारतीय भांडवल बाजारात परदेशी गुंतवणूकदारांचा प्रभाव ओसरला. पूर्वी परदेशी गुंतवणूकदारांनी त्यांचे हितसंबंध जपण्यासाठी भारतीय बाजारातून पैसे काढायला सुरुवात केल्यावर भारतीय शेअरबाजार पत्त्यांप्रमाणे कोसळायचे. २०१५ मध्ये तर स्थानिक संस्थात्मक गुंतवणूकदारांच्या दुप्पट गुंतवणूक परदेशी संस्थात्मक गुंतवणूकदारांकडे होती. परंतु, गेल्या दहा वर्षांत स्थानिक सर्वसामान्य नागरिक भांडवलबाजार गुंतवणुकीकडे वळल्याने विदेशी गुंतवणुकीवरील आपले अवलंबित्व कमी झाले.

- अदानी समूहाचे प्रमुख गौतम अदानी यांचे पुतणे प्रणव अदानी यांच्यावर इनसायडर ट्रेडिंगचे आरोप. कंपनीशी संबंधित संवेदनशील माहिती वापरून स्वत: समभागांमध्ये नफा कमावण्याच्या दृष्टीने व्यवहार करण्यास कंपनीच्या उच्चपदस्थांना मनाई असते. भांडवल बाजार नियामक सेबीने यासंबंधी ठपका ठेवल्याचे सॅप्टमॅरच्या हाती लागलेल्या दस्तावेजानुसार सूचित होते. अदानी ग्रीनच्या समभागांसंबंधी २०२१ मधील हे प्रकरण आहे. प्रणव अदानी यांचे मेहुणे कुणाल शहा आणि नंतर नृपाल शहा यांनी कंपनीच्या अंतर्गत माहितीनुसार समभागांमध्ये व्यवहार केले आणि ९० लाखांचा बेकायदेशीर नफा मिळवल्याचा आरोप सेबीने केला.

- एप्रिल महिन्यात मुंबई भांडवल बाजाराचे सूचीबद्ध कंपन्यांचे मूल्य तब्बल १०.५३ लाख कोटींनी वाढले. या महिन्यात सेन्सेक्स २८२७.३२ अंक म्हणजे ३.६५ टक्के, तर निफ्टी ८१४.८५ अंक म्हणजेच ३.४६ टक्के वाढला. महिनाअखेर सूचीबद्ध कंपन्यांचे भांडवल बाजारमूल्य तब्बल ४२३.२४ लाख कोटींवर गेले.

- २५ एप्रिलअखेर संपलेल्या सप्ताहात भारताची विदेश चलन गंगाजळी १.९८३ अब्ज डॉलर्सनी वधारून ६८८.१२९ अब्ज डॉलर्सवर पोहोचली. गंगाजळीत सलग भर पडण्याचा हा आठवा आठवडा ठरला.

प्रीतम मांडके (मांडके फिनकॉर्प)

या पुरवणीत देण्यात येणारे गुंतवणुकीचे सल्ले लेखक अभ्यास करून देत असतात; पण गुंतवणुकीत जोखीम ही असतेच. ती लक्षात घेऊनच गुंतवणूकदारांनी गुंतवणुकीचा निर्णय आपल्या जबाबदारीवर घ्यावा.

Note: This is the tracking till 8.30 AM IST

Finance

अर्थवार्ता

- गतसप्ताहात निफ्टी व सेन्सेक्स निर्देशांकांमध्ये अनुक्रमे एकूण ३०७.३५ अंक आणि १२८९.४६ अंकांची वाढ होऊन दोन्ही निर्देशांक २४३४६.७ अंक तसेच ८०५०१.९९ अंकांच्या पातळीवर बंद झाले. निफ्टीमध्ये १.२८ टक्के तसेच सेन्सेक्समध्ये १.६३ टक्क्यांची वाढ नोंदवली गेली. सर्वाधिक वाढ होणाऱ्या समभागांमध्ये रिलायन्स इंडस्ट्रीज (९.४ टक्के), अदानी पोर्टस (६.२ टक्के), मारुती सुझुकी इंडिया (६.१ टक्के), भारत इलेक्ट्रॉनिक्स (४.६ टक्के), एसबीआय लाईफ इन्शुरन्स (४.१ टक्के) या कंपन्यांचा समावेश झाला. तर सर्वाधिक घट होणाऱ्या कंपन्यांमध्ये श्रीराम फायनान्स (-७.८ टक्के), जेएसडब्ल्यू स्टील (-५.४ टक्के), अल्ट्राटेक सिमेंट (-४.९ टक्के), बजाज फिनसर्व्ह (-४.३ टक्के), हिरोमोटो कॉर्प (-४.० टक्के) या समभागांचा समावेश झाला. गेले तीन सप्ताह दोन्ही निर्देशांकांनी सातत्याने वाढ दर्शवली आहे. रुपया चलनाने डॉलरच्या तुलनेत मागील ७ महिन्यांचा उच्चांक दर्शवला. शुक्रवारच्या सत्रात रुपयाने ८३.७६ रुपये प्रतिडॉलरची उच्चांकी पातळी दर्शवली. त्यानंतर सत्राअखेर ८४.५५ रुपये प्रतिडॉलर स्तरावर बंद झाला. सत्रादरम्यान रिझर्व्ह बँकेने ३ अब्ज डॉलर्सची खरेदी करून हस्तक्षेप केला. जानेवारी २०२५ पासून रुपया डॉलरच्या तुलनेत आतापर्यंत १.२६ टक्के मजबूत झाला आहे.

- सर्वोच्च न्यायालयाचा जेएसडब्ल्यू स्टील कंपनीला धक्का. चार वर्षांपूर्वी जेएसडब्ल्यू स्टीलने दिवाळखोर भूषण पॉवर अँड स्टीलचे अधिग्रहण केले होते. मार्च २०२१ मध्ये करण्यात आलेल्या अधिग्रहणाचा निर्णय सर्वोच्च न्यायालयाने आता रद्दबातल ठरवला. या व्यवहारामध्ये दिवाळखोरी अधिग्रहणसंबंधी नियमांचे पालन केले न गेल्याचे न्यायालयाचे म्हणणे आहे. कर्जदात्या समितीनेदेखील या अधिग्रहणाला मान्यता देताना नियमावलीकडे कानाडोळा केल्याचे न्यायालयाने म्हटले आहे. २०१९ मध्ये भूषण पॉवर अँड स्टील कंपनीला खरेदी करण्यासाठी जेएसडब्ल्यू स्टीलने १९ हजार कोटींची सर्वाधिक बोली लावली होती. परंतु, आता जेएसडब्ल्यू स्टीलचे चेअरमन सज्जन जिंदाल यांनी माननीय सर्वोच्च न्यायालयाचे निकालपत्र पूर्ण वाचून मग पुढील दिशा ठरवण्याचे स्पष्ट केले.

- पंतप्रधान नरेंद्र मोदींकडून केरळमधील विझिंन्जम बंदराचे उद्घाटन केले. सागरी वाहतूक जहाजांना सेवा पुरवणारे हे देशातील सर्वात मोठे बंदर असून, या प्रकल्पासाठी ८८०० कोटींचा खर्च आला. अदानी पोर्टस अँड सेझ कंपनीकडून बांधा, वित्तपुरवठा, वापरा आणि हस्तांतरीत करा या तत्त्वावर हा प्रकल्प उभारला गेला आहे. हा प्रकल्प ८६८६ कोटींचा असून, केरळ सरकारची ५३७०.८६ कोटींची तर अदानी समूहाची २४९७ कोटींची गुंतवणूक आहे. यासाठी केंद्राने ८१८ कोटींचा निधी पुरवला आहे. या बंदरामुळे दरवर्षी भारताचा २२० दशलक्ष डॉलर्स (सुमारे १९०० कोटी) महसूल वाचणार आहे. सध्या भारताकडे अजस्त्र कंटेनरची वाहतूक करणाऱ्या जहाजांमधून माल उतरवणारी बंदरे नव्हती. त्यामुळे या बड्या जहाजातून येणारा माल उतरवण्यासाठी श्रीलंकेचे कोलंबो, सिंगापूर, दुबई या ठिकाणच्या बंदरावर अवलंबून राहावे लागे. भारतातील सागरी वाहतुकीमधील सुमारे ७५ टक्के माल या बंदरातून ने-आण करावा लागतो. याबदल्यात भारताला या देशांना पैसे मोजावे लागतात. परंतु, आता भारताकडे स्वत:कडे या सोयी उपलब्ध झाल्याने विदेशी चलनाची आणि वेळची बचत होईल.

- निर्यिती क्षेत्राचा मागील १० महिन्यांचा उच्चांक. एप्रिल महिन्यात निर्यिती क्षेत्र निर्देशांक ५८.२ अंकांवर पोहोचला. उत्पादन मागणी वृद्धी, नवीन उत्पादने आणि ऑर्डर्स यांच्या जोरावर जून २०२४ नंतर निर्यिती क्षेत्र निर्देशांकाने (मॅन्युफॅक्चरिंग पीएमआय) ही भरारी घेतली. जगात अमेरिका आणि चीन यांच्यामध्ये चालू झालेल्या व्यापार युद्धामुळे चीनची अर्थव्यवस्था मंदीत सापडत आहे. परंतु, चीनला पर्याय म्हणून भारतीय उत्पादनांना जागतिक बाजारपेठेत सुगीचे दिवस येत असल्याचे संकेत मिळत आहेत.

- अमेरिकेच्या कार्लाईल या गुंतवणूकदार कंपनीने पीएनबी हाऊसिंग फायनान्स कंपनीमधील आपला १०.४४ टक्क्यांचा संपूर्ण हिस्सा विक्री केला. एकूण २७.१ दशलक्ष समभागांची २७१२ कोटींना विक्री झाली. सरासरी १०००.२० रुपये दरावर समभागांची विक्री करण्यात आली.

- देशातील महत्त्वाची सिमेंट उत्पादक कंपनी अंबुजा सिमेंटचा गतआर्थिक वर्षाच्या चौथ्या तिमाहीचा नफा मागील वर्षीच्या तिमाहीच्या तुलनेत १०५१ कोटींवरून ९ टक्के घटून ९५६ कोटींवर आला. कंपनीचा महसूल ८७८५ कोटींवरून ११.६ टक्के वधारून ९८०२ कोटी झाले.

- नॅशनल स्टॉक एक्स्चेंजवरील समभागातील गुंतवणुकीमध्ये स्थानिक गुंतवणूकदारांचे (डोमेस्टिक इन्व्हेस्टर्स) प्राबल्य वाढले. ३१ मार्च २०२५ च्या आकडेवारीनुसार स्थानिक संस्थात्मक गुंतवणूकदारांचा (डीआयआय शेअर) वाटा १७.६२ टक्के होता. तसेच परदेशी संस्थात्मक गुंतवणूकदारचा (एफआयआय) वाटा १७.२२ टक्के होता. तब्बल १५ वर्षांनंतर स्थानिक गुंतवणूकदारांनी बाजारात वर्चस्व मिळवले. स्थानिक म्युच्युअल फड, इन्शुरन्स कंपन्यांकडून येणाऱ्या सातत्यपूर्ण गुंतवणुकीमुळे भारतीय भांडवल बाजारात परदेशी गुंतवणूकदारांचा प्रभाव ओसरला. पूर्वी परदेशी गुंतवणूकदारांनी त्यांचे हितसंबंध जपण्यासाठी भारतीय बाजारातून पैसे काढायला सुरुवात केल्यावर भारतीय शेअरबाजार पत्त्यांप्रमाणे कोसळायचे. २०१५ मध्ये तर स्थानिक संस्थात्मक गुंतवणूकदारांच्या दुप्पट गुंतवणूक परदेशी संस्थात्मक गुंतवणूकदारांकडे होती. परंतु, गेल्या दहा वर्षांत स्थानिक सर्वसामान्य नागरिक भांडवलबाजार गुंतवणुकीकडे वळल्याने विदेशी गुंतवणुकीवरील आपले अवलंबित्व कमी झाले.

- अदानी समूहाचे प्रमुख गौतम अदानी यांचे पुतणे प्रणव अदानी यांच्यावर इनसायडर ट्रेडिंगचे आरोप. कंपनीशी संबंधित संवेदनशील माहिती वापरून स्वत: समभागांमध्ये नफा कमावण्याच्या दृष्टीने व्यवहार करण्यास कंपनीच्या उच्चपदस्थांना मनाई असते. भांडवल बाजार नियामक सेबीने यासंबंधी ठपका ठेवल्याचे सॅप्टमॅरच्या हाती लागलेल्या दस्तावेजानुसार सूचित होते. अदानी ग्रीनच्या समभागांसंबंधी २०२१ मधील हे प्रकरण आहे. प्रणव अदानी यांचे मेहुणे कुणाल शहा आणि नंतर नृपाल शहा यांनी कंपनीच्या अंतर्गत माहितीनुसार समभागांमध्ये व्यवहार केले आणि ९० लाखांचा बेकायदेशीर नफा मिळवल्याचा आरोप सेबीने केला.

- एप्रिल महिन्यात मुंबई भांडवल बाजाराचे सूचीबद्ध कंपन्यांचे मूल्य तब्बल १०.५३ लाख कोटींनी वाढले. या महिन्यात सेन्सेक्स २८२७.३२ अंक म्हणजे ३.६५ टक्के, तर निफ्टी ८१४.८५ अंक म्हणजेच ३.४६ टक्के वाढला. महिनाअखेर सूचीबद्ध कंपन्यांचे भांडवल बाजारमूल्य तब्बल ४२३.२४ लाख कोटींवर गेले.

- २५ एप्रिलअखेर संपलेल्या सप्ताहात भारताची विदेश चलन गंगाजळी १.९८३ अब्ज डॉलर्सनी वधारून ६८८.१२९ अब्ज डॉलर्सवर पोहोचली. गंगाजळीत सलग भर पडण्याचा हा आठवा आठवडा ठरला.

प्रीतम मांडके (मांडके फिनकॉर्प)

या पुरवणीत देण्यात येणारे गुंतवणुकीचे सल्ले लेखक अभ्यास करून देत असतात; पण गुंतवणुकीत जोखीम ही असतेच. ती लक्षात घेऊनच गुंतवणूकदारांनी गुंतवणुकीचा निर्णय आपल्या जबाबदारीवर घ्यावा.

Note: This is the tracking till 8.30 AM IST

Airfares have skyrocketed

उन्हाळी सुट्टीमुळे गावी जाणाऱ्या प्रवाशांना आर्थिक फटका

विमान प्रवासाचे भाडे भिडले गगनाला

मुंबई, नवराष्ट्र न्यूज नेटवर्क. उन्हाळी सुट्टी सुरु झाल्याने पर्यटनासह आपल्या मूळ गावी जाणाऱ्या प्रवाशांची संख्या मोठी आहे. त्यातच विमानाने प्रवास करणाऱ्यां नागरिकांची संख्या वाढल्याने विमान प्रवासाला मागणी वाढली आहे. वाढत्या मागणीमुळे देशांतर्गत विमान प्रवासाचे भाडे गगनाला भिडले आहेत. सध्या देशांतर्गत विविध मार्गांवरील तिकिट दरात ३० ते ४० टक्यांनी वाढ झाली असून यात बेंगळुरु, गोव्यासह थंड हवेच्या ठिकाणी जाणाऱ्या प्रवाशांची सर्वाधिक गर्दी आहे.

जूनच्या मध्यापर्यंत देशात पर्यटनाचा कालावधी असतो. हे पर्यटन शहरी, थंड हवेच्या ठिकाणी, समुद्रकिनारी असते. अयोध्येतील राम मंदिरासारख्या स्थळांमुळे हे पर्यटन धार्मिक व आध्यात्मिकदेखील होऊ लागले आहे. त्यातच मागील काही वर्षांत पर्यटनाला जाण्यासाठी विमान प्रवासाकडे नागरिकांचा कल वाढला आहे. त्यामुळेच मे हा हवाई क्षेत्रासाठी वर्षभरातील सर्वाधिक प्रवासी असलेला महिना ठरत आहे. त्यामुळे नेमक्या उन्हाळ्यातच विमान प्रवास महागला आहे.

मुंबईहून प्रमुख मार्गांचे तिकीटदर

शहर	मे महिना	इतरवेळी
श्रीनगर	१२ ते १४ हजार रु.	६ ते ७ हजार रु.
लेह	१४ ते १७ हजार रु.	८ ते १० हजार रु.
डेहराडून	९ ते ११ हजार रु.	५ ते ६ हजार रु.
चंदीगड	१२ ते १४ हजार रु.	६ ते ७ हजार रु.
बागडोगरा	९ ते ११ हजार रु.	५ ते ६ हजार रु

२४७% मुंबई ते कोलकाता विमान भाड्यात वाढ

२२५% मुंबई ते लखनौ विमान भाड्यात वाढ

२०७% मुंबई ते चेन्नई विमान भाड्यात वाढ

सहा हजारांचे तिकिट ११ हजार रुपयांना

मुंबईहून लेहला विमानाने जायचे असल्यास त्यासाठी १४ ते १७ हजार रुपये खर्च करावे लागत आहे. उत्तराखंडमधील नैनीतालसह अन्य थंड हवेच्या ठिकाणी जाण्यासाठी देहराडून हे जवळचे विमानतळ आहे. त्यामुळे त्याचे तिकीटदेखील एरव्हीच्या सहा हजार रुपयांऐवजी ११ हजार रुपयांच्या घरात गेले आहे. पश्चिम बंगालमधील दार्जिलिंगला जाण्यासाठी बागडोगरा विमानतळावर उतरावे लागते. त्यामुळे मुंबई-बागडोगरा विमानाचे तिकीट इतर वेळच्या पाच हजार रुपयांऐवजी आता नऊ हजार रुपयांच्यावर गेले आहे.

१६१% मुंबई ते दिल्ली विमान भाड्यात वाढ

१२७% मुंबई ते भुवनेश्वर विमान भाड्यात वाढ

१२२% मुंबई ते जयपूर विमान भाड्यात वाढ

३७% मुंबई ते अमृतसर विमान भाड्यात वाढ

उकाडा वाढल्याने थंड हवेच्या ठिकाणी गर्दी

मुंबईत उकाडा वाढला आहे. यामुळेच मुंबईकर या काळात थंड हवेच्या ठिकाणी पर्यटनाला जाण्यास प्राधान्य देतात. या काळात देशभरात केवळ हिमालयीन परिसर हा सर्वाधिक थंड असतो. त्यामुळेच तिकडे जाणाऱ्यांचा ओढा वाढता आहे. हिमाचल प्रदेश, उत्तराखंड, लेह-लडाख, काश्मीर ही या काळातील पर्यटन ठिकाणे आहेत. मात्र, तिकडे हवाई मार्गांखेरीज रेल्वेने किंवा अन्य वाहनाने पोहोचण्यात ३० तासांहून अधिक कालावधी लागतो. यामुळे पर्यटक विमानप्रवासाचा पर्याय निवडतात. त्यातूनच मागणी व परिणामी तिकीटदरदेखील वाढते.

अशी झाली वाढ

९ मे रोजी एअर इंडियाच्या बेंगळुरूला जाणाऱ्या विमानाच्या भाड्यात १८,२९१ रुपये इतकी मोठी वाढ आहे. त्याचप्रमाणे, गोव्याकरिता एअर इंडियाच्या विमानाचे भाडे १० मे रोजी १५,५७० रुपये आहे. एअर इंडियाच्या भुजला जाणाऱ्या विमानाचे भाडे ६ मे रोजी १८,१८१ रुपये आहे. अहमदाबादमध्येही ३०६% वाढ झाली आहे. ८ मे रोजी अक्सा एअरच्या विमानाचे भाडे ४,०४९ रुपयांच्या नियमित भाड्याच्या तुलनेत १६,५४३ रुपये आहे.

Note: This is the tracking till 8.30 AM IST

Airplane engines fail in mid-air

आकाशात अपघात • वैमानिकाच्या कौशल्याने सुरक्षित उतरवले

विमानाची इंजिन्स हवेतच निकामी

दिल्ली, वृत्तसंस्था. जयपूरहून चंदीगडला जाणारे इंडिगो एअरलाइन्सचे विमान ६ई-७७४२ शुक्रवारी लँडिंगपूर्वी अचानक बिघाड झाला. चंदीगडला पोहोचण्यापूर्वीच विमानाचे दोन्ही इंजिन निकामी झाले. इंजिनमधील इंधन जळणे (ज्वाला बाहेर पडणे) थांबले होते. यानंतर, वैमानिकाने हुशारी दाखवली आणि विमान सुरक्षितपणे उतरवले. डीजीसीएने या संपूर्ण प्रकरणाची चौकशी करण्याचे आदेश दिले आहेत. खरं तर, इंडिगो एअरलाइन्सचे विमान ६ई-७७४२ शुक्रवारी सकाळी ५.५० वाजता जयपूर विमानतळावरून चंदीगडला वेळेवर निघाले. ते सकाळी ७ वाजता चंदीगडला पोहोचणार होते, सुमारे एक तास १०

या मुद्यांची चौकशी केली जाईल

- शेवटच्या क्षणी विमानाचे दोन्ही इंजिन एकाच वेळी कसे बिघडले?
- उड्डाणापूर्वी विमानाची तांत्रिक तपासणी झाली नव्हती का?
- विमानात कोणी जाणूनबुजून तांत्रिक बिघाड घडवून आणला का?

मिनिटांनी, परंतु लँडिंगच्या सुमारे १५ मिनिटे आधी, विमानाच्या एका इंजिनमध्ये अचानक ज्वालामुखीची समस्या निर्माण झाली (इंजिन जळणे बंद झाले). यानंतर पायलटने उड्डाणाचे दुसरे इंजिन सुरू करण्याचा प्रयत्न केला, परंतु दुसरे इंजिन देखील बंद पडले. वैमानिकाने हुशारी दाखवली आणि नियोजित वेळेवर चंदीगड विमानतळावर विमान सुरक्षितपणे उतरवले.

Note: This is the tracking till 8.30 AM IST

1,375 citizens cheated of Rs 20 crore

१३७५ नागरिकांची २० कोटींची फसवणूक

गाड्या भाड्याने देण्याचे आमिष

भाईंदर, नवराष्ट्र न्यूज नेटवर्क. मुंबई आणि ठाणे परिसरातील नागरिकांना एअरपोर्ट आणि जेएनपीटीमध्ये गाड्या भाड्याने देण्याचे आमिष दाखवत तब्बल १३७५ लोकांकडून २० कोटी ६० लाख रुपये उकळणाऱ्या फसवणूक प्रकरणाचा पर्दाफाश काशी मीरा पोलिसांनी केला आहे. या गुन्ह्यात पोलिसांनी दोन मुख्य आरोपींना अटक केली असून, आरोपींकडून २५ कोटी रुपयांहून अधिक किमतीच्या २४६ गाड्या जप्त करण्यात आल्या आहेत.

दरमहा ७५ हजार परतावा्याचे दिले आमिष

आरोपी संदीप सुरेश कांदलकर उर्फ राजू राजीव जोशी आणि सचिन सुनील तेटगुरे या दोघांनी नागरिकांना सांगितले की, जर त्यांनी त्यांच्या नावावर चारचाकी गाड्या घेतल्या व त्या मुंबई विमानतळ (एअरपोर्ट) किंवा जेएनपीटी (नवी मुंबई पोर्ट ट्रस्ट) येथे भाड्याने लावल्या, तर त्यांना दरमहा ५५ हजार ते ७५ हजार रुपयांपर्यंत निश्चित परतावा मिळेल. या मोहक योजनेला भुलून अनेक नागरिकांनी बँकेमधून कर्ज काढून किंवा आपले सेवाशिल्लक खर्चून महागड्या गाड्या – इनोव्हा क्रिस्टा, मारुती ब्रेझा, बोलेरो पिकअप, किया कॅरेन्स, एर्टिगा, महिंद्रा थार आदी – आपल्या नावावर घेतल्या. काही लोकांनी तर थेट रोख रक्कम देऊन गुंतवणूक केली.

याआधी १३ गुन्हे नोंद

मुख्य आरोपी संदीप कांदलकर याच्यावर यापूर्वीही फसवणुकीचे १३ गुन्हे नोंद आहेत. तो अनेकदा राजू राजीव जोशी या बनावट नावाने स्वतःची ओळख लपवत असे. पोलिसांच्या तपासात हे उघड झाले की, आरोपींनी एक संगठित जाळे तयार करून सामान्य लोकांना गाड्यांच्या माध्यमातून रोजगार मिळवून देण्याचे फसवे स्वप्न दाखवले.

२४६ गाड्यांची जप्ती

आतापर्यंत पोलिसांनी आरोपींकडून २४६ गाड्या जप्त केल्या आहेत. काही गाड्या इतर ग्राहकांना भाड्याने देण्यात आल्या होत्या, तर काही गाड्या बनावट कागदपत्रांच्या आधारे तिसऱ्या पक्षाला विकल्या गेल्याची शक्यता तपासात समोर आली आहे. गाड्यांची एकूण अंदाजित किमत २५ कोटी रुपये इतकी आहे.

Note: This is the tracking till 8.30 AM IST

Airplane engines fail in mid-air

आकाशात अपघात • वैमानिकाच्या कौशल्याने सुरक्षित उतरवले

विमानाची इंजिन्स हवेतच निकामी

दिल्ली, वृत्तसंस्था. जयपूरहून चंदीगडला जाणारे इंडिगो एअरलाइन्सचे विमान ६ई-७७४२ शुक्रवारी लँडिंगपूर्वी अचानक बिघाड झाला. चंदीगडला पोहोचण्यापूर्वीच विमानाचे दोन्ही इंजिन निकामी झाले. इंजिनमधील इंधन जळणे (ज्वाला बाहेर पडणे) थांबले होते. यानंतर, वैमानिकाने हुशारी दाखवली आणि विमान सुरक्षितपणे उतरवले. डीजीसीएने या संपूर्ण प्रकरणाची चौकशी करण्याचे आदेश दिले आहेत. खरं तर, इंडिगो एअरलाइन्सचे विमान ६ई-७७४२ शुक्रवारी सकाळी ५.५० वाजता जयपूर विमानतळावरून चंदीगडला वेळेवर निघाले. ते सकाळी ७ वाजता चंदीगडला पोहोचणार होते, सुमारे एक तास १० मिनिटांनी, परंतु लँडिंगच्या सुमारे १५ मिनिटे आधी, विमानाच्या एका इंजिनमध्ये अचानक ज्वालामुखीची समस्या निर्माण झाली (इंजिन जळणे बंद झाले). यानंतर पायलटने उड्डाणाचे दुसरे इंजिन सुरू करण्याचा प्रयत्न केला, परंतु दुसरे इंजिन देखील बंद पडले. वैमानिकाने हुशारी दाखवली आणि नियोजित वेळेवर चंदीगड विमानतळावर विमान सुरक्षितपणे उतरवले.

Note: This is the tracking till 8.30 AM IST

1,375 citizens cheated of Rs 20 crore

१३७५ नागरिकांची २० कोटींची फसवणूक

भाईंदर, नवराष्ट्र न्यूज नेटवर्क. मुंबई आणि ठाणे परिसरातील नागरिकांना एअरपोर्ट आणि जेएनपीटीमध्ये गाड्या भाड्याने देण्याचे आमिष दाखवत तब्बल १३७५ लोकांकडून २० कोटी ६० लाख रुपये उकळणाऱ्या फसवणूक प्रकरणाचा पर्दाफाश काशी मीरा पोलिसांनी केला आहे. या गुन्ह्यात पोलिसांनी दोन मुख्य आरोपींना अटक केली असून, आरोपींकडून २५ कोटी रुपयांहून अधिक किमतीच्या २४६ गाड्या जप्त करण्यात आल्या आहेत. आरोपी संदीप सुरेश कांदलकर आणि सचिन सुनील तेटगुरे या दोघांनी नागरिकांना सांगितले की, त्यांनी त्यांच्या नावावर चारचाकी गाड्या घेतल्या व त्या मुंबई विमानतळ किंवा जेएनपीटी येथे भाड्याने लावल्या.

Note: This is the tracking till 8.30 AM IST

Both engines of the plane failed in the air

हवा में फेल हुए प्लेन के दोनों इंजन

जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7142 लैंडिंग से पहले ही अचानक खराब हो गई. चंडीगढ़ पहुंचने से महज कुछ देर पहले ही फ्लाइट के दोनों इंजन ने कुछ समय के लिए काम करना बंद कर दिया था. ऑटो इग्निशन सिस्टम ने दोनों इंजन को तुरंत चालू कर दिया और तब जाकर विमान की लैंडिंग कराई गई. डीजीसीए ने इस पूरे मामले की जांच के आदेश दिए हैं. जानकारी के मुताबिक, इंजन में इंधन जलना (फ्लेम आउट) बंद हो गया था.

Note: This is the tracking till 8.30 AM IST

Nepali citizen arrested from Mumbai airport

नेपाल का नागरिक मुंबई एयरपोर्ट से अरेस्ट

मुंबई. मुंबई स्थित छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे पर इमिग्रेशन अधिकारियों ने जाली भारतीय दस्तावेजों पर, रोम जाने की कोशिश कर रहे एक व्यक्ति को पकड़ कर पुलिस के हवाले किया है. बिपिन महेंद्र बसनेत नाम के इस व्यक्ति के बारे में पता चला है कि वह नेपाल का नागरिक है और पिछले 40 सालों से अवैध रूप से भारत में रह रहा है. सहार पुलिस में दर्ज एफआईआर के अनुसार, बिपिन को 2 मई को नाविक की नौकरी के लिए दोहा होते हुए रोम जाना था, लेकिन उसके दस्तावेजों की जांच करते समय एक सहायक आव्रजन अधिकारी को नेपाल की कई यात्राओं को देख कर संदेह हुआ. पूछताछ के दौरान आरोपी ने दावा किया कि उसके माता-पिता 1976 के आपातकाल के दौरान मुंबई में फंसे थे, और उसका जन्म 1984 में भारत में हुआ था.

Note: This is the tracking till 8.30 AM IST

Nepali citizen arrested from Mumbai airport

नेपाल का नागरिक मुंबई एयरपोर्ट से अरेस्ट

मुंबई. मुंबई स्थित छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे पर इमिग्रेशन अधिकारियों ने जाली भारतीय दस्तावेजों पर, रोम जाने की कोशिश कर रहे एक व्यक्ति को पकड़ कर पुलिस के हवाले किया है. बिपिन महेंद्र बसनेत नाम के इस व्यक्ति के बारे में पता चला है कि वह नेपाल का नागरिक है और पिछले 40 सालों से अवैध रूप से भारत में रह रहा है. सहार पुलिस में दर्ज एफआईआर के अनुसार, बिपिन को 2 मई को नाविक की नौकरी के लिए दोहा होते हुए रोम जाना था, लेकिन उसके दस्तावेजों की जांच करते समय एक सहायक आव्रजन अधिकारी को नेपाल की कई यात्राओं को देख कर संदेह हुआ. पूछताछ के दौरान आरोपी ने दावा किया कि उसके माता-पिता 1976 के आपातकाल के दौरान मुंबई में फंसे थे, और उसका जन्म 1984 में भारत में हुआ था.

Note: This is the tracking till 8.30 AM IST

Adani Group to invest in Pune University's Science Park

पुणे विद्यापीठाच्या सायन्स पार्कमध्ये अदानी समूह करणार गुंतवणूक

पुणे : सावित्रीबाई फुले पुणे विद्यापीठाच्या विज्ञान आणि तंत्रज्ञान पार्क येथे प्रसिद्ध उद्योजक गौतम अदानी यांनी शुक्रवारी (दि. २) रोजी भेट देऊन येथील कामकाजाची माहिती घेतली. आगामी काळात अदानी समूहाकडून विविध प्रकल्पांच्या माध्यमातून विज्ञान आणि तंत्रज्ञान पार्कमध्ये गुंतवणूक होण्याची शक्यता आहे. राष्ट्रवादी काँग्रेसचे (श.प.) पार्टीचे ज्येष्ठ नेते शरद पवार या वेळी उपस्थित होते.

अदानी यांना विज्ञान आणि तंत्रज्ञान पार्कला भेट द्यायची होती. त्यानुसार अदानी यांना निमंत्रित केले होते. उद्योजक प्रताप पवार, राजेंद्र जगदाळे, माजी सनदी अधिकारी दिलीप बंड आदी या वेळी उपस्थित होते. कंपन्यांचे सामाजिक उत्तरदायित्व निधी (सीएसआर), स्टार्टअपला चालना देणे, उद्योगांना मार्गदर्शन करण्यासाठीचे उपक्रम विज्ञान पार्ककडून हाती घेण्यात आले आहेत. तसेच, सायबर सुरक्षा, तंत्रज्ञानाच्या माध्यमातून नागरिकांचे जीवन सुसह्य करण्यासाठी सीएसआरच्या माध्यमातून केलेले प्रयत्न, बारामतीच्या विद्या प्रतिष्ठानमध्ये एआयवर आधारित सुरू असलेले काम याबाबतची माहिती अदानी यांनी घेतली.

Note: This is the tracking till 8.30 AM IST

ABC Children's Conclave 2025 organized by Apollo Children's

अपोलो चिल्ड्रेन्सच्या वतीने एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५ चे आयोजन

। नवी मुंबई : अपोलो चिल्ड्रेन्स नवी मुंबई (एएचएनएम) 'एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५'च्या निमित्ताने लहान मुलांच्या आरोग्याशी संबंधित मुद्द्यांवर जागरूकता वाढवण्याच्या उद्देशाने अनेक उपक्रम सुरू करत आहे. हॉस्पिटलचे हे प्रयत्न वैद्यकीय देखभाल आणि सामुदायिक आऊटरिच दोन्हींच्या माध्यमातून बाल आरोग्य आणि कल्याण यामध्ये सुधारणेप्रति हॉस्पिटलची वचनबद्धता मजबूत करत आहेत.

अपोलो चिल्ड्रेन्स नवी मुंबईद्वारे बॉस्टन चिल्ड्रेन्स हॉस्पिटल (यूएसए), इंडियन ॲकॅडमी ऑफ पीडियाट्रिक्स (आयएपी) आणि नवी मुंबई असोसिएशन ऑफ पीडियाट्रिक्स (एनएमएपी)च्या सहयोगाने एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५ चे आयोजन ३-४ मे २०२५ रोजी मुंबई आंतरराष्ट्रीय विमानतळावरील ऑरिका हॉटेलमध्ये करण्यात येईल. या दोन दिवसांच्या संमेलनात पीडियाट्रिशियन, रिसर्चर आणि हेल्थकेअर इनोव्हेटर सहभागी होतील आणि वैद्यकीय प्रगती, आजच्या काळातील आरोग्य सेवा गरजा आणि मुले व कुटुंबांना लाभ प्रदान करणाऱ्या शाश्वत आरोग्य सेवा प्रणाली तयार करणाऱ्या धोरणांबाबत चर्चा करतील. या ऐतिहासिक कार्यक्रमाच्या आयोजनाचा एक भाग म्हणून अपोलो चिल्ड्रेन्सने नवी मुंबईमध्ये अनेक महत्त्वाच्या पैलूंची सुरुवात केली आहे.

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Pranav Adani Ke khilaf kya kaarbau hogi: Congress

प्रणव अदाणी के खिलाफ क्या कार्रवाई होगी : कांग्रेस

आरोप

नई दिल्ली, एजेंसी। कांग्रेस ने उद्योगपति गौतम अदाणी के भतीजे प्रणव अदाणी के खिलाफ इनसाइडर ट्रेडिंग के आरोपों पर शनिवार को सेबी को घेरा। उसने पूछा कि क्या इस मामले में सेबी प्रणव पर मुकदमा चलाएगी।

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प्रणव अदाणी के खिलाफ क्या कार्रवाई होगी : कांग्रेस

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प्रणव अदाणी के खिलाफ क्या कार्रवाई होगी : कांग्रेस

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प्रणव अदाणी के खिलाफ क्या कार्रवाई होगी : कांग्रेस

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Review of Pune University by Adani

अदानींकडून पुणे विद्यापीठाचा आढावा

पुणे, दि. ३ - सावित्रीबाई फुले पुणे विद्यापीठाच्या परिसरातील विज्ञान आणि तंत्रज्ञान पार्क येथे उद्योजक गौतम अदानी यांनी शनिवारी भेट दिली. विज्ञान आणि तंत्रज्ञान पार्कच्या कामकाजाची माहिती घेण्यासाठी अदानी हे पुण्यात आले होते. त्यांनी संस्थेच्या कामाचा आढावा घेतला. आगामी काळात अदानी समूहाकडून विविध प्रकल्पांच्या माध्यमातून विज्ञान आणि तंत्रज्ञान पार्कमध्ये गुंतवणूक होण्याची शक्यता आहे. ज्येष्ठ नेते शरद पवार या वेळी उपस्थित होते. त्यामुळे या भेटीची शैक्षणिक क्षेत्रातून चर्चा रंगली होती.

अदानी यांना विज्ञान आणि तंत्रज्ञान पार्कला भेट द्यायची होती.

ज्येष्ठ नेते शरद पवार उपस्थित; शैक्षणिक क्षेत्रात जोरदार चर्चा

त्यानुसार अदानी यांना निमंत्रित करण्यात आले होते. या भेटीचा विशेष अजेंडा नव्हता. ज्येष्ठ नेते शरद पवार, उद्योजक प्रताप पवार, राजेंद्र जगदाळे, माजी सनदी अधिकारी दिलीप बंड आदी या वेळी उपस्थित होते.

कंपन्यांचे सामाजिक उत्तरदायित्व निधी (सीएसआर), स्टार्टअपला चालना देणे, उद्योगांना मार्गदर्शन करण्यासाठीचे उपक्रम संस्थेकडून हाती घेण्यात आले आहेत. सायबर सुरक्षा, तंत्रज्ञानाच्या माध्यमातून नागरिकांचे जीवन सुसह्य करण्यासाठी सीएसआरच्या माध्यमातून केलेले प्रयत्न, बारामतीच्या विद्या प्रतिष्ठानमध्ये एआयवर आधारित काम केले जाते, याबाबतचे सादरीकरण या वेळी करण्यात आले. तास-सव्वा तास ही बैठक चालली. संस्थेच्या कामाबद्दल अदानी यांनी या वेळी समाधान व्यक्त केले. आगामी काळात अदानी समूह आणि संस्था एकत्रित काम करण्याचा मानस त्यांनी या वेळी बोलून दाखविला. मात्र, बैठकीमध्ये कोणत्याही प्रकारचा प्रस्ताव अदानी यांना देण्यात आला नाही. तसेच त्यांन देखील कोणत्याही प्रकारचा प्रस्ताव संस्थेला दिलेला नाही, अशी माहिती राजेंद्र जगदाळे यांनी दिली.

Note: This is the tracking till 8.30 AM IST

Ban on sale of meat in Navi Mumbai airport area

नवी मुंबई विमानतळ परिसरात मांस विक्रीवर बंदी

नागरी विमान वाहतूक महासंचालनालयाचा आदेश

मुंबई, दि. ३ (प्रतिनिधी) – नवी मुंबई आंतरराष्ट्रीय विमानतळाच्या परिसरात मांसविक्री करण्यावर बंदी घालण्यात आली आहे. विमानतळाच्या धावपट्टीपासून ३ कि.मी. अंतरावरील उलवे परिसरात मांसविक्री आणि प्राण्यांची कत्तल करण्यात येत असल्याची तक्रार पर्यावरणप्रेमींनी केली होती. या तक्रारीची दखल घेऊन नागरी विमान वाहतूक महासंचालनालयाने

■ *महाराष्ट्र सरकारच्या नगरविकास विभागाने स्थापन केलेल्या एरोड्रोम पर्यावरण व्यवस्थापन समितीच्या नियमावलीतही विमानतळाच्या १० कि.मी. परिसरात प्राण्यांची कत्तल करू नये, असे नमूद केलेले आहे.*

(डीजीसीए) नवी मुंबई विमानतळाच्या हद्दीत होत असलेली ● पान ६

Note: This is the tracking till 8.30 AM IST

Ban on sale of meat in Navi Mumbai airport area

नवी मुंबई विमानतळ परिसरात मांस विक्रीवर बंदी

(पान १ वरून) मांसविक्री बंद करण्याचे आदेश दिले आहेत.

विमानतळाच्या १० किमीच्या परिघात प्राण्यांची कत्तल करू नये असा नियम आहे. असे असतानाही नवी मुंबई विमानतळाच्या धावपट्टीपासून ३ किमी अंतरावरील उलवे सेक्टर १९ येथे प्राण्यांची कत्तल करून मांसविक्री केली जात आहे. यामुळे नागरी विमान वाहतूकविषयक नियमांचे उल्लंघन होत असल्याचा दावा करत पर्यावरणप्रेमी आणि नॅटकनेक्ट फाउंडेशनच्या बी.एन. कुमार यांनी फेब्रुवारी महिन्यात नागरी विमान वाहतूक मंत्रालयाकडे तक्रार केली होती. यासंदर्भात डीजीसीएच्या हवाई सुरक्षा शाखेने मार्च महिन्यात चौकशी सुरू केली होती. ही तक्रार डीजीसीएअंतर्गत एअर सेफ्टी संचालक ए.एक्स. जोसेफ यांच्याकडे पाठवण्यात आली होती. दरम्यान, डीजीसीएने नवी मुंबई विमानतळ परिसरात मांसविक्री बंदीचे आदेश दिले आहेत.

पक्ष्यांची संख्या वाढून विमान उड्डाणास धोका

उघड्यावर मांसविक्री केल्यामुळे विमानतळ परिसरात कावळे, घार यासह विविध पक्षी आकर्षित होतात. विविध प्रकारचे पक्षी उघड्यावर टाकलेले प्राण्यांचे अवशेष खाण्यासाठी परिसरात येतात. त्यामुळे पक्ष्यांची संख्या वाढून विमान उड्डाणास धोका निर्माण होण्याची शक्यता व्यक्त केली जात आहे. विमानतळ परिसरात स्वच्छतेचे सर्व नियमही धाब्यावर बसवले जात आहेत. मांस विक्रीमुळे विमानतळाच्या आसपास मोठ्या प्रमाणात दुर्गंधी पसरून नागरिकांना धोका होऊ शकतो.

Note: This is the tracking till 8.30 AM IST

Let's foil Adani's plan to build a second BKC in Dharavi!

धारावीत दुसरी बीकेसी उभारण्याचा अदानीचा डाव हाणून पाडू!

धारावी बचाव आंदोलनाच्या सभेत एल्गार

मुंबई, दि. ४ (प्रतिनिधी) – मुंबईचे मध्यवर्ती ठिकाण असलेल्या धारावीच्या आजूबाजूला सात रेल्वे स्थानके आहेत. शाळा, कॉलेज, रुग्णालये अशा सर्व नागरी सोयीसुविधा एकाच ठिकाणी मुंबई महापालिका देत आहे. धारावीत अनेक उद्योग असून त्यामुळे एक अब्जाहून जास्त उलाढाल होते. त्यातून सरकारला मोठ्या प्रमाणात करही मिळतो. मात्र आता मुंबईचे काळीज असलेल्या धारावीतून एक लाख झोपड्या, घरे, दुकाने, गाळे यांना अपात्र ठरवून येथे दुसरे बीकेसी उभारण्याचा अदानीचा डाव आहे, मात्र हा डाव हाणून पाडू, असा एल्गार धारावी बचाव आंदोलनाचे नेते आणि माजी आमदार बाबूराव माने यांनी केला.

धारावीमधील शिवराज मैदानावर धारावी बचाव आंदोलन समितीची विशाल जनसभा झाली, त्यावेळी बाबूराव माने बोलत होते. धारावी ५४० एकर जमिनीवर पसरलेली आहे आणि या क्षेत्रावर १ लाख १० हजार झोपड्या, घरे, दुकाने, गाळे आहेत. या झोपड्या घरे, दुकाने गाळ्यांना ५०० चौरस फूट इतकी जागा दिली तरी संपूर्ण धारावीकरांचे पुनर्वसन इथेच होऊ शकते, असे धारावी बचाव आंदोलनातील नामांकित इंजिनीअरने अभ्यास करून छातीठोकपणे सांगितलेले आहे, असे माने यांनी धारावीकरांच्या लक्षात आणून दिले. धारावी बचाव आंदोलनाचे समन्वयक राजेंद्र कोरडे, काँग्रेस आमदार ज्योती गायकवाड यांची भाषणे झाली.

यावेळी विधानसभा प्रमुख सुरेश सावंत, जोसेफ कोळी, शाखाप्रमुख सतीश कटके, आनंद भोसले, किरण काळे, मनीकडंन, भास्कर पिल्ले, महिला आघाडीच्या कविता जाधव, माया जाधव, देवयानी कोळी, मंजू वीर, युवासेनेचे सनी शिंदे, रोहित शिंदे, राष्ट्रवादीचे उल्लेश गजाकोश, सपाचे राहुल गायकवाड, बसपचे श्यामलाल जैस्वार, 'आप'चे राफेल पॉल, शाम्या कोरडे आदींसह धारावीकर मोठ्या संख्येने उपस्थित होते.

बीडीडीतील घरांपेक्षा धारावीतील घरे मोठी

वरळी बीडीडी पुनर्विकास प्रकल्पाअंतर्गत १४० ते १५० चौरस फुटांची घरे असलेल्यांना राज्य सरकार ५०० चौरस फुटांपेक्षा जास्त आकाराची घरे देणार आहेत. मग इथे तर १५० पासून ते ३०० चौरस फुटांपेक्षा जास्त आकाराच्या झोपड्या, घरे, गाळे आहेत. असे असताना राज्य सरकार, अदानी कंपनी आम्हाला ५०० चौरस फुटांची घरे का देत नाही, असा सवालही माने यांनी केला.

Note: This is the tracking till 8.30 AM IST

Let's foil Adani's plan to build a second BKC in Dharavi!

धारावीत दुसरी बीकेसी उभारण्याचा अदानीचा डाव हाणून पाडू!

धारावी बचाव आंदोलनाच्या सभेत एल्गार

मुंबई, दि. ४ (प्रतिनिधी) – मुंबईचे मध्यवर्ती ठिकाण असलेल्या धारावीच्या आजूबाजूला सात रेल्वे स्थानके आहेत. शाळा, कॉलेज, रुग्णालये अशा सर्व नागरी सोयीसुविधा एकाच ठिकाणी मुंबई महापालिका देत आहे. धारावीत अनेक उद्योग असून त्यामुळे एक अब्जाहून जास्त उलाढाल होते. त्यातून सरकारला मोठ्या प्रमाणात करही मिळतो. मात्र आता मुंबईचे काळीज असलेल्या धारावीतून एक लाख झोपड्या, घरे, दुकाने, गाळे यांना अपात्र ठरवून येथे दुसरे बीकेसी उभारण्याचा अदानीचा डाव आहे, मात्र हा डाव हाणून पाडू, असा एल्गार धारावी बचाव आंदोलनाचे नेते आणि माजी आमदार बाबूराव माने यांनी केला.

धारावीमधील शिवराज मैदानावर धारावी बचाव आंदोलन समितीची विशाल जनसभा झाली, त्यावेळी बाबूराव माने बोलत होते. धारावी ५४० एकर जमिनीवर पसरलेली आहे आणि या क्षेत्रावर १ लाख १० हजार झोपड्या, घरे, दुकाने, गाळे आहेत. या झोपड्या घरे, दुकाने गाळ्यांना ५०० चौरस फूट इतकी जागा दिली तरी संपूर्ण धारावीकरांचे पुनर्वसन इथेच होऊ शकते, असे धारावी बचाव आंदोलनातील नामांकित इंजिनीअरने अभ्यास करून छातीठोकपणे सांगितलेले आहे, असे माने यांनी धारावीकरांच्या लक्षात आणून दिले. धारावी बचाव आंदोलनाचे समन्वयक राजेंद्र कोरडे, काँग्रेस आमदार ज्योती गायकवाड यांची भाषणे झाली.

यावेळी विधानसभा प्रमुख सुरेश सावंत, जोसेफ कोळी, शाखाप्रमुख सतीश कटके, आनंद भोसले, किरण काळे, मनीकडंन, भास्कर पिल्ले, महिला आघाडीच्या कविता जाधव, माया जाधव, देवयानी कोळी, मंजू वीर, युवासेनेचे सनी शिंदे, रोहित शिंदे, राष्ट्रवादीचे उल्लेश गजाकोश, सपाचे राहुल गायकवाड, बसपचे श्यामलाल जैस्वार, 'आप'चे राफेल पॉल, शाम्या कोरडे आदींसह धारावीकर मोठ्या संख्येने उपस्थित होते.

बीडीडीतील घरांपेक्षा धारावीतील घरे मोठी

वरळी बीडीडी पुनर्विकास प्रकल्पाअंतर्गत १४० ते १५० चौरस फुटांची घरे असलेल्यांना राज्य सरकार ५०० चौरस फुटांपेक्षा जास्त आकाराची घरे देणार आहेत. मग इथे तर १५० पासून ते ३०० चौरस फुटांपेक्षा जास्त आकाराच्या झोपड्या, घरे, गाळे आहेत. असे असताना राज्य सरकार, अदानी कंपनी आम्हाला ५०० चौरस फुटांची घरे का देत नाही, असा सवालही माने यांनी केला.

Note: This is the tracking till 8.30 AM IST

Fraud by switching ATMs

एटीएमची अदलाबदली करून करायचा फसवणूक

मुंबई, दि. ४ (प्रतिनिधी) – माहेरचे घर विकल्यावर आलेले पैसे काढण्यासाठी गेलेल्या महिलेचे एटीएम कार्ड अदलाबदली करून बँक खात्यातून पैसे काढणाऱ्याला धारावी पोलिसांनी अटक केली. साहिल सलीम शेख असे त्याचे नाव आहे.

धारावी येथे एक महिला राहते. त्यांचे जोगेश्वरी येथे माहेर आहे. माहेरचे घर विकल्यानंतर ५० हजार रुपये त्यांना त्यांच्या भावाने बँक खात्यात ट्रान्स्फर केले होते. फेब्रुवारी महिन्यात त्यांना त्यांच्या मुलीच्या शाळेची फी भरायची होती. त्यामुळे पैसे काढण्यासाठी एटीएममध्ये त्या गेल्या. एटीएममध्ये कार्ड टाकून त्यांनी पिन नंबर दाबला. त्यांचे पैसे निघत नव्हते. तेव्हा एक जण तेथे आला. त्याने महिलेला पुन्हा कार्ड मशीनमध्ये टाकण्यास सांगितले. तरी देखील पैसे निघत नव्हते. मशीन खराब आहे, दुसऱ्या एटीएममधून पैसे काढा, असे त्याने महिलेला सांगितले. त्यावर विश्वास ठेवून महिलेने कार्ड पर्समध्ये ठेवले. काही वेळाने त्यांच्या खात्यातून ४४ हजार रुपये काढल्याचा मेसेज आला. हा प्रकार संशयास्पद वाटल्याने त्यांनी कार्डची तपासणी केली, तेव्हा दुसऱ्या व्यक्तीचे ते कार्ड असल्याचे लक्षात आले.

Note: This is the tracking till 8.30 AM IST

Union Home Minister is responsible for terrorism in Kashmir

कश्मीरमधील दहशतवादाला केंद्रीय गृहमंत्रीच जबाबदार

संजय राऊत यांची अमित शहांसह पंतप्रधानांवर टीका

पुणे, दि. ३ (प्रतिनिधी) – ज्या देशात युद्धजन्य परिस्थिती असते, युद्धाची तयारी सुरू असते त्या देशाचे पंतप्रधान राजधानीबाहेर टंगळमंगळ करत फिरत नाहीत. कश्मीरमध्ये एवढे मोठे हत्याकांड झाले असताना आपल्या देशाचे पंतप्रधान विविध कार्यक्रमांना हजेरी लावत आहेत. हास्यविनोद करत आहेत. त्यांच्या वर्तनातून युद्धाला सामोरे जायचे आहे, पाकिस्तानला धडा शिकवायचा आहे असे काही दिसत नाही, अशी घणाघाती टीका शिवसेना नेते, खासदार संजय राऊत यांनी केली. गेल्या दहा वर्षांत जम्मू-कश्मीरमध्ये झालेल्या हत्याकांड आणि दहशतवादी हल्ल्यांना केंद्रीय गृहमंत्री अमित शहा जबाबदार आहेत. त्यामुळे त्यांनी या घटनेची जबाबदारी स्वीकारत राजीनामा द्यावा, अशी मागणीही त्यांनी केली.

खासदार संजय राऊत शनिवारी पुण्यात आले असता माध्यमांनी त्याच्यांशी संवाद साधला. ते म्हणाले, पहलगाममध्ये दहशतवादी हल्ल्यात २७ जणांचा बळी गेला. या घटनेनंतर आपले पंतप्रधान बिहारमध्ये प्रचाराला गेले. पाकिस्तानला धडा शिकवू, अशी घोषणा केली. त्यानंतर मुंबईत येऊन नऊ तास नटनट्यांसोबत मजेत वेळ घालवला. गौतम अदानी यांच्या एका बंदराच्या उद्घाटनालाही गेले. त्यांची गळाभेट घेत मैत्री दाखवली. त्यानंतर आंध्र प्रदेशचे उपमुख्यमंत्री पवन कल्याण यांच्यासोबत हास्यविनोद करताना दिसले. त्यांना दुखवटा, राष्ट्रीय शोक आहे की नाही, सामान्य माणसाच्या जिवाला काही किंमत आहे की नाही, असा सवालही त्यांनी केला.

...तसे त्यांनी दहशतवाद्यांना चुन चुन कर मारावे

दहशतवाद्यांना धडा शिकवा, अशी भूमिका विरोधी पक्षांनी घेतली आहे. मात्र युद्धाची भाषा कोणी केली आहे, घरात घुसून मारू, ही भाषा कोणाची आहे? देशाचे संरक्षण मंत्री राजनाथ सिंह यांनीच ही भाषा केली आहे. गृहमंत्री अमित शहा म्हणाले, चुन चुन कर मारेंगे. ते फक्त घोषणा करत आहेत. कृती करण्यापासून त्यांना कोणी रोखले आहे, असा संतप्त सवाल करत विरोधी पक्षातील नेत्यांना चुन चुन कर मारतात, त्यांना खतम करता तसे त्यांनी पाकिस्तानी दहशतवाद्यांना चुन चुन कर मारावे, असे खासदार संजय राऊत म्हणाले.

भाजप नेते, मंत्र्यांच्या चेहऱ्यावर दुःखाचा लवलेशही दिसला नाही

एखाद्या माजी नेत्याचे निधन झाले तरी तीन दिवस दुखवटा असतो. परदेशी माजी राष्ट्राध्यक्षांचे निधन झाले तरी देशात दुखवटा असतो. राष्ट्रध्वज अर्ध्यावर खाली उतरवण्यात येतो. सर्व सरकारी कार्यक्रम रद्द करण्यात येतात. २७ जणांच्या मृत्यूचे दुःख केवढे मोठे आहे. मात्र भाजप नेते किंवा त्यांच्या मंत्र्यांच्या चेहऱ्यावर त्याचा लवलेशही दिसत नाही. पुलवामा हत्याकांड आणि आता पहलगाम हल्ल्यानंतर भाजप किंवा त्यांच्या नेत्यांच्या, केंद्रीय मंत्र्यांच्या कोणाच्याही चेहऱ्यावर आपल्याला दुःखाचा, चिंतेचा लवलेशही दिसला नाही, असा हल्लाबोल खासदार संजय राऊत यांनी केला.

जनतेचे लक्ष विचलित करण्यासाठीच जातीनिहाय जनगणनेची घोषणा

जनतेचे लक्ष विचलित करण्यासाठी सरकारने जातीनिहाय जनगणनेची घोषणा केली आहे. जातीनिहाय जनगणनेला आमचा पाठिंबा आहे. त्याला विरोध करण्याचे कारण नाही. जातनिहाय जनगणनेची घोषणा करत सरकारने हेडलाईन दिली, पण याची डेडलाईन दिलेली नाही. ही जनगणना कधी सुरू करणार हे सांगा, असे लोकसभेचे विरोधी पक्षनेते राहुल गांधी यांनी म्हटले आहे. त्यामुळे पहलगाम हल्ल्याच्या गंभीर विषयापासून जनतेचे लक्ष विचलित करण्यासाठीच ही घोषणा करण्यात आली असल्याचे दिसून येत असल्याचे खासदार संजय राऊत यांनी सांगितले. राज्य संघटक वसंत मोरे, शहरप्रमुख संजय मोरे, गजानन थरकुडे या वेळी उपस्थित होते.

Note: This is the tracking till 8.30 AM IST

Ban on sale of meat in Navi Mumbai airport area

नवी मुंबई विमानतळ परिसरात मांस विक्रीवर बंदी

नागरी विमान वाहतूक महासंचालनालयाचा आदेश

मुंबई, दि. ३ (प्रतिनिधी) – नवी मुंबई आंतरराष्ट्रीय विमानतळाच्या परिसरात मांसविक्री करण्यावर बंदी घालण्यात आली आहे. विमानतळाच्या धावपट्टीपासून ३ किमी अंतरावरील उलवे परिसरात मांसविक्री आणि प्राण्यांची कत्तल करण्यात येत असल्याची तक्रार पर्यावरणप्रेमींनी केली होती. या तक्रारीची दखल घेऊन नागरी विमान वाहतूक महासंचालनालयाने (डीजीसीए) नवी मुंबई विमानतळाच्या हद्दीत होत असलेली मांसविक्री बंद करण्याचे आदेश दिले आहेत.

विमानतळाच्या १० किमीच्या परिघात प्राण्यांची कत्तल करू नये असा नियम आहे. असे असतानाही नवी मुंबई विमानतळाच्या धावपट्टीपासून ३ किमी अंतरावरील उलवे सेक्टर १९ येथे प्राण्यांची कत्तल करून मांसविक्री केली जात आहे. यामुळे नागरी विमान वाहतूकविषयक नियमांचे उल्लंघन होत असल्याचा दावा करत पर्यावरणप्रेमी आणि नॅटकनेक्ट फाउंडेशनच्या बी.एन. कुमार यांनी फेब्रुवारी महिन्यात नागरी विमान वाहतूक मंत्रालयाकडे तक्रार केली होती. यासंदर्भात डीजीसीएच्या हवाई सुरक्षा शाखेने मार्च महिन्यात चौकशी सुरू केली होती. ही तक्रार डीजीसीएअंतर्गत एअर सेफ्टी संचालक ए.एक्स. जोसेफ यांच्याकडे पाठवण्यात आली होती. दरम्यान, डीजीसीएने नवी मुंबई विमानतळ परिसरात मांसविक्री बंदीचे आदेश दिले आहेत.

■ *महाराष्ट्र सरकारच्या नगरविकास विभागाने स्थापन केलेल्या एरोड्रोम पर्यावरण व्यवस्थापन समितीच्या नियमावलीतही विमानतळाच्या १० किमीच्या परिसरात प्राण्यांची कत्तल करू नये असे नमूद केलेले आहे.*

पक्ष्यांची संख्या वाढून विमान उड्डाणास धोका

उघड्यावर मांसविक्री केल्यामुळे विमानतळ परिसरात कावळे, घार यासह विविध पक्षी आकर्षित होतात. विविध प्रकारचे पक्षी उघड्यावर टाकलेले प्राण्यांचे अवशेष खाण्यासाठी परिसरात येतात. त्यामुळे पक्ष्यांची संख्या वाढून विमान उड्डाणास धोका निर्माण होण्याची शक्यता व्यक्त केली जात आहे. विमानतळ परिसरात स्वच्छतेचे सर्व नियमही धाब्यावर बसवले जात आहेत. मांस विक्रीमुळे विमानतळाच्या आसपास मोठ्या प्रमाणात दुर्गंधी पसरून नागरिकांना धोका होऊ शकतो.

Note: This is the tracking till 8.30 AM IST

Adani's innings to set up another BKC in Dharavi!

धारावीत दुसरी बीकेसी उभारण्याचा अदानीचा डाव हाणून पाडू!

धारावी बचाव आंदोलनाच्या सभेत एल्गार

मुंबई, दि. ४ (प्रतिनिधी) – मुंबईचे मध्यवर्ती ठिकाण असलेल्या धारावीच्या आजूबाजूला सात रेल्वे स्थानके आहेत. शाळा, कॉलेज, रुग्णालये अशा सर्व नागरी सोयीसुविधा एकाच ठिकाणी मुंबई महापालिका देत आहे. धारावीत अनेक उद्योग असून त्यामुळे एक अब्जाहून जास्त उलाढाल होते. त्यातून सरकारला मोठ्या प्रमाणात करही मिळतो. मात्र, आता मुंबईचे काळीज असलेल्या धारावीतून एक लाख झोपड्या, घरे, दुकाने, गाळे यांना अपात्र ठरवून येथे दुसरे बीकेसी उभारण्याचा अदानीचा डाव आहे, मात्र हा डाव हाणून पाडू, असा एल्गार धारावी बचाव आंदोलनाचे नेते आणि माजी आमदार बाबूराव माने यांनी केला.

धारावीमधील शिवराज मैदानावर धारावी बचाव आंदोलन समितीची विशाल जनसभा झाली, त्यावेळी बाबूराव माने बोलत होते. धारावी ५४० एकर जमिनीवर पसरलेली आहे आणि या क्षेत्रावर १ लाख १० हजार झोपड्या, घरे, दुकाने, गाळे आहेत. या झोपड्या घरे, दुकाने गाळ्यांना ५०० चौरस फूट इतकी जागा दिली तरी संपूर्ण धारावीकरांचे पुनर्वसन इथेच होऊ शकते, असे धारावी बचाव आंदोलनातील नामांकित इंजिनीअरने अभ्यास करून छातीठोकपणे सांगितलेले आहे, असे माने यांनी धारावीकरांच्या लक्षात आणून दिले. धारावी बचाव आंदोलनाचे समन्वयक राजेंद्र कोरडे, काँग्रेस आमदार ज्योती गायकवाड यांची भाषणे झाली.

यावेळी विधानसभा प्रमुख सुरेश सावंत, जोसेफ कोळी, शाखाप्रमुख सतीश कटके, आनंद भोसले, किरण काळे, मनीकडंन, भास्कर पिल्ले, महिला आघाडीच्या कविता जाधव, माया जाधव, देवयानी कोळी, मंजू वीर, युवासेनेचे सनी शिंदे, रोहित शिंदे, राष्ट्रवादीचे उल्लेश गजाकोश, सपाचे राहुल गायकवाड, बसपचे श्यामलाल जैस्वार, 'आप'चे राफेल पॉल, शाम्या कोरडे आदींसह धारावीकर मोठ्या संख्येने उपस्थित होते.

बीडीडीतील घरांपेक्षा धारावीतील घरे मोठी

वरळी बीडीडी पुनर्विकास प्रकल्पाअंतर्गत १४० ते १५० चौरस फुटांची घरे असलेल्यांना राज्य सरकार ५०० चौरस फुटांपेक्षा जास्त आकाराची घरे देणार आहेत. मग इथे तर १५० पासून ते ३०० चौरस फुटांपेक्षा जास्त आकाराच्या झोपड्या, घरे, गाळे आहेत. असे असताना राज्य सरकार, अदानी कंपनी आम्हाला ५०० चौरस फुटांची घरे का देत नाही, असा सवालही माने यांनी केला.

Note: This is the tracking till 8.30 AM IST

Adani's innings to set up another BKC in Dharavi!

धारावीत दुसरी बीकेसी उभारण्याचा अदानीचा डाव हाणून पाडू!

धारावी बचाव आंदोलनाच्या सभेत एल्गार

मुंबई, दि. ४ (प्रतिनिधी) – मुंबईचे मध्यवर्ती ठिकाण असलेल्या धारावीच्या आजूबाजूला सात रेल्वे स्थानके आहेत. शाळा, कॉलेज, रुग्णालये अशा सर्व नागरी सोयीसुविधा एकाच ठिकाणी मुंबई महापालिका देत आहे. धारावीत अनेक उद्योग असून त्यामुळे एक अब्जाहून जास्त उलाढाल होते. त्यातून सरकारला मोठ्या प्रमाणात करही मिळतो. मात्र, आता मुंबईचे काळीज असलेल्या धारावीतून एक लाख झोपड्या, घरे, दुकाने, गाळे यांना अपात्र ठरवून येथे दुसरे बीकेसी उभारण्याचा अदानीचा डाव आहे, मात्र हा डाव हाणून पाडू, असा एल्गार धारावी बचाव आंदोलनाचे नेते आणि माजी आमदार बाबूराव माने यांनी केला.

धारावीमधील शिवराज मैदानावर धारावी बचाव आंदोलन समितीची विशाल जनसभा झाली, त्यावेळी बाबूराव माने बोलत होते. धारावी ५४० एकर जमिनीवर पसरलेली आहे आणि या क्षेत्रावर १ लाख १० हजार झोपड्या, घरे, दुकाने, गाळे आहेत. या झोपड्या घरे, दुकाने गाळ्यांना ५०० चौरस फूट इतकी जागा दिली तरी संपूर्ण धारावीकरांचे पुनर्वसन इथेच होऊ शकते, असे धारावी बचाव आंदोलनातील नामांकित इंजिनीअरने अभ्यास करून छातीठोकपणे सांगितलेले आहे, असे माने यांनी धारावीकरांच्या लक्षात आणून दिले. धारावी बचाव आंदोलनाचे समन्वयक राजेंद्र कोरडे, काँग्रेस आमदार ज्योती गायकवाड यांची भाषणे झाली.

यावेळी विधानसभा प्रमुख सुरेश सावंत, जोसेफ कोळी, शाखाप्रमुख सतीश कटके, आनंद भोसले, किरण काळे, मनीकडंन, भास्कर पिल्ले, महिला आघाडीच्या कविता जाधव, माया जाधव, देवयानी कोळी, मंजू वीर, युवासेनेचे सनी शिंदे, रोहित शिंदे, राष्ट्रवादीचे उल्लेश गजाकोश, सपाचे राहुल गायकवाड, बसपचे श्यामलाल जैस्वार, 'आप'चे राफेल पॉल, शाम्या कोरडे आदींसह धारावीकर मोठ्या संख्येने उपस्थित होते.

बीडीडीतील घरांपेक्षा धारावीतील घरे मोठी

वरळी बीडीडी पुनर्विकास प्रकल्पाअंतर्गत १४० ते १५० चौरस फुटांची घरे असलेल्यांना राज्य सरकार ५०० चौरस फुटांपेक्षा जास्त आकाराची घरे देणार आहेत. मग इथे तर १५० पासून ते ३०० चौरस फुटांपेक्षा जास्त आकाराच्या झोपड्या, घरे, गाळे आहेत. असे असताना राज्य सरकार, अदानी कंपनी आम्हाला ५०० चौरस फुटांची घरे का देत नाही, असा सवालही माने यांनी केला.

Note: This is the tracking till 8.30 AM IST

Airport par sujain khan andheri mein khushi mukharjee aur bandra mein dikhi aarushi

Note: This is the tracking till 8.30 AM IST

Business Brief

ਬਿਜ਼ਨੈੱਸ ਬ੍ਰੀਫ

ਐੱਨ. ਐੱਮ. ਡੀ. ਸੀ. ਦਾ ਆਇਰਨ ਓਰ ਉਤਪਾਦਨ ਅਪ੍ਰੈਲ 'ਚ 15 ਫੀਸਦੀ ਵਧਿਆ

ਨਵੀਂ ਦਿੱਲੀ, (ਭਾਸ਼ਾ)-ਜਨਤਕ ਖੇਤਰ ਦੀ ਐੱਨ. ਐੱਮ. ਡੀ. ਸੀ. ਦਾ ਆਇਰਨ ਓਰ ਉਤਪਾਦਨ ਅਪ੍ਰੈਲ 'ਚ 15 ਫੀਸਦੀ ਵਧਿਆ ਹੈ। ਇਸ ਦੌਰਾਨ ਕੰਪਨੀ ਦੀ ਧਣਿਜ ਵਿਕਰੀ 'ਚ 3 ਫੀਸਦੀ ਦਾ ਵਾਧਾ ਹੋਇਆ ਹੈ। ਐੱਨ. ਐੱਮ. ਡੀ. ਸੀ. ਨੇ ਐਤਵਾਰ ਨੂੰ ਬਿਆਨ 'ਚ ਕਿਹਾ ਕਿ ਅਪ੍ਰੈਲ 'ਚ ਉਸ ਦਾ ਆਇਰਨ ਓਰ ਉਤਪਾਦਨ 40 ਲੱਖ ਟਨ ਰਿਹਾ ਹੈ, ਜੋ ਪਿਛਲੇ ਸਾਲ ਦੇ ਇਸੇ ਮਹੀਨੇ 'ਚ 34.8 ਲੱਖ ਟਨ ਰਿਹਾ ਸੀ। ਐੱਨ. ਐੱਮ. ਡੀ. ਸੀ. ਨੇ ਪਿਛਲੇ ਮਹੀਨੇ 36.3 ਲੱਖ ਟਨ ਆਇਰਨ ਓਰ ਵੇਚਿਆ, ਜੋ ਅਪ੍ਰੈਲ, 2024 ਦੇ 35.3 ਲੱਖ ਟਨ ਤੋਂ ਜ਼ਿਆਦਾ ਹੈ। ਐੱਨ. ਐੱਮ. ਡੀ. ਸੀ. ਦੇ ਚੇਅਰਮੈਨ ਅਤੇ ਪ੍ਰਬੰਧ ਨਿਰਦੇਸ਼ਕ (ਸੀ. ਐੱਮ. ਡੀ.) ਅਮਿਤਾਵ ਮੁਖਰਜੀ ਨੇ ਕਿਹਾ,"ਅਪ੍ਰੈਲ 'ਚ ਸਾਡੇ ਰਿਕਾਰਡ ਤੋੜ ਪ੍ਰਦਰਸ਼ਨ 'ਚ ਸਾਡੀਆਂ ਪ੍ਰਮੁੱਖ ਆਇਰਨ ਓਰ ਖਾਨਾਂ-ਕਿਰੰਦੁਲ, ਬਚੇਲੀ ਅਤੇ ਡੋਨਿਮਲਾਈ ਦੇ ਹੁਣ ਤੱਕ ਦੇ ਸੱਭ ਤੋਂ ਬਿਹਤਰ ਪ੍ਰਦਰਸ਼ਨ ਦੀ ਪ੍ਰਮੁੱਖ ਭੂਮਿਕਾ ਹੈ।

ਅਡਾਨੀ ਗ੍ਰੀਨ ਐਨਰਜੀ ਦੀ ਇਕਾਈ ਯੂ. ਪੀ. ਪੀ. ਸੀ. ਐੱਲ. ਨੂੰ 400 ਮੈਗਾਵਾਟ ਸੌਰ ਊਰਜਾ ਦੀ ਸਪਲਾਈ ਕਰੇਗੀ

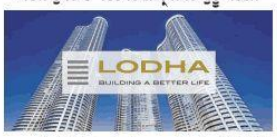
ਨਵੀਂ ਦਿੱਲੀ, (ਭਾਸ਼ਾ)-ਅਡਾਣੀ ਗ੍ਰੀਨ ਐਨਰਜੀ (ਏ. ਜੀ. ਈ. ਐੱਲ.) ਦੀ ਇਕਾਈ ਅਡਾਣੀ ਗ੍ਰੀਨ ਐਨਰਜੀ ਸਿਕਸਟੀ ਨਾਈਨ ਨੇ ਉੱਤਰ ਪ੍ਰਦੇਸ਼ ਪਾਵਰ ਕਾਰਪੋਰੇਸ਼ਨ ਲਿਮਟਿਡ (ਯੂ. ਪੀ. ਪੀ. ਸੀ. ਐੱਲ.) ਨੂੰ ਰਾਜਸਥਾਨ 'ਚ ਆਪਣੇ ਪ੍ਰਾਜੈਕਟ ਤੋਂ 400 ਮੈਗਾਵਾਟ ਸੌਰ ਊਰਜਾ ਦੀ ਸਪਲਾਈ ਲਈ ਇਕ ਸਮਝੌਤੇ 'ਤੇ ਹਸਤਾਖਰ ਕੀਤੇ ਹਨ। ਸ਼ੇਅਰ ਬਾਜ਼ਾਰਾਂ ਨੂੰ ਭੇਜੀ ਇਕ ਸੂਚਨਾ ਅਨੁਸਾਰ, ਇਸ ਬਾਰੇ 'ਚ ਬਿਜਲੀ ਖਰੀਦ ਸਮਝੌਤਾ (ਪੀ. ਪੀ. ਏ.) ਸ਼ਨੀਵਾਰ ਨੂੰ ਕੀਤਾ ਗਿਆ। ਇਸ 'ਚ ਕਿਹਾ ਗਿਆ ਹੈ ਕਿ ਏ. ਜੀ. ਈ. ਐੱਲ. ਦੀ ਪੂਰਨ ਮਾਲਕੀ ਵਾਲੀ ਸਹਿਯੋਗੀ ਦੀ ਸਹਿਯੋਗੀ ਕੰਪਨੀ ਅਡਾਣੀ ਗ੍ਰੀਨ ਐਨਰਜੀ ਸਿਕਸਟੀ ਨਾਈਨ ਲਿਮਟਿਡ ਨੇ ਰਾਜਸਥਾਨ 'ਚ ਵਿਕਸਤ ਕੀਤੇ ਜਾਣ ਵਾਲੇ ਗਰਿੱਡ ਨਾਲ ਜੁੜੇ ਸੌਰ ਪੀ. ਵੀ. ਬਿਜਲੀ ਪ੍ਰਾਜੈਕਟ ਤੋਂ 400 ਮੈਗਾਵਾਟ ਸੌਰ ਊਰਜਾ ਦੀ ਸਪਲਾਈ ਲਈ ਯੂ. ਪੀ. ਪੀ. ਸੀ. ਐੱਲ. ਦੇ ਨਾਲ ਇਕ ਬਿਜਲੀ ਖਰੀਦ ਸਮਝੌਤਾ ਕੀਤਾ ਹੈ।

ਸੰਸਦੀ ਕਮੇਟੀ ਨੇ ਡਿਜੀਟਲ ਬਾਜ਼ਾਰ ਮੁਕਾਬਲੇਬਾਜ਼ੀ 'ਤੇ ਜਾਣਕਾਰੀ ਮੰਗੀ

ਨਵੀਂ ਦਿੱਲੀ, (ਭਾਸ਼ਾ)-ਸੰਸਦ ਦੀ ਇਕ ਕਮੇਟੀ ਨੇ ਡਿਜੀਟਲ ਮੁਕਾਬਲੇਬਾਜ਼ੀ ਬਿੱਲ ਨਾਲ ਜੁੜੇ ਡਿਜੀਟਲ ਬਾਜ਼ਾਰਾਂ ਨਾਲ ਸਬੰਧਤ ਮੁਕਾਬਲੇਬਾਜ਼ੀ ਦੇ ਵੱਖ-ਵੱਖ ਪਹਿਲੂਆਂ 'ਤੇ ਰੈਗੂਲੇਟਰੀ ਭਾਰਤੀ ਮੁਕਾਬਲੇਬਾਜ਼ੀ ਕਮਿਸ਼ਨ (ਸੀ. ਸੀ. ਆਈ.) ਅਤੇ ਕਾਰਪੋਰੇਟ ਮਾਮਲਿਆਂ ਦੇ ਮੰਤਰਾਲਾ ਤੋਂ ਵਿਸਤ੍ਰਿਤ ਜਾਣਕਾਰੀ ਮੰਗੀ ਹੈ। ਸੂਤਰਾਂ ਨੇ ਇਹ ਜਾਣਕਾਰੀ ਦਿੱਤੀ।

ਵਿੱਤ 'ਤੇ ਸੰਸਦ ਦੀ ਸਥਾਈ ਕਮੇਟੀ ਨੇ 28 ਅਪ੍ਰੈਲ ਨੂੰ ਇਕ ਬੈਠਕ ਕੀਤੀ। ਇਹ ਕਮੇਟੀ 'ਅਰਥਵਿਵਸਥਾ, ਵਿਸ਼ੇਸ਼ ਰੂਪ ਨਾਲ ਡਿਜੀਟਲ ਦ੍ਰਿਸ਼ 'ਚ ਭਾਰਤੀ ਮੁਕਾਬਲੇਬਾਜ਼ੀ ਕਮਿਸ਼ਨ ਦੀ ਉੱਭਰਦੀ ਭੂਮਿਕਾ 'ਤੇ ਵਿਚਾਰ ਕਰ ਰਹੀ ਹੈ। ਬੈਠਕ ਤੋਂ ਬਾਅਦ, ਭਾਜਪਾ ਨੇਤਾ ਭਰਤਰਹਰੀ ਮਹਿਤਾਬ ਦੀ ਪ੍ਰਧਾਨਗੀ ਵਾਲੀ ਕਮੇਟੀ ਨੇ ਡਿਜੀਟਲ ਬਾਜ਼ਾਰਾਂ 'ਚ ਮੁਕਾਬਲੇਬਾਜ਼ੀ ਦੇ ਵੱਖ-ਵੱਖ ਪਹਿਲੂਆਂ, ਸੀ. ਸੀ. ਆਈ. ਅਤੇ ਰੈਗੂਲੇਟਰੀ ਦੁਆਰਾ ਕੀਤੀ ਕਾਰਵਾਈ ਦੇ ਬਾਰੇ 'ਚ ਜ਼ਿਆਦਾ ਜਾਣਕਾਰੀ ਮੰਗੀ ਹੈ।

ਮੈਕਰੋਟੈੱਕ ਡਿਵੈੱਲਪਰਜ਼ ਚਾਲੂ ਵਿੱਤੀ ਸਾਲ 'ਚ 19,000 ਕਰੋੜ ਰੁਪਏ ਦੇ ਰਿਹਾਇਸ਼ੀ ਪ੍ਰਾਜੈਕਟ ਸ਼ੁਰੂ ਕਰੇਗੀ



ਨਵੀਂ ਦਿੱਲੀ, (ਭਾਸ਼ਾ)-ਰੀਅਲ ਅਸਟੇਟ ਕੰਪਨੀ ਮੈਕਰੋਟੈੱਕ ਡਿਵੈੱਲਪਰਜ਼ ਲਿਮਟਿਡ ਨੇ ਚਾਲੂ ਵਿੱਤੀ ਸਾਲ ਦੌਰਾਨ ਮੁੰਬਈ ਮਹਾਨਗਰ ਖੇਤਰ (ਐੱਮ. ਐੱਮ. ਆਰ.), ਪੁਣੇ ਅਤੇ ਬੈਂਗਲੁਰੂ 'ਚ 19,000 ਕਰੋੜ ਰੁਪਏ ਦੇ ਰਿਹਾਇਸ਼ੀ ਪ੍ਰਾਜੈਕਟ ਸ਼ੁਰੂ ਕਰਨ ਦੀ ਯੋਜਨਾ ਬਣਾਈ ਹੈ ।

ਕੰਪਨੀ ਦਾ ਇਰਾਦਾ ਰਿਹਾਇਸ਼ੀ ਜਾਇਦਾਦਾਂ ਦੀ ਮਜ਼ਬੂਤ ਮੰਗ 'ਚ ਕਾਰੋਬਾਰ ਦਾ ਵਿਸਥਾਰ ਕਰਨ ਦਾ ਹੈ। ਮੁੰਬਈ ਸਥਿਤ ਮੈਕਰੋਟੈੱਕ ਡਿਵੈੱਲਪਰਜ਼ 'ਲੋਢਾ' ਬ੍ਰਾਂਡ ਤਹਿਤ ਜਾਇਦਾਦਾਂ ਵੇਚਦੀ ਹੈ। ਮੈਕਰੋਟੈੱਕ ਡਿਵੈੱਲਪਰਜ਼ ਦੇਸ਼ ਦੀ ਮੋਹਰੀ ਰੀਅਲ ਅਸਟੇਟ ਕੰਪਨੀਆਂ 'ਚੋਂ ਹੈ। ਮੈਕਰੋਟੈੱਕ ਡਿਵੈੱਲਪਰਜ਼ ਦੇ ਕਾਰਜਕਾਰੀ ਨਿਰਦੇਸ਼ਕ-ਵਿੱਤ ਸੁਸ਼ੀਲ ਤੁਮਾਰ ਮੋਦੀ ਨੇ ਕਿਹਾ ਕਿ ਕੰਪਨੀ ਭਾਰਤੀ ਰੀਅਲ ਅਸਟੇਟ ਖੇਤਰ 'ਚ ਵਾਧੇ ਦੀਆਂ ਸੰਭਾਵਨਾਵਾਂ ਨੂੰ ਲੈ ਕੇ ਆਸ਼ਾਵਾਦੀ ਹੈ ਅਤੇ ਕਾਰੋਬਾਰ ਦਾ ਵਿਸਥਾਰ ਕਰਨ ਲਈ ਨਿਵੇਸ਼ ਜਾਰੀ ਰੱਖੇਗੀ।

ਉਨ੍ਹਾਂ ਕਿਹਾ,"ਪਿਛਲੇ ਵਿੱਤੀ ਸਾਲ 'ਚ, ਅਸੀਂ 24 ਪ੍ਰਾਜੈਕਟਾਂ 'ਚ ਲੱਗਭੱਗ 14,000 ਕਰੋੜ ਰੁਪਏ ਦੇ ਕੁਲ ਵਿਕਾਸ ਮੁੱਲ (ਜੀ. ਡੀ. ਵੀ.) ਦੇ ਨਾਲ ਲੱਗਭੱਗ ਇਕ ਕਰੋੜ ਵਰਗ ਫੁੱਟ ਖੇਤਰ ਪੇਸ਼ ਕੀਤਾ ਸੀ।"

ਇਕ ਫੀਸਦੀ ਤੋਂ ਵੱਧ ਆਰ. ਓ. ਏ. ਯਕੀਨੀ ਕੀਤਾ ਜਾਵੇਗਾ : ਐੱਸ. ਬੀ. ਆਈ.

ਨਵੀਂ ਦਿੱਲੀ, (ਭਾਸ਼ਾ)-ਭਾਰਤੀ ਸਟੇਟ ਬੈਂਕ (ਐੱਸ. ਬੀ. ਆਈ.) ਦੇ ਚੇਅਰਮੈਨ ਸੀ. ਐੱਸ. ਸ਼ੈਟੀ ਨੇ ਕਿਹਾ ਕਿ ਬੈਂਕ ਚਾਲੂ ਵਿੱਤੀ ਸਾਲ ਦੌਰਾਨ ਵਿਆਜ ਦਰਾਂ 'ਚ ਗਿਰਾਵਟ ਦੀਆਂ ਚੁਣੌਤੀਆਂ ਦੇ ਬਾਵਜੂਦ ਆਪਣੀਆਂ ਜਾਇਦਾਦਾਂ 'ਤੇ ਰਿਵਾਰਡ (ਆਰ. ਓ. ਏ.) ਇਕ ਫੀਸਦੀ ਤੋਂ ਜ਼ਿਆਦਾ ਯਕੀਨੀ ਕਰੇਗਾ। ਆਰ. ਓ. ਏ. ਇਕ ਮੁਨਾਫਾ ਅਨੁਪਾਤ ਹੈ, ਜੋ ਦਰਸਾਉਂਦਾ ਹੈ ਕਿ ਕੋਈ ਕੰਪਨੀ ਆਪਣੀਆਂ ਜਾਇਦਾਦਾਂ ਤੋਂ ਕਿੰਨਾ ਲਾਭ ਕਮਾ ਸਕਦੀ ਹੈ।

ਉਨ੍ਹਾਂ ਕਿਹਾ ਕਿ ਸਾਲ ਦੌਰਾਨ ਰੇਪੋ ਦਰ 'ਚ ਹੋਰ ਕਟੌਤੀ ਹੋਵੇਗੀ, ਜਿਸ ਨਾਲ ਸ਼ੁੱਧ ਵਿਆਜ ਮਾਰਜਿਨ 'ਤੇ ਦਬਾਅ ਪਵੇਗਾ। ਜਮ੍ਹਾ ਪੱਖ 'ਤੇ ਦਰਾਂ ਦਾ ਪੁਨਰਗਠਨ ਹੋਵੇਗਾ, ਕਿਉਂਕਿ ਇਸ ਦੇ ਬਿਨਾਂ ਪ੍ਰਭਾਵੀ ਮੁਦਰਾ ਸੰਚਾਰ ਸੰਭਵ ਨਹੀਂ ਹੋਵੇਗਾ। ਐੱਸ. ਬੀ. ਆਈ. ਦੇ ਤਿਮਾਹੀ ਅੰਕੜਿਆਂ ਦੇ ਐਲਾਨ ਤੋਂ ਬਾਅਦ ਵਿਸ਼ਲੇਸ਼ਕਾਂ ਨੂੰ ਸੰਬੋਧਿਤ ਕਰਦੇ ਹੋਏ ਉਨ੍ਹਾਂ ਕਿਹਾ,"ਅਸੀਂ ਇਹ ਯਕੀਨੀ ਕਰਾਂਗੇ ਕਿ ਜਮ੍ਹਾ 'ਤੇ ਵਿਆਜ ਦਰਾਂ ਦਾ ਪੁਨਰਗਠਨ ਮੋਟੇ ਤੌਰ 'ਤੇ ਰੇਪੋ ਦਰ 'ਚ ਕਟੌਤੀ ਦੇ ਸਮਾਨ ਹੋ।"

Note: This is the tracking till 8.30 AM IST

Mumbai :Airport par spot hui sujain khan tatha karthik aryan

Note: This is the tracking till 8.30 AM IST

Jaupur-Chandigarh Flight Engine fail

जयपुर-चंडीगढ़ फ्लाइट के दोनों इंजन हुए फेल, सुरक्षित लैंडिंग

जयपुर। जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 शुक्रवार को लैंडिंग से पहले ही अचानक खराब हो गई। चंडीगढ़ पहुंचने से महज कुछ देर पहले ही फ्लाइट के दोनों इंजन ने कुछ समय के लिए काम करना बंद कर दिया था। टाइम्स ऑफ इंडिया के मुताबिक ऑटो इग्निशन सिस्टम ने दोनों इंजन को तुरंत चालू कर दिया और तब जाकर विमान की लैंडिंग कराई गई। डीजीसीए ने इस पूरे मामले की जांच के आदेश दिए हैं। जानकारी के मुताबिक इंजन में इंधन जलना (फ्लेम आउट) बंद हो गया था। दरअसल, जयपुर एयरपोर्ट से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 ने शुक्रवार सुबह 5.50 बजे अपने तय वक्त पर उड़ान भरी थी। इसे लगभग एक घंटे 10 मिनट बाद सुबह 7 बजे चंडीगढ़ पहुंचना था, लेकिन लैंडिंग से लगभग 15 मिनट पहले फ्लाइट के एक इंजन में अचानक फ्लेम आउट (इंजन जलना बंद) की समस्या हो गई। जानकारी के अनुसार मौसम संबंधी कारणों से इंजन खराब हुआ, जिससे प्रोपेलर की गति में कमी आई और इंजन जलना कुछ सेकेंड्स के लिए रुक गया। हालांकि, इंजन नियंत्रण प्रणाली ने समस्या का तुरंत पता लगाकर उसे ठीक कर दिया। यात्रियों को उड़ान के दौरान कोई असामान्य अनुभव नहीं हुआ।

Note: This is the tracking till 8.30 AM IST

Pranav Adani ke khilaf arop par congress me kaha, kya kanuni karywahi karegi SEBI

प्रणव अदाणी के खिलाफ आरोप पर कांग्रेस ने कहा: क्या कानूनी कार्रवाई करेगी सेबी

■ नई दिल्ली। कांग्रेस ने उद्योगपति गौतम अदाणी के भतीजे प्रणव अदाणी के खिलाफ इनसाइडर ट्रेडिंग के आरोप संबंधी एक खबर का हवाला देते हुए शनिवार को पूछा कि क्या भारतीय प्रतिभूति एवं विनिमय बोर्ड (सेबी) पूरी कानूनी प्रक्रिया का पालन करते हुए उनपर मुकदमा चलाएगा। पार्टी महासचिव जयराम रमेश ने दावा किया कि प्रणव अदाणी ने अपने रिश्तेदार के साथ अप्रकाशित गोपनीय वित्तीय जानकारी साझा की, जिसके चलते 90 लाख रुपए का गलत लाभ हुआ। उन्होंने जिस खबर का हवाला दिया, उसी में प्रणव अदाणी हवाले से कहा गया है कि उन्होंने किसी प्रतिभूति कानून का उल्लंघन नहीं किया है। रमेश ने एक्स पर एक पोस्ट में कहा, मोदाणी मामला खत्म होने का नाम ही नहीं ले रहा है। हाल ही में गौतम अदाणी के भतीजे, जो अदाणी समूह की कई कंपनियों में निदेशक हैं, उनपर इनसाइडर ट्रेडिंग का आरोप लगा है।

Note: This is the tracking till 8.30 AM IST

Adani again, the question of congress in his own way

ফের বিদ্ধ আদানি, প্রশ্ন কংগ্রেসের

নিজস্ব প্রতিবেদন

এ বার গৌতম আদানির ভাইপো প্রণব আদানির বিরুদ্ধে সংস্থার ভিতরের খবর বাইরে চালান করে শেয়ার বাজারের লেনদেনে সুবিধা পাইয়ে দেওয়ার (ইনসাইডার ট্রেডিং) অভিযোগ ঘিরে সরব হল কংগ্রেস। বাজার নিয়ন্ত্রক সেবি-কে তাদের প্রশ্ন, তারা কি বিষয়টি নিয়ে সক্রিয় হবে? তদন্ত করবে আদানি গোষ্ঠীর অন্যতম কর্তা প্রণবের বিরুদ্ধে?

২০২১ সালে আদানি গ্রিন এনার্জি অধিগ্রহণ করে এসবি এনার্জিকে। অভিযোগ, সেই তথ্য আগেভাগে শ্যালককে দিয়েছিলেন প্রণব। যার ফলে শেয়ার বাজারে লেনদেন করে প্রণবের শ্যালকের ৯০ লক্ষ টাকা মুনাফা হয়। সম্প্রতি সেবি এ ব্যাপারে প্রণবকে নোটিস পাঠিয়েছে। সূত্রের খবর, মিটমাটের মাধ্যমে মীমাংসার জন্য বাজার নিয়ন্ত্রককে প্রস্তাব দিয়েছেন প্রণব।

শনিবার এক্স-এ এই সংক্রান্ত একটি রিপোর্ট দিয়ে কংগ্রেসের সাধারণ সম্পাদক জয়রাম রমেশ লিখেছেন, "মোদানির (মোদী ও আদানি) বিরুদ্ধে অভিযোগ থামছে না। সম্প্রতি গৌতম আদানির ভাইপোর বিরুদ্ধে সংস্থার ভিতরের খবর তাঁর শ্যালককে দিয়ে ৯০ লক্ষ টাকার বেআইনি মুনাফা পাইয়ে দেওয়ার অভিযোগ উঠেছে। গৌতম আদানির ভাইপো আদানি গোষ্ঠীর বিভিন্ন সংস্থার ডিরেক্টর।... সেবি কি আবারও প্রধানমন্ত্রীর প্রিয় শিল্প গোষ্ঠীকে সুবিধা দেবে? নাকি আইনের রাস্তায় হেঁটে পুরোদস্তুর তদন্ত করবে?"

Note: This is the tracking till 8.30 AM IST

Adani again, the question of congress in his own way

ফের বিদ্ধ আদানি, প্রশ্ন কংগ্রেসের

নিজস্ব প্রতিবেদন

এ বার গৌতম আদানির ভাইপো প্রণব আদানির বিরুদ্ধে সংস্থার ভিতরের খবর বাইরে চালান করে শেয়ার বাজারের লেনদেনে সুবিধা পাইয়ে দেওয়ার (ইনসাইডার ট্রেডিং) অভিযোগ ঘিরে সরব হল কংগ্রেস। বাজার নিয়ন্ত্রক সেবি-কে তাদের প্রশ্ন, তারা কি বিষয়টি নিয়ে সক্রিয় হবে? তদন্ত করবে আদানি গোষ্ঠীর অন্যতম কর্তা প্রণবের বিরুদ্ধে?

২০২১ সালে আদানি গ্রিন এনার্জি অধিগ্রহণ করে এসবি এনার্জিকে। অভিযোগ, সেই তথ্য আগেভাগে শ্যালককে দিয়েছিলেন প্রণব। যার ফলে শেয়ার বাজারে লেনদেন করে প্রণবের শ্যালকের ৯০ লক্ষ টাকা মুনাফা হয়। সম্প্রতি সেবি এ ব্যাপারে প্রণবকে নোটিস পাঠিয়েছে। সূত্রের খবর, মিটমাটের মাধ্যমে মীমাংসার জন্য বাজার নিয়ন্ত্রককে প্রস্তাব দিয়েছেন প্রণব।

শনিবার এক্স-এ এই সংক্রান্ত একটি রিপোর্ট দিয়ে কংগ্রেসের সাধারণ সম্পাদক জয়রাম রমেশ লিখেছেন, "মোদানির (মোদী ও আদানি) বিরুদ্ধে অভিযোগ থামছে না। সম্প্রতি গৌতম আদানির ভাইপোর বিরুদ্ধে সংস্থার ভিতরের খবর তাঁর শ্যালককে দিয়ে ৯০ লক্ষ টাকার বেআইনি মুনাফা পাইয়ে দেওয়ার অভিযোগ উঠেছে। গৌতম আদানির ভাইপো আদানি গোষ্ঠীর বিভিন্ন সংস্থার ডিরেক্টর।... সেবি কি আবারও প্রধানমন্ত্রীর প্রিয় শিল্প গোষ্ঠীকে সুবিধা দেবে? নাকি আইনের রাস্তায় হেঁটে পুরোদস্তুর তদন্ত করবে?"

Note: This is the tracking till 8.30 AM IST

Buy spectrum

স্পেকট্রাম কেনা

আদানি ডেটা নেটওয়ার্কের হাতে কিছু শহরে পরিষেবা দেওয়ার জন্য যে ৫জি স্পেকট্রাম ছিল তা কিনে নিতে চলেছে ভারতী এয়ারটেল। লেনদেনের অঙ্ক অবশ্য অজানা। ২৬ গিগাহার্ৎজ ব্যান্ডে ৪০০ মেগাহার্ৎজের স্পেকট্রামের হাতবদল হতে চলেছে। যা গুজরাত, মুম্বই, তামিলনাড়ু, অন্ধ্রপ্রদেশে পরিষেবা দিতে কাজে লাগবে।

Note: This is the tracking till 8.30 AM IST

Congress said, will sebi take legal action against Pranav Adani

कांग्रेस ने कहा, क्या प्रणव अडाणी पर कानूनी कार्रवाई करेगा सेबी

जनसत्ता ब्यूरो
नई दिल्ली, 3 मई।

कांग्रेस ने उद्योगपति गौतम अडाणी के भतीजे प्रणव अडाणी के खिलाफ 'इनसाइडर ट्रेडिंग' के आरोप संबंधी एक खबर का हवाला देते हुए शनिवार को पूछा कि क्या भारतीय प्रतिभूति एवं विनिमय बोर्ड (सेबी) पूरी कानूनी प्रक्रिया का पालन करते हुए उनपर मुकदमा चलाएगा।

पार्टी महासचिव जयराम रमेश ने दावा किया कि प्रणव अडाणी ने अपने रिश्तेदार के साथ अप्रकाशित गोपनीय वित्तीय जानकारी साझा की, जिसके चलते 90 लाख रुपए का 'गलत लाभ' हुआ। उन्होंने जिस खबर का हवाला दिया, उसी में प्रणव अडाणी हवाले से कहा गया है कि उन्होंने किसी प्रतिभूति कानून का उल्लंघन नहीं किया है।

रमेश ने सोशल मीडिया मंच एक्स पर एक पोस्ट में कहा कि मोदाणी मामला खत्म होने का नाम ही नहीं ले रहा है। हाल ही में गौतम अडाणी के भतीजे, जो अडाणी समूह की कई कंपनियों में निदेशक हैं, उनपर इनसाइडर ट्रेडिंग का आरोप लगा है। आरोप यह है कि उन्होंने अपने रिश्तेदार के साथ अप्रकाशित गोपनीय वित्तीय जानकारी साझा की, जिसके चलते 90 लाख रुपए का 'गलत लाभ' हुआ।

उन्होंने सवाल किया कि क्या सेबी एक बार फिर प्रधानमंत्री के पसंदीदा कारोबारी समूह को हल्के में छोड़ देगा या फिर मामले में पूरी कानूनी प्रक्रिया का पालन करते हुए मुकदमा चलाएगा?

उन्होंने कहा कि इस बीच, भारत की जनता अब भी इंतजार कर रही है कि सेबी अडाणी समूह के खिलाफ 24 मामलों में प्रतिभूति कानूनों के उल्लंघन की जांच पूरी करे। सुप्रीम कोर्ट द्वारा हिंडनबर्ग खुलासों के बाद सेबी को जांच पूरी करने का निर्देश दिए 26 महीने बीत चुके हैं। उन्होंने कहा कि अमेरिका की प्रतिभूति नियामक संस्था, 'सिक्योरिटीज एंड एक्सचेंज कमीशन' (एसईसी) इस मामले में काफी सक्रिय है। रमेश ने आरोप लगाया कि 25 अप्रैल 2025 तक की जानकारी के अनुसार, मोदी सरकार एसईसी की सहायता करने में विफल रही है।

Note: This is the tracking till 8.30 AM IST

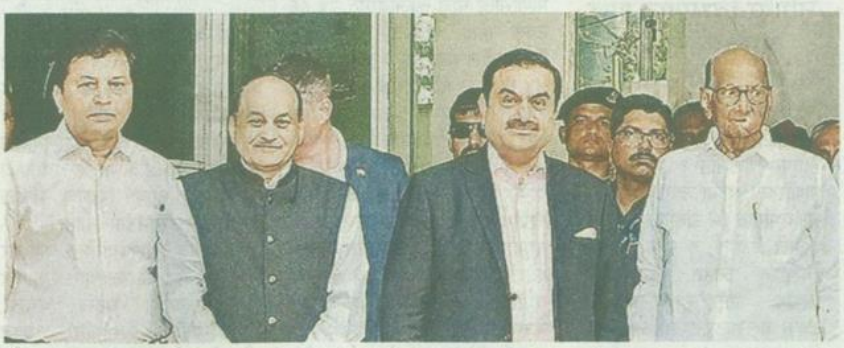
Adani in Pune with Pawar

अदानी पवारांसोबत पुण्यात

'स्टार्टअप'साठी विद्यापीठातील 'सायन्स टेक्नॉलॉजी पार्क'मध्ये भेट

म. टा. प्रतिनिधी, पुणे

सावित्रीबाई फुले पुणे विद्यापीठाच्या आवारातील 'सायन्स टेक्नॉलॉजी पार्क'मध्ये (एसटीपी) सुरू असलेल्या 'स्टार्टअप'ची माहिती घेण्यासाठी प्रसिद्ध उद्योगपती गौतम अदानी यांनी काल विशेष भेट दिली. दोन तासांच्या बैठकीत त्यांनी कचऱ्यापासून बायोडिझेल बनविण्याच्या प्रकल्पाची माहिती घेतली. या प्रसंगी ज्येष्ठ नेते शरद पवार उपस्थित होते. पवार व अदानी दोघेही एकत्र आल्यामुळे दिवसभर तो चर्चेचा विषय ठरला.



गौतम अदानी यांच्याबरोबर (डावीकडून) दिलीप बंड, राजेंद्र जगदाळे आणि शरद पवार.

पार्कचे अध्यक्ष दिलीप बंड यांना याविषयी विचारले असता, ते म्हणाले, 'पार्कमध्ये सध्या बाराशे स्टार्टअपचे काम सुरू आहे. त्यातील काही संकल्पना मोठ्या प्रमाणावर राबविता येऊ शकतील अशा आहेत. त्या विविध उद्योगपतींपुढे मांडण्याचा आमचा प्रयत्न आहे. घनकचऱ्यापासून बायोडिझेल बनविणारा स्टार्टअप देशातील मोठ्या समस्येचे उत्तर देणारा ठरू शकेल. याबाबत आम्ही काही दिवसांपूर्वी शरद पवार यांनाही माहिती दिली होती. त्यांनी ती संकल्पना अदानी यांना सांगितल्यामुळे, त्यांनी प्रत्यक्ष पुण्यात येऊन या प्रकल्पाची; तसेच इतर काही प्रकल्पांचीही माहिती घेतली.'

या बैठकीच्या वेळेस शरद पवार यांच्याबरोबरच उद्योजक प्रतापराव पवार, पार्कचे मुख्य कार्यकारी अधिकारी राजेंद्र जगदाळे उपस्थित होते. उद्योगांना सायबर सुरक्षा, तंत्रज्ञानाच्या माध्यमातून नागरिकांचे जीवन सुसह्य करण्यासाठी सीएसआरच्या माध्यमातून केलेले प्रयत्न, बारामतीच्या विद्या प्रतिष्ठानमध्ये एआयवर आधारित काम केले जाते, याबाबतचे सादरीकरण या वेळी करण्यात आले.

अदानी यांची ही भेट गोपनीय ठेवण्यात आली होती. त्यांच्यासमोर करण्यात येणाऱ्या सादरीकरणांची माहिती शरद पवार यांनी आधीच घेतली होती. त्यासाठी ते तासभर आधीच विद्यापीठात पोहोचले होते. अदानी आल्यानंतर ही बैठक सुमारे दोन तास चालली. 'संस्थेच्या कामाबद्दल अदानी यांनी समाधान व्यक्त केले. आगामी काळात अदानी समूह आणि 'एसटीपी' संस्थेने एकत्रित काम करण्याचा मानस त्यांनी बोलून दाखविला. मात्र, बैठकीमध्ये कोणत्याही प्रकारचा प्रस्ताव अदानी यांना देण्यात आला नाही. त्यांनीदेखील कोणत्याही प्रकारचा प्रस्ताव संस्थेला दिलेला नाही,' अशी माहिती सीईओ जगदाळे यांनी दिली.

अदानी यांनी 'सायन्स टेक्नॉलॉजी पार्क'मध्ये सुरू असलेल्या कामाची माहिती देण्यात आली. यातील काही प्रकल्प बंदरांशी निगडित आहेत. या 'स्टार्टअपर्स'ना भविष्यात मोठी संधी मिळावी, यासाठी अदानी यांची भेट महत्त्वाची ठरेल, अशी अपेक्षा यानिमित्ताने व्यक्त करण्यात येत आहे.

Note: This is the tracking till 8.30 AM IST

At the port of credit

श्रेयाच्या बंदरावर...

देशाला स्वातंत्र्य मिळण्याच्या आठ वर्षे आधी एखाद्या प्रकल्पाची चर्चा सुरू होते नि तो स्वातंत्र्याच्या अमृतमहोत्सवास तीन वर्षे उलटल्यानंतर पूर्ण होतो असे केरळमधील विहिंजम येथील बंदराबाबत घडलेले आहे. साधारण १९४०च्या दशकात या बंदराच्या उभारणीबाबत प्राथमिक चर्चा सुरू झाली. गेल्या आठवड्यात पंतप्रधान नरेंद्र मोदी यांच्या हस्ते या बंदराचे उद्घाटन झाले. दरम्यान जवळपास ८५ वर्षे जाण्यामागील कारणे अनेक. हाती पैसा नसणे, विकासाबद्दलची अनास्था, दूरदृष्टीचा अभाव, कायदेशीर व पर्यावरणविषयक अडचणी, राजकारण... अशी ही कारणांची यादी आणखीही लांबवता येईल. आणि ही यादी देशातील अनेक प्रकल्पांच्या विलंबासाठीही लागू पडेल! अर्थात, ८५ वर्षांनंतर का होईना, विहिंजम बंदर सुरू झाले ही आनंदाची व स्वागताची बाब. देशातील जहाज वाहतूक क्षेत्राचा चेहरा बदलून टाकण्याची क्षमता ८९०० कोटी रुपये खर्चून उभारलेल्या या बंदरात आहे. तेथील २० मीटरच्या नैसर्गिक खोलीमुळे अवाढव्य अशी जहाजे येथे नांगर टाकू शकतील. आशियाला युरोपशी जोडणारा आंतरराष्ट्रीय सागरी मार्ग या बंदरापासून केवळ १० सागरी मैलांवर आहे. या वैशिष्ट्यांमुळे सागरी वाहतुकीपायी खर्च होणारे जवळपास २२० दशलक्ष डॉलर भारत दर वर्षी वाचवेल. त्यासोबतच तेथे प्रत्यक्ष-अप्रत्यक्ष असे लक्षावधी रोजगार निर्माण होतील. महत्त्वाचे म्हणजे, या संदर्भातील इतर देशांवरील भारताचे अवलंबित्व मोठ्या प्रमाणात कमी होईल. आता या इतक्या महत्त्वाच्या प्रकल्पाच्या उद्घाटनावेळी राजकारण न रंगते तरच नवल! केंद्रातील सत्ताधारी भारतीय जनता पक्षाचे म्हणणे, 'हे आमच्यामुळेच होतेय.' केरळमधील सत्ताधारी मार्क्सवादी कम्युनिस्ट पक्षाचे म्हणणे, 'हे बंदर झाले ते आमच्या पाठपुराव्यामुळे.' तर, 'या बंदराचा शिलान्यास आमच्याच सत्ताकाळात झाला होता,' हे म्हणणे काँग्रेसचे. त्यात या बंदराच्या उभारणीत अदानी समूहाचा वाटा मोठा. पंतप्रधान मोदी यांची उद्घाटन कार्यक्रमातील टिप्पणी, त्यास काँग्रेसचे उत्तर हे सारे अगदी प्रचलित राजकारणास धरूनच झाले. हे असे होणे अपरिहार्य. त्याचे कारण पुढील वर्षात होऊ घातलेल्या केरळ विधानसभेच्या निवडणुका. या निवडणुकांच्या पार्श्वभूमीवर विहिंजम येथील श्रेयाच्या बंदराला आपलेच जहाज लागावे, असे केरळमधील सत्ताधारी माकप, काँग्रेस नि भाजप या तिघांनाही वाटणारच. अर्थात, कुणाच्या प्रार्थनेने सूर्य उगवतोय, हे सामान्यांच्या दृष्टीने महत्त्वाचे नाही; सूर्य उगवणे महत्त्वाचे. विहिंजम बंदराच्या रूपाने तो उगवला आहे. त्याचे स्वागत.

धावते जग

Note: This is the tracking till 8.30 AM IST

Pawar-Adani meeting sparks debate

पवार-आदानी यांच्या भेटीने चर्चेला उधाण

गुंतवणुकीसह राजकीय विषयावर दोन तास बैठक

पुणे : राष्ट्रवादी शरदचंद्र पक्षाचे सर्वेसर्वा शरद पवार आणि प्रसिद्ध उद्योगपती गौतम आदानी यांच्यात शुक्रवारी पुण्यात महत्त्वपूर्ण बैठक पार पडली. दोन तास पार पडलेल्या या बैठकीत पुण्यात होणाऱ्या सायन्स अँड टेक्नॉलॉजी पार्कच्या प्रकल्पावर चर्चा झाली असल्याचे सुत्रांनी सांगितले.

गौतम अदानी हे शुक्रवारी एका कार्याक्रमानिमित्त पुण्यात आले होते. आदानी यांनी पवार यांची भेट घेऊन तब्बल दोन तास चर्चा केल्याचे समोर आले आहे. या बैठकीतील तपसील जाहीर झाला नसला, तरी पुण्यात होणाऱ्या सायन्स एंड टेक्नॉलॉजी पार्क प्रकल्पामध्ये गौतम आदानी यांना गुंतवणूक करायची आहे. त्यासंदर्भात या बैठकीत चर्चा झाली असल्याची चर्चा आहे. तसेच अजित पवार आणि शरद पवार हे दोघे एकत्र येणार असल्याची चर्चा सुरू झाली असताना पवार आदानी भेट झाल्याने या भेटीला राजकीय अर्थही लावला जात आहे. त्यामुळे पवार-आदानी भेटीची राज्यासह देशभरातल्या राजकारणात चर्चा सुरू झाली आहे. शरद पवार आणि गौतम आदानी यांच्यात मैत्रीचे संबंध आहेत. मात्र पवार हे इंडिया आघाडीचा भाग आहेत. महाआघाडीतील काँग्रेसचा आदानी यांना विरोध आहे. काँग्रेसच्या विरोधानंतरही पवार आणि आदानी यांच्या वारंवार भेटी होत आहेत. २० एप्रिल २०२३ रोजी मुंबईत पवार आणि आदानी यांच्यात भेट झाली होती.

जून २०२३ मध्ये गुजरात येथे पवार आणि आदानी भेट झाली होती. सप्टेंबर २०२३ मध्ये त्यांच्यात भेट झाली होती. तसेच बारामती येथील एका कार्यक्रमासाठी आदानी प्रमुख पाहुणे म्हणून आले होते. रोहित पवार यांनी आदानी यांच्या गाडीचे सारथ्य केले होते. हिडनबर्गसंदर्भात अहवाल आल्यानंतर महाविकास आघाडीतील अनेकांनी चौकशी समिती नेमण्याबाबत मागणी केली होती. त्या वेळीही शरद पवारांनी समिती नेमण्याची गरज नसल्याचे वक्तव्य केले होते. अजित पवार यांनी भाजपाशी जवळीक साधत असताना पवार आणि आदानी यांच्यात मुंबईत भेट झाली होती.

मुंबईतील धारावी पुनरविकास प्रकल्प आदानी करू इच्छित आहेत. मात्र त्यास काँग्रेस आणि शिवसेना ठाकरे गटाचा विरोध आहे. मात्र मागील तीन वर्षांपासून पवार आणि आदानी यांच्या सातत्याने भेटी होत आहेत. त्यामुळे पुण्यात झालेली भेट अनेक अर्थाने महत्त्वाची मानली जात आहे. आदानी यांनी खरेच सायन्स एंड टेक्नॉलॉजी पार्कच्या प्रकल्पासंदर्भात पवारांचा सल्ला घेतला आहे का? किंवा या भेटीत राजकीय चर्चा झाली आहे. याबाबत राजकीय वर्तुळात वेगवेगळे अर्थ लावले जात आहेत.

Note: This is the tracking till 8.30 AM IST

Pawar-Adani meeting sparks debate

पवार-आदानी यांच्या भेटीने चर्चेला उधाण

गुंतवणुकीसह राजकीय विषयावर दोन तास बैठक

पुणे : राष्ट्रवादी शरदचंद्र पक्षाचे सर्वेसर्वा शरद पवार आणि प्रसिद्ध उद्योगपती गौतम आदानी यांच्यात शुक्रवारी पुण्यात महत्त्वपूर्ण बैठक पार पडली. दोन तास पार पडलेल्या या बैठकीत पुण्यात होणाऱ्या सायन्स अँड टेक्नॉलॉजी पार्कच्या प्रकल्पावर चर्चा झाली असल्याचे सुत्रांनी सांगितले.

गौतम अदानी हे शुक्रवारी एका कार्याक्रमानिमित्त पुण्यात आले होते. आदानी यांनी पवार यांची भेट घेऊन तब्बल दोन तास चर्चा केल्याचे समोर आले आहे. या बैठकीतील तपसील जाहीर झाला नसला, तरी पुण्यात होणाऱ्या सायन्स एंड टेक्नॉलॉजी पार्क प्रकल्पामध्ये गौतम आदानी यांना गुंतवणूक करायची आहे. त्यासंदर्भात या बैठकीत चर्चा झाली असल्याची चर्चा आहे. तसेच अजित पवार आणि शरद पवार हे दोघे एकत्र येणार असल्याची चर्चा सुरू झाली असताना पवार आदानी भेट झाल्याने या भेटीला राजकीय अर्थही लावला जात आहे. त्यामुळे पवार-आदानी भेटीची राज्यासह देशभरातल्या राजकारणात चर्चा सुरू झाली आहे. शरद पवार आणि गौतम आदानी यांच्यात मैत्रीचे संबंध आहेत. मात्र पवार हे इंडिया आघाडीचा भाग आहेत. महाआघाडीतील काँग्रेसचा आदानी यांना विरोध आहे. काँग्रेसच्या विरोधानंतरही पवार आणि आदानी यांच्या वारंवार भेटी होत आहेत. २० एप्रिल २०२३ रोजी मुंबईत पवार आणि आदानी यांच्यात भेट झाली होती.

जून २०२३ मध्ये गुजरात येथे पवार आणि आदानी भेट झाली होती. सप्टेंबर २०२३ मध्ये त्यांच्यात भेट झाली होती. तसेच बारामती येथील एका कार्यक्रमासाठी आदानी प्रमुख पाहुणे म्हणून आले होते. रोहित पवार यांनी आदानी यांच्या गाडीचे सारथ्य केले होते. हिडनबर्गसंदर्भात अहवाल आल्यानंतर महाविकास आघाडीतील अनेकांनी चौकशी समिती नेमण्याबाबत मागणी केली होती. त्या वेळीही शरद पवारांनी समिती नेमण्याची गरज नसल्याचे वक्तव्य केले होते. अजित पवार यांनी भाजपाशी जवळीक साधत असताना पवार आणि आदानी यांच्यात मुंबईत भेट झाली होती.

मुंबईतील धारावी पुनरविकास प्रकल्प आदानी करू इच्छित आहेत. मात्र त्यास काँग्रेस आणि शिवसेना ठाकरे गटाचा विरोध आहे. मात्र मागील तीन वर्षांपासून पवार आणि आदानी यांच्या सातत्याने भेटी होत आहेत. त्यामुळे पुण्यात झालेली भेट अनेक अर्थाने महत्त्वाची मानली जात आहे. आदानी यांनी खरेच सायन्स एंड टेक्नॉलॉजी पार्कच्या प्रकल्पासंदर्भात पवारांचा सल्ला घेतला आहे का? किंवा या भेटीत राजकीय चर्चा झाली आहे. याबाबत राजकीय वर्तुळात वेगवेगळे अर्थ लावले जात आहेत.

Note: This is the tracking till 8.30 AM IST

Adani ports ka dhyan samudri, Logistics aur krishi logistics karobar ko badhane par: Karan Adani

अदाणी पोर्ट्स का ध्यान समुद्री, लॉजिस्टिक्स और कृषि-लॉजिस्टिक्स कारोबार को बढ़ाने पर : करण अदाणी

नई दिल्ली, (भाषा)। अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक जोन (एपीएसईजेड) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है। अदाणी ने पीटीआई-भाषा को दिए साक्षात्कार में कहा कि अदाणी समूह की प्रमुख कंपनी एपीएसईजेड विडण्गिम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपये का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी।

प्रधानमंत्री नरेन्द्र मोदी ने दो मई को विडण्गिम अंतरराष्ट्रीय बंदरगाह का उद्घाटन किया, जिसका निर्माण 8,867 करोड़ रुपये की अनुमानित लागत से पूरा हुआ है। उन्होंने कहा, एपीएसईजेड के भीतर, हमारे पास तीन बड़े कारोबारी क्षेत्र-समुद्री व्यवसाय, लॉजिस्टिक्स व्यवसाय और कृषि-लॉजिस्टिक्स व्यवसाय हैं, जिनपर हम काम कर रहे हैं। उन्होंने इस बात की ओर इशारा किया कि एपीएसईजेड़ देश में समुद्री व्यापार में सबसे बड़ी संचालक है। अदाणी ने कहा, अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए।

लॉजिस्टिक्स के मामले में, अदाणी ने कहा कि एपीएसईजेड़ बहु-मॉडल लॉजिस्टिक्स पार्क बनाने पर विचार कर रही है, जैसा अदाणी समूह ने बंदरगाहों में किया है। उन्होंने कहा, हम बड़े, बहु-मॉडल लॉजिस्टिक्स पार्क बनाना चाहते हैं, और फिर मात्रा बढ़ाने के साथ-साथ दक्षता बढ़ाने में मदद करना चाहते हैं। कृषि-लॉजिस्टिक्स कारोबार का उल्लेख करते हुए, अदाणी ने कहा कि आज भारत में जो अनाज संग्रहीत किया जाता है, उसका भंडारण उचित तरीके से नहीं किया जाता है। उन्होंने कहा, इसलिए हम साइलो बनाने और उन्हें संग्रहीत करने पर विचार कर रहे हैं। यह पूछे जाने पर कि विडण्गिम अंतरराष्ट्रीय बंदरगाह एपीएसईजेड के अन्य बंदरगाहों से किस तरह अलग है, अदाणी ने बताया कि अदाणी समूह के बंदरगाह मुख्य रूप से घरेलू माल और आयात-निर्यात माल का कारोबार करते हैं, उनमें से कोई भी पारगमन वाली वस्तुओं का कारोबार नहीं करता है।

Note: This is the tracking till 8.30 AM IST

Adani ports ka dhyan samudri, Logistics aur krishi logistics karobar ko badhane par: Karan Adani

अदाणी पोर्ट्स का ध्यान समुद्री, लॉजिस्टिक्स और कृषि-लॉजिस्टिक्स कारोबार को बढ़ाने पर : करण अदाणी

नई दिल्ली, (भाषा)। अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक जोन (एपीएसईजेड) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है। अदाणी ने पीटीआई-भाषा को दिए साक्षात्कार में कहा कि अदाणी समूह की प्रमुख कंपनी एपीएसईजेड विडण्गिम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपये का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी।

प्रधानमंत्री नरेन्द्र मोदी ने दो मई को विडण्गिम अंतरराष्ट्रीय बंदरगाह का उद्घाटन किया, जिसका निर्माण 8,867 करोड़ रुपये की अनुमानित लागत से पूरा हुआ है। उन्होंने कहा, एपीएसईजेड के भीतर, हमारे पास तीन बड़े कारोबारी क्षेत्र-समुद्री व्यवसाय, लॉजिस्टिक्स व्यवसाय और कृषि-लॉजिस्टिक्स व्यवसाय हैं, जिनपर हम काम कर रहे हैं। उन्होंने इस बात की ओर इशारा किया कि एपीएसईजेड़ देश में समुद्री व्यापार में सबसे बड़ी संचालक है। अदाणी ने कहा, अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए।

लॉजिस्टिक्स के मामले में, अदाणी ने कहा कि एपीएसईजेड़ बहु-मॉडल लॉजिस्टिक्स पार्क बनाने पर विचार कर रही है, जैसा अदाणी समूह ने बंदरगाहों में किया है। उन्होंने कहा, हम बड़े, बहु-मॉडल लॉजिस्टिक्स पार्क बनाना चाहते हैं, और फिर मात्रा बढ़ाने के साथ-साथ दक्षता बढ़ाने में मदद करना चाहते हैं। कृषि-लॉजिस्टिक्स कारोबार का उल्लेख करते हुए, अदाणी ने कहा कि आज भारत में जो अनाज संग्रहीत किया जाता है, उसका भंडारण उचित तरीके से नहीं किया जाता है। उन्होंने कहा, इसलिए हम साइलो बनाने और उन्हें संग्रहीत करने पर विचार कर रहे हैं। यह पूछे जाने पर कि विडण्गिम अंतरराष्ट्रीय बंदरगाह एपीएसईजेड के अन्य बंदरगाहों से किस तरह अलग है, अदाणी ने बताया कि अदाणी समूह के बंदरगाह मुख्य रूप से घरेलू माल और आयात-निर्यात माल का कारोबार करते हैं, उनमें से कोई भी पारगमन वाली वस्तुओं का कारोबार नहीं करता है।

Note: This is the tracking till 8.30 AM IST

Vizhinjam: Development and Exploitation

വിഴിഞ്ഞം: വികസനവും മുതലെടുപ്പും

വിഴിഞ്ഞത്തിൽനിന്നുള്ള ലാഭത്തിന്റെ പങ്ക് ജനങ്ങളിലേക്ക് അരിച്ചെത്താൻ വർഷങ്ങളെടുക്കും. പണമുള്ളവർക്ക് പിന്നെയും പണമുണ്ടാക്കിക്കൊടുക്കുന്ന സംവിധാനങ്ങളിലൂടെ മാത്രമേ 'ഇടതു' സാമ്പത്തിക ക്രമത്തിലും വൻപദ്ധതികൾ നടക്കൂ

വലിയ പ്രതീക്ഷകളാണ് പ്രധാനമന്ത്രി നരേന്ദ്ര മോദി രാജ്യത്തിന് സമർപ്പിച്ച വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖത്തിൽ രാജ്യവും പ്രത്യേകിച്ച് സംസ്ഥാനവും നിക്ഷേപിച്ചിരിക്കുന്നത്. ഇന്ത്യയിലെ ആദ്യത്തെ ആഴക്കടൽ ട്രാൻസ്ഷിപ്മെന്റ് തുറമുഖമാണിത്. രാജ്യത്തിന്റെ കടൽ വാണിജ്യ മേഖലയുടെ പ്രവേശന കവാടമായി ഇതു മാറുന്നതോടെ വിദേശനാണ്യ നേട്ടവും തൊഴിലവസരങ്ങളും ധാരാളമായി പ്രതീക്ഷിക്കുന്നു. ലോക സമുദ്ര വാണിജ്യ ഭൂപടത്തിൽ പ്രധാനപ്പെട്ട ഒരു താവളമായി വിഴിഞ്ഞം സ്വയം അടയാളപ്പെടുത്തും. സ്വാഭാവികമായ ആഴം വിഴിഞ്ഞത്തിന്റെ പ്രകൃതിപരമായ പ്രത്യേകതയാണ്. ഇതു വലിയ ചരക്കുകപ്പലുകൾക്കുപോലും വന്നുപോകാൻ സൗകര്യം നൽകുന്നു. കയറ്റിറക്കിനുശേഷം കപ്പലുകൾ തീരം വിടാനെടുക്കുന്ന സമയമായ 'ടേണോവർ ടൈം' കുറവായിരിക്കുമെന്നത് മികവാണ്. വളരെവലിയ ചരക്കുകപ്പലുകൾക്ക് എളുപ്പത്തിൽ ബെർത്ത് ചെയ്യാനും കടലിന്റെ സ്വാഭാവിക ആഴം സഹായകമാണ്. കണ്ടെയ്നർ നീക്കത്തിൽ സമയലാഭമുണ്ടാക്കുന്ന മറ്റൊരു ഘടകമാണ് തുറമുഖം 'സെമി ഓട്ടോമേറ്റഡ്' ആണ് എന്നത്. ഇത്തരത്തിലുള്ള രാജ്യത്തെ ആദ്യ തുറമുഖം കൂടിയാണ് വിഴിഞ്ഞം. ലോകത്തെ ഏറ്റവും വലിയ കപ്പൽ കമ്പനികൾക്ക് വലിയ സൗകര്യമാകുന്ന വിഴിഞ്ഞം തുറമുഖം സമുദ്രവ്യാപാരരംഗത്ത് അസുലഭമായ അവസരമാണ് ഉടമസ്ഥർക്കും ഉപയോക്താക്കൾക്കും നൽകുന്നത്. ഇതുവരെ വിഴിഞ്ഞത്തിന്റെ തൊട്ടടുത്ത കപ്പൽച്ചാൽ വഴി നടന്നുവന്ന ചരക്കുനീക്കം ഇനി വിഴിഞ്ഞം വഴിയാകുമെന്നാണ് കരുതുന്നത്. കൊളംബോ, സിംഗപ്പൂർ, ദുബൈ തുറമുഖങ്ങളെ ആശ്രയിച്ച് നടന്നുവന്ന ഇന്ത്യയുടെ ട്രാൻസ്ഷിപ്മെന്റ് വ്യാപാരം വിഴിഞ്ഞം വഴിയാകുന്നതോടെ സമയലാഭം മാത്രമല്ല വലിയ സാമ്പത്തികലാഭവും പ്രതീക്ഷിക്കാം.

സംസ്ഥാനത്തിന്റെയും രാജ്യത്തിന്റെയും വാണിജ്യ-വ്യവസായ വികസനത്തിൽ വലിയ പങ്കുണ്ടെന്ന് നേതാക്കളെല്ലാം ഓർമിപ്പിക്കുന്നു. വികസന കാര്യത്തിൽ രാഷ്ട്രീയത്തിന തീതമായി ചിന്തിക്കണമെന്നും ആ വിഷയത്തിലെങ്കിലും ഛിദ്രവും ചേരിതിരിവും അരുതെന്നും നേതാക്കൾ പറയാറുമുണ്ട്. അതു വർ പറയേണ്ടതുമാണ്. എന്നാൽ, അതു പറയുകയും മാത്രക കാട്ടുകയും ചെയ്യേണ്ടവർതന്നെ കക്ഷിരാഷ്ട്രീയത്തിന്റെ പോർവിളികൾക്ക് കാരണമായി എന്നത് ഖേദകരമായി. വികസനമെന്ന പൊതുസന്തോഷത്തിലേക്ക് രാഷ്ട്രീയം പറഞ്ഞ് അനൈക്യം പാകിയതിൽ പ്രധാനമന്ത്രിയും മുഖ്യമന്ത്രിയുമടക്കമുള്ളവർ പങ്കാളികളായി. ചടങ്ങിലേക്ക് പ്രതിപക്ഷ നേതാവിനെ 'ക്ഷണിച്ച' രീതി മുതൽ ഇതിന്റെ ലക്ഷണങ്ങൾ പ്രകടമായി. പ്രതിപക്ഷനേതാവ് ചടങ്ങിനെത്തിയിരുന്നെങ്കിൽ അതിനു മാറ്റ് കുറയുകയല്ല ചെയ്യുക എന്നിരിക്കെ അദ്ദേഹത്തിന്റെ സാന്നിധ്യം ഉറപ്പുവരുത്താൻ സർക്കാർ ശ്രദ്ധിക്കേണ്ടതായിരുന്നു. ഇതേ ചടങ്ങിൽ, പ്രോട്ടോകോളിൽ ഇടമില്ലാതിരുന്ന ബി.ജെ.പി സംസ്ഥാന അധ്യക്ഷനെ ക്ഷണിച്ചതും രാഷ്ട്രീയ താൽപര്യങ്ങളുടെ മറ്റൊരു തെളിവായി. അദ്ദേഹം രണ്ടുമണിക്കൂർ മുമ്പുതന്നെ വേദിയിൽ ഇടം പിടിച്ചെടുത്തതും ബി.ജെ.പി, സി.പി.എം അണികൾ ചേരിതിരിഞ്ഞ് മുദ്രാവാക്യം വിളിച്ചതും അന്താരാഷ്ട്ര തുറമുഖത്തിന്റെ ഔപചാരിക തുടക്കത്തിന് തിളക്കമേകി എന്ന് ആരും പറയില്ല. ബോധപൂർവമായ മറ്റൊരു തമസ്കരണവും അക്ഷന്തവ്യമായി. വിഴിഞ്ഞം പദ്ധതിക്കായി ഇന്നത്തെ പ്രതിപക്ഷം, മുൻ മുഖ്യമന്ത്രി ഉമ്മൻ ചാണ്ടി വിശേഷിച്ചും, ചെയ്ത കാര്യങ്ങൾ അനുസ്മരിക്കുന്നത് ഇപ്പോഴത്തെ മുഖ്യമന്ത്രിയുടെയും സർക്കാറിന്റെയും മതിപ്പ് വർധിപ്പിക്കുകയേ ചെയ്യുമായിരുന്നുള്ളൂ. യു.ഡി.എഫിൽ തുറമുഖ മന്ത്രിയായിരുന്ന എം.വി. രാഘവനും പദ്ധതിയുടെ തുടക്കക്കാരിലുണ്ട്. ഉമ്മൻ ചാണ്ടിയുടെ നേതൃത്വത്തിലാണ് സ്വകാര്യ പങ്കാളിത്തം മാത്രമാണ് പദ്ധതി നടപ്പാക്കാനുള്ള വഴി എന്ന് കണ്ട് അതിനായി രൂപരേഖ തയാറാക്കിയത്. ടെൻഡറുകൾ വിളിച്ചു, പരിസ്ഥിതി-സുരക്ഷാ അനുമതികൾ നേടിയെടുത്തു, ഭൂമി ഏറെയും ഏറ്റെടുത്തു, വയബിലിറ്റി ഗ്യാപ് ഫണ്ടിങ് (വി.ജി.എഫ്) ഉറപ്പിച്ചു, നിർമാണ പ്രവൃത്തികൾ തുടങ്ങി. അന്നെല്ലാം ഇന്നത്തെ ഭരണപക്ഷം അതിനെതിരെ സമരം ചെയ്തിരുന്നു.

വി.ജി.എഫ് എന്ന വിഹിതം യൂനിയൻ സർക്കാർ ധനസഹായമായാണ് നൽകാറെങ്കിലും മോദി ഭരണത്തിൽ അതുപോലും വാസ്തവമാണ്. അതുവെച്ചും രാഷ്ട്രീയ വിലപേശലുകൾ നടന്നതിന്റെ ലക്ഷണങ്ങൾ പലരും ചൂണ്ടിക്കാണിച്ചിട്ടുമുണ്ട്. കേരളത്തോട് സ്നേഹഭാവിക്കുകയും ഒപ്പം അവകാശപ്പെട്ട ഫണ്ടുകൾ പോലും പിടിച്ചുവെക്കുകയും ചെയ്യുന്നതും വിശാലമായ രാജ്യതാൽപര്യത്തിനുവേണ്ടിയല്ല, മറിച്ച് രാഷ്ട്രീയനേട്ടം ലക്ഷ്യമാക്കിയാണ്. വാസ്തവത്തിൽ തുറമുഖത്തിനുവേണ്ടി പണം മുടക്കുന്നത് അദാനി വിഴിഞ്ഞം പോർട്സ് പ്രൈവറ്റ് ലിമിറ്റഡ് എന്ന സ്വകാര്യ കമ്പനിയും ചെറിയ തോതിൽ സംസ്ഥാന സർക്കാറുമാണ്. കക്ഷിരാഷ്ട്രീയത്തിന്റെ പോർവിളികൾക്കിടയിൽ ഇടതുപക്ഷംപോലും കാണാതെ പോകുന്നതാണ്, തുറമുഖമടക്കമുള്ള വൻപദ്ധതികളിൽപോലും സ്വകാര്യമേഖല നടത്തുന്ന കടന്നുകയറ്റം. വിഴിഞ്ഞം തുറമുഖത്തിൽനിന്നുള്ള ലാഭത്തിന്റെ പങ്ക് ജനങ്ങളിലേക്ക് അരിച്ചെത്താൻ ഇനിയും വർഷങ്ങളെടുക്കും. പണമുള്ളവർക്ക് പിന്നെയും പണമുണ്ടാക്കിക്കൊടുക്കുന്ന സംവിധാനങ്ങളിലൂടെ മാത്രമേ 'ഇടതു' സാമ്പത്തിക ക്രമത്തിലും വൻപദ്ധതികൾ നടക്കൂ എന്ന വിഴിഞ്ഞത്തിന്റെ മറുവശം കാണാതിരുന്നിട്ട് കാര്യമില്ല.

Note: This is the tracking till 8.30 AM IST

Adani Ports buys Australian terminal in $2.5 billion non•cash deal

Adani Ports buys Australian terminal in $2.5-billion non-cash deal

(Agency) New Delhi: Adani Ports acquires Australia's North Queensland Export Terminal in a $2.5B non-cash deal, boosting its Asia-Pacific footprint. The move supports APSEZ's global expansion and green hydrogen export plans.

Adani Ports and SEZ, the country's biggest private port operator, said it has acquired a coal export terminal in Australia from a group company in a $2.4-billion non-cash deal. The move is aimed at strengthening presence in the Asia-Pacific region. The company has bought Abbot Point Port Holdings (APPH), Singapore, from Carmichael Rail and Port Singapore Holdings Singapore (CRPSHPL).APPH owns the entities which own and operate the North Queensland Export Terminal, a dedicated export terminal with a current capacity of 50 million tonne per annum (MTPA). The terminal is located at Port of Abbot Point, nearly 25 km north of Bowen in north Queensland on Australia's east coast.

Note: This is the tracking till 8.30 AM IST

Insider trading care: SEBI accuses Adani nephew, he seeks to settle

Insider trading case: SEBI accuses Adani nephew, he seeks to settle

Settlement terms were being discussed, said the source with direct knowledge of the matter, who declined to be named as the matter is confidential.The Securities and Exchange Board of India (SEBI) has alleged Pranav Adani, director of several Adani group companies and the nephew of the billionaire founder, shared price sensitive information and breached regulations aimed at preventing insider trading, according to a document reviewed by Reuters.

Note: This is the tracking till 8.30 AM IST

PM Modi Dedicated Vizhinjam International Por in Kerala.

લોકોની વાતને વાચા આપતું પશ્ચિમ
ગુજરાતનું નિષ્પક્ષ નીડર અખબાર

લોકવાત

દૈનિક

તંત્રી : જયસિંહ ચૌહાણ
E-mail : lokwat2@yahoo.co.in કિંમત રૂા.૨

વર્ષ: ૨૭ ● અંક નં.૨૩૭ ● સવંત ૨૦૮૧ ● વૈશાખ સુદ-૬ ● શનિવાર ● તા.૦૩-૦૫-૨૦૨૫

રાષ્ટ્રને સમર્પિત વિઝિંજમ પોર્ટ ભારતની વૈશ્વિક કાર્ગો મહત્વાકાંક્ષાઓનું પ્રવેશદ્વાર

આંતરરાષ્ટ્રીય દરિયાઈ વેપારમાં નિર્ણાયક બનવા સુસજ્જ પોર્ટ....

લો.સં.અમદાવાદ તા.૦૩ : વડાપ્રધાન નરેન્દ્ર મોદીએ વિઝિંજમ આંતરરાષ્ટ્રીય બંદર રાષ્ટ્રને સમર્પિત કરતાની સાથે ભારતના દરિયાઈ ઈતિહાસમાં એક નવા યુગના મંગલાચરણનો આરંભ થયો છે. કેરલ સ્થિત વિઝિંજમ ભારતને આંતરરાષ્ટ્રીય વેપાર માર્ગોમાં નિર્ણાયક ખેલાડી બનાવશે. ભારતના પ્રથમ ઓટોમેટેડ બંદર તરીકે વિઝિંજમ પોર્ટ મેનેજમેન્ટ અને કામગીરીમાં નવા માપદંડો સ્થાપિત કરી રહ્યું છે. વૈશ્વિક ટ્રાન્સશિપમેન્ટમાં લોજિસ્ટિક્સ નકશા પર તે દેશને સહભાગી જ નહીં, પરંતુ અગ્રણી પ્લેયર તરીકે સ્થાન આપશે.

દરિયાઈ વેપારમાં અગ્રણી વૈશ્વિક ખેલાડી

વ્યૂહાત્મક રીતે વિઝિંજમ ભારતના વિશાળ દરિયાઈ મુદ્રામાં બંધબેસે છે. જેમ જેમ ચીન હંબનટોટા અને ગ્વાદરમાં તેની હાજરીને વધુ ગાઢ બનાવી રહી છે, તેમ તેમ ભારત સ્વદેશી માળખાગત સુવિધાઓ સાથે આગળ વધી રહ્યું છે. આંતરરાષ્ટ્રીય પૂર્વ-પશ્ચિમ શિપિંગ રૂટથી માત્ર ૧૦ નોટિકલ માઈલ દૂર વિઝિંજમ એક મહત્વપૂર્ણ ટ્રાન્સશિપમેન્ટ હબ બનશે, જે કોલંબો, સિંગાપોર અને દુબઈ જેવા બંદરો પર ભારતની નિર્ભરતા ઘટાડશે. વિઝિંજમનો ૨૦ મીટરનો કુદરતી પ્રાકૃત સતત ડ્રેજિંગ વિના અલ્ટ્રા લાર્જ કન્ટેનર વેસલ્સ (ULCVs) ને હોસ્ટ કરવા સક્ષમ છે.

કેવી રીતે બન્યું વિઝિંજમ બંદર?

વિઝિંજમ ખાતે ઊંડું સમુદ્રી બંદર સ્થાપવાના પ્રયાસો ૧૯૯૧માં શરૂ થયા હતા. સુરક્ષાની ચિંતાઓ, બોલી લગાવવા સંબંધિત કાનૂની વિવાદો અને આર્થિક પોર્ટ્સ અને SEZ લિમિટેડ (APSEZ) સાથે ક્રાર પર હસ્તાક્ષર કર્યા હતા. એકમાત્ર બોલી લગાવનાર અદાણી પોર્ટ્સને ૨૦૧૫ માં તેને પ્રોજેક્ટ આપવામાં આવ્યો હતો.

અમલીકરણમાં અનેક પડકારોને કર્યા પાર

કુદરતી આફતો, બ્રેકવોટર, સામગ્રીની અછત, ચૂનાના પથ્થરની અછત, દરિયાકાંઠાના ધોવાણ અને આજીવિકાના નુકસાનને લગતી આશંકાને કારણે થતા આંદોલનો કોવિડ-૧૯ રોગચાળા જેવી આપદાઓને પાર કરી વિઝિંજમ પોર્ટ આજે અડીખમ ઉભું છે. અદાણી જૂથે ધીરજ અને પરિપક્વતાથી પડકારોનો સામનો કરી પ્રયાસોને પરિણામ સુધી પહોંચાડ્યા છે.

કેરલ સ્ટ્રક્ચનું ઉત્તમ મોડેલ

વિઝિંજમ પોર્ટનું ફંડીંગ માળખું સહકારી સંઘવાદનું એક ઉત્તમ મોડેલ છે. તેમાં કેરળ ૬૧.૫% હિસ્સો ધરાવે છે, કેન્દ્ર ૯.૬% હિસ્સો ધરાવે છે, અને APSEZ ૨૮.૯% હિસ્સો ધરાવે છે. પ્રાદેશિક શાસિત રાજ્ય, એક જ્ઞાનગી સમૂહ અને કેન્દ્ર સરકારનું આ દુર્લભ સંરેખણ પ્રોજેક્ટના રાષ્ટ્રીય મહત્વને રેખાંકિત કરે છે. અદાણી ગ્રુપે વિઝિંજમ ઈન્ટરનેશનલ સીપોર્ટ પ્રોજેક્ટમાં પહેલાથી જ ૧૪૫૦૦ કરોડથી વધુનું રોકાણ કર્યું છે.

રોજગારી સર્જન, આર્થિક ઉત્થાન અને રાજદ્વારી લાભો

વિઝિંજમની વ્યુહાત્મક પૃષ્ઠભૂમિ અને ભવિષ્ય દરિયાઈ વેપારની વિકાસયાત્રામાં સિંહફાળો આપશે. વિઝિંજમ પોર્ટ રોજગાર સર્જનમાં ઉલ્લેખનીય રહ્યું છે. તેમાં પહેલેથી જ, ૫,૫૦૦ સીધી નોકરીઓનું સર્જન થયું છે. આગામી વર્ષોમાં વેરહાઉસિંગ, લોજિસ્ટિક્સ અને સપોર્ટ સેવાઓમાં વધુ હજારો નોકરીઓ ઉભી થવાની અપેક્ષા છે. કેરળમાં તેનાથી આર્થિક ઉત્થાન થશે તેમાં કોઈ શંકા નથી. વળી તે વેપાર સાર્વભૌમત્વ અને ઈન્ડો-પેસિફિકમાં રાજદ્વારી લાભ વધારે છે.

ટકાઉપણા આધારિત સંરચના અને ભવિષ્યમાં વિસ્તરણની

પર્યાવરણીય રીતે વિઝિંજમ ટકાઉપણા આધારિત સંરચના ધરાવે છે તેની કુદરતી ઊંડાઈ ડ્રેજિંગની જરૂરિયાતો ઘટાડે છે, જ્યારે ઈલેક્ટ્રિકાઈડ ક્રેન્સ, કિનારાની શક્તિ અને ESG-અનુરૂપ કાર્ગો હેન્ડલિંગ વૈશ્વિક લીલા ધોરણો સાથે સુસંગત છે. નવીનતમ ટેકનોલોજી સાથે ૨૦૨૮ સુધીમાં ૫ મિલિયન TEUs સુધી ક્ષમતા વધારવાની યોજના સાથે વિઝિંજમ ભારતના દરિયાઈ માળખાગત સુવિધાઓમાં મહત્વપૂર્ણ ભૂમિકા ભજવવા માટે તૈયાર છે.

Note: This is the tracking till 8.30 AM IST

PM Modi Dedicated Vizhinjam International Port in Kerala

રાષ્ટ્રને સમર્પિત વિઝિંજામ પોર્ટ ભારતની વૈશ્વિક વેપાર મહત્વાકાંક્ષાઓનું પ્રવેશદ્વાર

આંતરરાષ્ટ્રીય દરિયાઈ કાર્ગોમાં નિર્ણાયક બનવા સુસજ્જ પોર્ટ

અમદાવાદ, તા.૩

વડાપ્રધાન નરેન્દ્ર મોદીએ વિઝિંજામ આંતરરાષ્ટ્રીય બંદર રાષ્ટ્રને સમર્પિત કરતાની સાથે ભારતના દરિયાઈ ઈતિહાસમાં એક નવા યુગના મંગલાચરણનો આરંભ થયો છે. કેરલ સ્થિત વિઝિંજમ પોર્ટ ભારતને આંતરરાષ્ટ્રીય વ્યાપારિક દ્રષ્ટિએ નિર્ણાયક બનાવશે. ભારતના પ્રથમ ઓટોમેટેડ બંદર તરીકે વિઝિંજામ પોર્ટ મેનેજમેન્ટ અને કામગીરીમાં નવા માપદંડો સર કરી રહ્યું છે. અરબ સાગર અને હિન્દ મહાસાગરમાં વૈશ્વિક ટ્રાન્સશિપમેન્ટમાં લોજિસ્ટિક્સ હબ તરીકે તે દેશને સહભાગી જ નહીં, પરંતુ અગ્રણી પ્લેયર તરીકે સ્થાન આપશે.

દરિયાઈ વેપારમાં અગ્રણી વૈશ્વિક ખેલાડી વ્યૂહાત્મક રીતે વિઝિંજામ ભારતના વિશાળ દરિયાઈ ક્ષેત્રે બંધબેસે છે. જેમ જેમ ચીન શ્રીલંકાના હંબનટોટા અને પાકિસ્તાનમાં ગ્વાદરમાં તેની હાજરી વધારી રહ્યું છે, તેમ તેમ ભારત પણ માળખાગત સુવિધાઓ સાથે આ ક્ષેત્રે આગળ વધી રહ્યું છે. આંતરરાષ્ટ્રીય પૂર્વ-પશ્ચિમ શિપિંગ રૂટથી માત્ર ૧૦ નોટિકલ માઈલ દૂર વિઝિંજામ એક મહત્વપૂર્ણ ટ્રાન્સશિપમેન્ટ હબ બનશે, જે કોલંબો, સિંગાપોર અને દુબઈ જેવા બંદરો પર ભારતની નિર્ભરતા ઘટાડશે. વિઝિંજામ પોર્ટનો ૨૦ મીટરનો કુદરતી ડ્રાફ્ટ સતત ડ્રેજિંગ વિના અલ્ટ્રા લાર્જ કન્ટેનર વેસલ્સ (ULCVs) ને લંગરવા કરવા સક્ષમ છે.

કેવી રીતે બન્યું વિઝિંજામ બંદર? વિઝિંજામ ખાતે ઊંડું સમુદ્રી બંદર સ્થાપવાના પ્રયાસો ૧૯૯૧માં શરૂ થયા હતા. સુરક્ષાની ચિંતાઓ, બોલી લગાવવા સંબંધિત કાનૂની વિવાદો અને રોકાણકારોના રસનો અભાવ જેવા અનેક પડકારોને પાર કરી ઓગસ્ટ ૨૦૧૫માં કેરળ સરકારે જાહેર-ખાનગી ભાગીદારી (PPP) મોડેલ હેઠળ વિઝિંજામ આંતરરાષ્ટ્રીય ડીપવોટર સી-પોર્ટ વિકસાવવા માટે અદાણી પોર્ટ્સ અને SEZ લિમિટેડ (APSEZ) સાથે કરાર કર્યા હતા. બોલી લગાવનાર એકમાત્ર અદાણી પોર્ટ્સને ૨૦૧૫માં તેને પ્રોજેક્ટ આપવામાં આવ્યો હતો.

અમલીકરણમાં અનેક પડકારોને કર્યા પાર કુદરતી આફતો, બ્રેકવોટર, સામગ્રીની અછત, ચૂનાના પથ્થરની અછત, દરિયાકાંઠાના ધોવાણ અને આજીવિકાના નુકસાનને લગતી આશંકાને કારણે થતા આંદોલનો, કોવિડ-૧૯ રોગચાળા જેવી આપદાઓને પાર કરી વિઝિંજામ પોર્ટ આજે અડીખમ ઉભુ છે. અદાણી જૂથે ધીરજ અને પરિપક્વતાથી પડકારોનો સામનો કરી પ્રયાસોને પરિણામ સુધી પહોંચાડ્યા છે.

ફેડરલ સ્ટ્રક્ચરનું ઉત્તમ મોડેલ વિઝિંજામ પોર્ટનું ફંડીંગ માળખુ સહકારી સંઘવાદનું એક ઉત્તમ મોડેલ છે. તેમાં કેરળ ૬૧.૫% હિસ્સો ધરાવે છે, કેન્દ્ર ૯.૬% હિસ્સો ધરાવે છે, અને APSEZ ૨૮.૯% હિસ્સો ધરાવે છે. ડાબેરી શાસિત રાજ્ય, એક ખાનગી ઉધ્યોગ જુથ અને કેન્દ્ર સરકારનું આ દુર્લભ સંરેખણ પ્રોજેક્ટના રાષ્ટ્રીય મહત્વને દર્શાવે કરે છે. અદાણી ગ્રુપે વિઝિંજામ ઈન્ટરનેશનલ સી-પોર્ટ પ્રોજેક્ટમાં પહેલાથી જ રૂા.૪૫૦૦ કરોડથી વધુનું રોકાણ કર્યું છે. રોજગારી સર્જન, આર્થિક ઉત્થાન અને રાજદ્વારી લાભો વિઝિંજામની વ્યૂહાત્મક સ્થાન અને ભવિષ્યમાં દરિયાઈ વેપારની વિકાસયાત્રામાં દેશને સિંહફાળો આપશે. વિઝિંજામ પોર્ટ રોજગાર સર્જનમાં ઉલ્લેખનીય રહ્યું છે. તેમાં પહેલેથી જ, ૫,૫૦૦ સીધી નોકરીઓનું સર્જન થયું છે. આગામી વર્ષોમાં વેરહાઉસિંગ, લોજિસ્ટિક્સ અને સપોર્ટ સેવાઓમાં વધુ હજારો નોકરીઓ ઉભી થવાની આશા છે. કેરળમાં તેનાથી આર્થિક વિકાસ થશે તેમાં કોઈ શંકા નથી. વળી આ વેપાર દેશ માટે સાર્વભૌમત્વ અને ઈન્ડો-પેસિફિક રિજનમાં રાજદ્વારી લાભ વધારે છે.

ટકાઉપણા આધારિત સંરચના અને ભવિષ્યમાં વિસ્તરણની પર્યાવરણીય રીતે વિઝિંજામ ટકાઉપણા આધારિત સંરચના ધરાવે છે. તેની કુદરતી ઊંડાઈ ડ્રેજિંગની જરૂરિયાતો ઘટાડે છે, જ્યારે ઈલેક્ટ્રિફાઈડ કેન્સ, કિનારાની શક્તિ અને ESG-અનુરૂપ કાર્ગો હેન્ડલિંગ વૈશ્વિક પર્યાવરણીય ધોરણો સાથે સુસંગત છે. નવીનતમ ટેકનોલોજી સાથે ૨૦૨૮ સુધીમાં ૫ મિલિયન TEUs સુધી ક્ષમતા વધારવાની યોજના સાથે વિઝિંજામ ભારતના દરિયાઈ માળખાગત સુવિધાઓમાં મહત્વપૂર્ણ ભૂમિકા ભજવવા માટે તૈયાર છે.

Note: This is the tracking till 8.30 AM IST

Adani Power Q4 & FY25 results declared

અદાણી પાવરે ચોથા ત્રિમાસિક અને નાણા વર્ષ-૨૫ના પરિણામો જાહેર કર્યા

ખબર-અમદાવાદ

અદાણી પોર્ટફોલિઓની કંપની અદાણી પાવર લિ.એ ૩૧ માર્ચ-૨૦૨૫ના રોજ પૂરાથયેલા નાણાકીય વર્ષ-૨૫ના અંતિમ ત્રિમાસિક અને પૂરા વર્ષના પરિણામોની જાહેરાત કરી છે. તે મુજબ નાણાકીય વર્ષ ૨૫ માં ૧૦૨ અબજ યુનિટ વીજ ઉત્પાદન કર્યું છે.આ સમયગાળા દરમિયાન કર બાદનો નફો સતત ૨૧.૪% વધીને રૂ. ૧૩,૯૨૬ કરોડ થયો છે જ્યારે એબિડ્ટા ૧૪.૮% વધીને રૂ. ૨૧,૫૭૫ કરોડ રહ્યો છે. વર્ષ દરમિયાન આવક ૧૦.૮% વધીને રૂ.૫૬,૪૭૩ કરોડ થઈ છે.

અદાણી પાવર લિ.ના સીઈઓ એસ બી ખ્યાલિયાએ પરિણામો અંગે જણાવ્યું હતું કે અદાણી પોર્ટફોલિયો કંપનીઓની તાકાત અને સ્થિતિસ્થાપકતા દર્શાવતા અદાણી પાવરે નાણાકીય વર્ષ ૨૦૨૪-૨૫માં સતત શ્રેષ્ઠ કામગીરી અને નાણાકીય પ્રદર્શન કર્યું છે. લાંબા ગાળે શ્રેષ્ઠ વળતર આપવાનું ચાલુ રાખવા માટે વ્યવસાયિક ભાવિને તૈયાર કરવા માટે અમે અમારી કુશળતાનો ઉપયોગ કરી રહ્યા છીએ. ટકાઉપણું પ્રત્યેની અમારી અવિરત પ્રતિબદ્ધતાએ અમોને અનેક ગણતરીઓ પર વિશ્વના શ્રેષ્ઠ થર્મલ પાવર ઉત્પાદકોમાં સ્થાન આપ્યું છે, એમ તેમણે કહ્યું હતું.

નાણાકીય વર્ષ ૨૪ માં ૮૫.૫ અબજ યુનિટમાં ૧૯.૫% વધારા સાથે નાણાકીય વર્ષ ૨૫ માં ૧૦૨.૨ અબજ યુનિટ વીજ ઉત્પાદન થયું છે. વીજળીની મજબૂત માંગ અને ઉત્તમ કાર્યશૈલીના કારણે એકીકૃત વીજ વેચાણ નાણાકીય વર્ષ ૨૪ માં ૭૯.૪ અબજ યુનિટમાં ૨૦.૭% વધારા સાથે નાણા વર્ષ-૨૫માં ૯૫.૯ અબજ યુનિટ થયું છે. જ્યારે એકીકૃત સતત કુલ આવક નાણાકીય વર્ષ-૨૪માં રુ.૫૦,૯૬૦ કરોડની તુલનાએ નાણાકીય વર્ષ ૨૫ માં ૧૦.૮% વધીનેરુ.૫૬,૪૭૩ કરોડ થઈ છે. મુખ્યત્વે ઉંચી આવક અને બળતણના ઓછા ભાવને કારણે.નાણાકીય વર્ષ ૨૫ના અંતે એકીકૃત એબિડ્ટા ૧૪.૮% ઉંચો રહેવા સાથે રૂ.૨૧,૫૭૫ કરોડ રહ્યો છે. નાણાકીય વર્ષ ૨૪ માં એબિડ્ટા રુ.૧૮,૭૮૯ કરોડ હતો.

નાણાકીય વર્ષ ૨૫ના અંતે સુધરેલ EBITDA અને નીચા નાણાં ખર્ચને કારણે કર પહેલાંનો એકીકૃત નફો ૨૧.૪% વધી રૂ.૧૩,૯૨૬ કરોડ જે નાણાકીય વર્ષ-૨૪ માં રૂ.૧૧,૪૭૦ કરોડ હતો. વધતી જતી વીજળીની માંગ અને ઉંચી ઓપરેટિંગ ક્ષમતાના કારણે નાણાકીય વર્ષ- ૨૫ના આખરી ત્રિમાસમાં એકીકૃત વીજળીના વેચાણના વોલ્યુમમાં ૧૮.૯% વધારા સાથે ૨૬.૪ અબજ યુનિટ થયું હતું જે નાણા વર્ષ-૨૪ ના સમાન ગાળામાં ૨૨.૨ અબજ યુનિટ હતું. મુખ્યત્વે ઉચ્ચ વોલ્યુમ અને નીચા ટેરિફના કારણે નાણા વર્ષ- ૨૫ના આખરી ત્રિમાસમાં એકીકૃત કુલ આવક ૫.૩% વધીને રૂ.૧૪,૫૨૨ કરોડ થઈ હતી. જે નાણા વર્ષ-૨૪ના સમાન સમયમાં ૧૩,૭૮૭ કરોડ હતી. માંગમાં ધીમી વૃદ્ધિ અને નીચલા વેપારી ટેરિફ ઉપરાંત તાજેતરના હસ્તાંતરણના વધારાના ઓપરેટિંગ ખર્ચને કારણે નાણાકીય વર્ષ-૨૫ના આખરી ક્વાર્ટરમાં એકીકૃત એબિડ્ટા રૂ.૫,૦૯૮ કરોડ હતો જે આ પહેલાના નાણાકીય વર્ષના સમાનગાળામાં રૂ.૫,૨૭૩ કરોડ હતો. નાણા વર્ષ-૨૫ના છેલ્લા ક્વાર્ટરમાં માંગમાં ધીમી વૃદ્ધિ અને નીચલા વેપારી ટેરિફ ઉપરાંત નવા હસ્તાંતરણ અને ઉચ્ચ અવમૂલ્યનને કારણે કર પહેલાનો એકીકૃત નફો રૂ.૩,૨૪૮ કરોડ હતો જે અગાઉના નાણા વર્ષના સમાન ગાળામાં રૂ. ૩,૪૬૪ કરોડ હતો.

Note: This is the tracking till 8.30 AM IST

PM Modi Dedicated Vizhinjam International Port in Kerala

રાષ્ટ્રને સમર્પિત વિઝિંજામ પોર્ટ ભારતની વૈશ્વિક કાર્ગો મહત્વાકાંક્ષાઓનું પ્રવેશદ્વાર: આંતરરાષ્ટ્રીય દરિયાઈ વેપારમાં નિર્ણાયક બનવા સુસજ્જ પોર્ટ

વડાપ્રધાન નરેન્દ્ર મોદીએ વિઝિંજામ આંતરરાષ્ટ્રીય બંદર રાષ્ટ્રને સમર્પિત કરતાની સાથે ભારતના દરિયાઈ ઇતિહાસમાં એક નવા યુગના મંગલાચરણનો આરંભ થયો છે. કેરલ સ્થિત વિઝિંજમ ભારતને આંતરરાષ્ટ્રીય વેપાર માર્ગોમાં નિર્ણાયક ખેલાડી બનાવશે. ભારતના પ્રથમ ઓટોમેટેડ બંદર તરીકે વિઝિંજામ પોર્ટ મેનેજમેન્ટ અને કામગીરીમાં નવા માપદંડો સ્થાપિત કરી રહ્યું છે. વૈશ્વિક ટ્રાન્સશિપમેન્ટમાં લોજિસ્ટિક્સ નકશા પર તે દેશને સહભાગી જ નહીં, પરંતુ અગ્રણી પ્લેયર તરીકે સ્થાન આપશે.

દરિયાઈ વેપારમાં અગ્રણી વૈશ્વિક ખેલાડી

વ્યૂહાત્મક રીતે વિઝિંજામ ભારતના વિશાળ દરિયાઈ મુદ્રામાં બંધબેસે છે. જેમ જેમ ચીન હંબનટોટા અને ગ્વાદરમાં તેની હાજરીને વધુ ગાઢ બનાવી રહી છે, તેમ તેમ ભારત સ્વદેશી માળખાગત સુવિધાઓ સાથે આગળ વધી રહ્યું છે. આંતરરાષ્ટ્રીય પૂર્વ-પશ્ચિમ શિપિંગ રૂટથી માત્ર 10 નોટિકલ માઈલ દૂર વિઝિંજામ એક મહત્વપૂર્ણ ટ્રાન્સશિપમેન્ટ હબ બનશે, જે કોલંબો, સિંગાપોર અને દુબઈ જેવા બંદરો પર ભારતની નિર્ભરતા ઘટાડશે. વિઝિંજામનો 20 મીટરનો કુદરતી ડ્રાફ્ટ સતત ડ્રેજિંગ વિના અલ્ટ્રા લાર્જ કન્ટેનર વેસલ્સ (ULCVs) ને હોસ્ટ કરવા સક્ષમ છે.

કેવી રીતે બન્યું વિઝિંજામ બંદર?

વિઝિંજામ ખાતે ઊંડું સમુદ્રી બંદર સ્થાપવાના પ્રયાસો 1991માં શરૂ થયા હતા. સુરક્ષાની ચિંતાઓ, બોલી લગાવવા સંબંધિત કાનૂની વિવાદો અને રોકાણકારોના રસનો અભાવ જેવા અનેક પડકારોને પાર કરી ઓગસ્ટ 2015 માં કેરળ સરકારે જાહેર-ખાનગી ભાગીદારી (PPP) મોડેલ હેઠળ વિઝિંજામ આંતરરાષ્ટ્રીય ડીપવોટર સીબંદર વિકસાવવા માટે અદાણી પોર્ટ્સ અને SEZ લિમિટેડ (APSEZ) સાથે કરાર પર હસ્તાક્ષર કર્યા હતા. એકમાત્ર બોલી લગાવનાર અદાણી પોર્ટ્સને ૨૦૧૫ માં તેને પ્રોજેક્ટ આપવામાં આવ્યો હતો.

અમલીકરણમાં અનેક પડકારોને કર્યા પાર

કુદરતી આફતો, બ્રેકવોટર, સામગ્રીની અછત, ચૂનાના પથ્થરની અછત, દરિયાકાંઠાના ધોવાણ અને આજીવિકાના નુકસાનને લગતી આશંકાને કારણે થતા આંદોલનો કોવિડ-૧૯ રોગચાળા જેવી આપદાઓને પાર કરી વિઝિંજામ પોર્ટ આજે અડીખમ ઉભુ છે. અદાણી જૂથે ધીરજ અને પરિપક્વતાથી પડકારોનો સામનો કરી પ્રયાસોને પરિણામ સુધી પહોંચાડ્યા છે.

ફેડરલ સ્ટ્રક્ચરનું ઉત્તમ મોડેલ

વિઝિંજામ પોર્ટનું ફંડીંગ માળખુ સહકારી સંઘવાદનું એક ઉત્તમ મોડેલ છે. તેમાં કેરળ 61.5% હિસ્સો ધરાવે છે, કેન્દ્ર 9.6% હિસ્સો ધરાવે છે, અને APSEZ 28.9% હિસ્સો ધરાવે છે. ડાબેરી શાસિત રાજ્ય, એક ખાનગી સમૂહ અને કેન્દ્ર સરકારનું આ દુર્લભ સંરેખણ પ્રોજેક્ટના રાષ્ટ્રીય મહત્વને રેખાંકિત કરે છે. અદાણી ગ્રુપે વિઝિંજામ ઇન્ટરનેશનલ સીપોર્ટ પ્રોજેક્ટમાં પહેલાથી જ 4500 કરોડથી વધુનું રોકાણ કર્યું છે.

રોજગારી સર્જન, આર્થિક ઉત્થાન અને રાજદ્વારી લાભો

વિઝિંજામની વ્યુહાત્મક પૃષ્ટભૂમિ અને ભવિષ્ય દરિયાઈ વેપારની વિકાસયાત્રામાં સિંહફાળો આપશે. વિઝિંજામ પોર્ટ રોજગાર સર્જનમાં ઉલ્લેખનીય રહ્યું છે. તેમાં પહેલેથી જ, 5,500 સીધી નોકરીઓનું સર્જન થયું છે. આગામી વર્ષોમાં વેરહાઉસિંગ, લોજિસ્ટિક્સ અને સપોર્ટ સેવાઓમાં વધુ હજારો નોકરીઓ ઉભી થવાની અપેક્ષા છે. કેરળમાં તેનાથી આર્થિક ઉત્થાન થશે તેમાં કોઈ શંકા નથી. વળી તે વેપાર સાર્વભૌમત્વ અને ઈન્ડો-પેસિફિકમાં રાજદ્વારી લાભ વધારે છે.

ટકાઉપણા આધારિત સંરચના અને ભવિષ્યમાં વિસ્તરણની

પર્યાવરણીય રીતે વિઝિંજામ ટકાઉપણા આધારિત સંરચના ધરાવે છે. તેની કુદરતી ઊંડાઈ ડ્રેજિંગની જરૂરિયાતો ઘટાડે છે, જ્યારે ઈલેક્ટ્રિફાઇડ ક્રેન્સ, કિનારાની શક્તિ અને ESG-અનુરૂપ કાર્ગો હેન્ડલિંગ વૈશ્વિક લીલા ધોરણો સાથે સુસંગત છે. નવીનતમ ટેકનોલોજી સાથે 2028 સુધીમાં 5 મિલિયન TEUs સુધી ક્ષમતા વધારવાની યોજના સાથે વિઝિંજામ ભારતના દરિયાઈ માળખાગત સુવિધાઓમાં મહત્વપૂર્ણ ભૂમિકા ભજવવા માટે તૈયાર છે.

Note: This is the tracking till 8.30 AM IST

Problems of Vizhinjam

വിഴിഞ്ഞത്തെ തല്ലുമാല; ചുവടു തെറ്റിയ നൃത്തവും

വാരവിശേഷം
വിദുരർ

അങ്ങനെ നമ്മൾ ഇതും നേടി! - എസ്. ഡി.എഫ് വരട്ടെ, എല്ലാം ശരിയാകും എന്ന ബെസ്റ്റുവർഷം മുമ്പത്തെ ഇടതു മുദ്രാവാക്യം ഓർമ്മിപ്പിച്ചുകൊണ്ടുള്ള മുഖ്യമന്ത്രി പിണറായിസഖാവിന്റെ വാക്കുകളെ എതിരേറ്റത് തിരമാലകളുടെ ആരവത്തെ വെല്ലുന്ന ഇടതുപ്രവർത്തകരുടെ മുദ്രാവാക്യങ്ങൾ. 'നമ്മളെ ത്രിച്ച് വികസിത കേരളം പടുത്തുയർത്താം. ജയ് കേരള, ജയ് ഭാരത്...' പ്രധാനമന്ത്രി നരേന്ദ്രമോദിയുടെ പറഞ്ഞതോടെ ആരവം ബി.ജെ.പി പ്രവർത്തകരുടേതായി. ഉദ്ഘാടന വേദിക്ക് അകലെ നിന്നാണെങ്കിലും കോൺഗ്രസ് പ്രവർത്തകരും വിട്ടില്ല. അവർ തങ്ങളുടെയ്ക്കപോൾ നമ്മൾ ചിരട്ടയെങ്കിലും ഉടയ്ക്കേണ്ടേ?

'കേരളം അങ്ങനെയൊന്നുമില്ല. നന്ദി, ഉമ്മൻ ചാണ്ടി സാർ...' വിഴിഞ്ഞത്തും പരിസരപ്രദേശങ്ങളിലും സംഘടിപ്പിച്ച അനന്തപുരണ പടങ്ങുകളിൽ അവർ ആർത്തുവിളിച്ചു കേരളത്തിന്റെ സ്വപ്നപദ്ധതിയായ വിഴിഞ്ഞം അനാരാഷ്ട്ര തുറമുഖം രാഷ്ട്രത്തിനു സമർപ്പിച്ച ചടങ്ങ് ചേരി തിരിഞ്ഞുള്ള ആവേശത്തിന്റെ അലകടലായി. വിഴിഞ്ഞം തുറമുഖത്തിന്റെ പിതൃത്വത്തെ ചൊല്ലിയുള്ള തുന്നു മുന്നണികളുടെയും പോര് അടുത്തവർഷം ജയിൽ നടക്കണ്ണ നിയമസഭാ തിരഞ്ഞെടുപ്പ് വരെയെങ്കിലും കേരളത്തിലാകെ അലയടിച്ചുയരുമെന്ന് വ്യക്തം.

വിഴിഞ്ഞത്തെ ഉദ്ഘാടന ചടങ്ങിന് രണ്ടുമണിക്കൂർ മുമ്പേ ഓഡി വേദിയിലെ കസേരയിൽ സ്ഥാനം പിടിച്ച കേരളലിസ്റ്റിൽ ഉൾപ്പെടുത്താതിരുന്നിട്ടും കേന്ദ്രപ്പാട്ടയിൽ കയറിപ്പറ്റിയ ബി. ജെ.പി സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ. ബി.ജെ.പിക്കാരുടെ മോദി അനുകൂല മുദ്രാവാക്യങ്ങൾക്ക് അദ്ദേഹം മുഷ്ടി ചുരുട്ടി അഭിവാദ്യം അർപ്പിക്കുകയും ചെയ്തു. മന്ത്രി മുഹമ്മദ് റിയാസിന് എങ്ങനെ കലിയ് വരാതിരിക്കും? അല്ലെ, താൻ ഉൾപ്പെടെയുള്ള മന്ത്രിമാരുടെ പാർട്ടി സംസ്ഥാനസെക്രട്ടറിപോ. വി. ഗോവിന്ദനും ഉൾപ്പെടുന്ന താഴെ സദസിലിരിക്കുമ്പോൾ! 'ഞങ്ങൾ സദസിലുണ്ട്. രാജീവ് ചന്ദ്രശേഖർ വേദിയിലും!' സഹികെട്ട മന്ത്രി റിയാസ് സമൂഹമാധ്യമത്തിൽ പോസ്റ്റിട്ടു. 'ഇത് ബ്രാഹ്മണിപത്യവിരുദ്ധമല്ലേ? അവിടെയിരുന്ന് മുദ്രാവാക്യം വിളിക്കണത് അത്ര ഭൂഷണമാണ്. മലയാളിപൊറുക്കില്ല.' റിയാസിന് ക്ഷോഭം അടങ്ങുന്നില്ല.

കമ്മ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകനായ റിയാസിന് പിടിപെട്ട അസുഖത്തിന് വിശ്വപ്രസിദ്ധഡോക്ടറുടെ പികിത്സ തേടണമെന്നാണ് ഇതറിഞ്ഞ രാജീവ് ചന്ദ്രശേഖറിന്റെ ഉപദേശം. താനല്ല, അടുത്തകാലത്തായി സജീവമായെത്തുന്ന രാജീവ് ചന്ദ്രശേഖറാണ് ഉടനെ രാഷ്ട്രത്തെ മികച്ചഡോക്ടർമാരുടെ പികിത്സയുടേടങ്ങളെന്ന് മന്ത്രി റിയാസിന്റെ തിരിച്ചടി. റിയാസിന് വേദിയിൽ കസേരകിട്ടാത്തതിന്റെ കെറുവാണെന്ന് ബി.ജെ.പിനേതാവ് കെ. സുരേന്ദ്രന്റെ പരിഹാസം.

വിഴിഞ്ഞത്തുനടന്നത് സി.പി.എം-ബി.ജെ.പി മുദ്രാവാക്യംവിളിമത്സരമെന്ന് പ്രതിപക്ഷനേതാവ് വി.ഡി. സതീശൻ; പദ്ധതിക്ക് തറക്കല്ലിട്ടഉമ്മൻ ചാണ്ടിയുടെ പേരുപോലും പരാമർശിക്കാതിരുന്നത് നന്ദികേടാണെന്നും. എന്നാൽ, ആരും അവിടെ ബി.ജെ.പിയുടെ മുദ്രാവാക്യം വിളിച്ചിട്ടില്ലെന്ന് കെ. സുരേന്ദ്രൻ. ആണയിടുന്നു. ഭാരത് മാതാ കി ജയ് ആണ് വിളിച്ചത്. അത് പിണറായി വിജയൻ ഒഴികെ എല്ലാവരും വിളിക്കുന്നതാണ്. 'എസ്. ഡി.എഫ് വന്നാൽ എല്ലാം ശരിയാകും എന്ന മുദ്രാവാക്യം മന്ത്രി വാസവൻ വായിച്ചതിൽ പാതിയിലേറെ? കെ. സുധാകരനും എം. വി. ഗോവിന്ദനും പറയുന്ന വിപ്ലവത്തിന് കൈയും കണക്കുമില്ല. ആരും അവരെ തോല്പിച്ചിട്ടില്ല. ബി.ജെ.പി സംസ്ഥാന പ്രസിഡന്റായി ആര് വന്നാലും തോല്പിക്കുന്നത് ചെറുത്തോമാണ്.' - സുരേന്ദ്രന്റെ പരിഭവം.

'സി.പി.എമ്മുകാർ എന്തു വേണമെങ്കിലും തോളി കോളൂ. എനിക്ക് പ്രശ്നമില്ല. വികസനം കേരളത്തിലേക്കുള്ള കേരളത്തിന്റെ ടെയിൻപുറപ്പെട്ടുകഴിഞ്ഞു. അതിൽ ആർക്കും കയറാം. റിയാസിനും കയറാം. കേരള

ത്തിൽ ബി.ജെ.പിയെ അധികാരത്തിലെത്തിച്ചിട്ടേ ഞാൻ ഈ പദവി ഒഴിയൂ.' - രാജീവ് ചന്ദ്രശേഖറിന്റെ ഉഗ്രശപഥം. ഇങ്ങേർക്ക് കേരളം വിടാൻ പരിപാടിയില്ലേ എന്നാണ് റിയാസിന്റെ മറുചോദ്യം.

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വിഴിഞ്ഞം തുറമുഖത്തിന്റെ ഉദ്ഘാടനചടങ്ങിന് ക്ഷണിക്കാത്തതിൽ വി. ഡി സതീശന് തെല്ലും പരിഭവമില്ല. അല്ലെങ്കിൽത്തന്നെ ഉമ്മൻ ചാണ്ടിയുടെ കഞ്ഞിന്റെ പിതൃത്വം അവകാശപ്പെടുന്നവർ നടത്തുന്ന പരിപാടിയിൽ താനിക്കെന്തു കാര്യം? പക്ഷേ, ഒരു സംശയം. തന്നെക്ഷണിക്കാത്തത് പിണറായി സർക്കാരിന്റെ നാലാം വാർഷിക ത്തോടനുബന്ധിച്ചുള്ള പരിപാടിയായതിനാലാണെന്നാണ് മന്ത്രി വാസവൻ പറഞ്ഞത്. എങ്കിൽ അതിന്റെ ഉദ്ഘാടനത്തിന് പ്രധാനമന്ത്രി നരേന്ദ്രമോദിയെ ക്ഷണിച്ചതെന്തിന്? പിണറായി പോരായിരുന്നോ? സി.പി.എം- ബി. ജെ.പി ഭൂകുംഭകുടക്കച്ചവടമല്ലേ ഈ നാടകം? ഉത്തരം പറയേണ്ടത് ബി.ജെ.പിക്കാരാണ്. സതീശന്റെ അഭിപ്രായങ്ങൾ ആശ്ചര്യമില്ലാത്തതുകൊണ്ടാണ് അങ്ങനെയൊക്കെ പറയുന്നതെന്നാണ് കെ. സുരേന്ദ്രന്റെ പരിഹാസം.

വിഴിഞ്ഞത്തെ ചടങ്ങ് പിണറായിക്ക് ഉത്കണ്ഠപ്പെടുത്തുമെന്ന് പ്രധാനമന്ത്രിമോദി. പറഞ്ഞതാകട്ടെ, ഇന്ത്യാസഖ്യത്തിന്റെ നെടുംതൂണായ പിണറായിസഖാവിനോട്. അല്ലാ കോൺഗ്രസ് എം.പി ശശിതരൂരിന്റെസ്വന്തമായ്രത്തിൽ മോദി ഉദ്ദേശിച്ചത് ആരെയൊക്കെയെന്ന് വ്യക്തം. എങ്കിലും പേര് പറയില്ല. വേണമെങ്കിൽ അവരുടെ പടത്തിൽ തൊട്ടു കാണിക്കാം. സി.പി.എമ്മുകാരുടെ പുത്തൻ 'സ്വകാര്യ പ്രേമ'ത്തെയും മോദി ഒന്നു തോണ്ടി. അദാനി ഗ്രൂപ്പ് പെയർമെൻ ഗൗതം അദാനിയെ വിഴിഞ്ഞത്തെ തങ്ങളുടെ പങ്കാളിയായി കണ്ടുണ്ടിസ്റ്റ് മന്ത്രി വി.എൻ. വാസവൻ വിശേഷിപ്പിച്ചത് രാഷ്ട്രത്തലമുറയുടെ തെളിവാണെന്നതുവച്ചുള്ള പ്രയോഗവും. നമ്മൾ സ്വകാര്യമുതലാളിത്തപ്രേമം പറയുന്നത് ഒരു ആശ്യാപ്രവർത്തകയ്ക്ക് ആയിരം രൂപയുടെ ഓണറേറിയം ഓൺലൈനായി അയയ്ക്കുകയും ചെയ്യുന്നതുപോലെയാണ് സംസ്ഥാനത്ത് സ്വകാര്യ സർവകലാശാലകൾക്ക് പ്രവർത്തനാനുമതി വിഭാവനം ചെയ്യുന്ന നിയമസഭയിൽ പാസാക്കിയെടുത്തു. ഇതു വല്ലതും മോദി അറിയുന്നുണ്ടോ? മന്ത്രി വാസവന്റെ ആത്മഗതം!

■■

വേലിയിൽ കിടന്നതിനെ എടുത്ത് തോളത്ത് വച്ചതു പോലുള്ള അക്കിടിയാണ് കലാമണ്ഡലം സർവകലാശാലാ ചാൻസലർ നിയമനത്തിൽ സർക്കാരിനു പറ്റിയതെന്ന് പ്രതിപക്ഷം. മുൻ ഗവർണർ ആരിഫ് മുഹമ്മദ് ഖാനുമായുള്ള സർക്കാർ പോര് തീരുന്നതിനിടയിലാണ് നിയമനം. കല്പിത സർവകലാശാലയായതിനാൽ സർക്കാരിന് നേരിട്ട് ചാൻസലറെ നിയമിക്കാം. ആരിഫ് മുഹമ്മദ് ഖാൻ അമ്പുപൈസ ചെലവില്ലാതെ വഹിച്ചു വന്ന പദവിയാണിത്. പക്ഷേ, ഖാനെ വെട്ടാനുള്ള അവസരം സർക്കാർ പാഴാക്കിയില്ല. വിലപ്രതനർത്തകിയും ഇടതു സഹയാത്രികയുമായ മല്ലികാ സാരാഭായിയെ ചാൻസലറായി നിയമിച്ചു. സാജന്യസേവനമെന്നാണ് ആദ്യമൊക്കെ പറഞ്ഞത്. പക്ഷേ, കാര്യമായ ഒരു പണിയുമില്ലാത്ത ചാൻസലർപദവിക്ക് മല്ലിക പിന്നീട് ആവശ്യപ്പെട്ടത് പ്രതിമാസം ഒന്നരലക്ഷം രൂപ ഓണറേറിയം! ജീവനക്കാർക്ക് കൃത്യമായി ശമ്പളം നൽകാനും നിത്യനിദാനച്ചെലവിനും വകയില്ലാതെ കലാമണ്ഡലം വലയുമ്പോഴാണിത്.

പുതിയ ചാൻസലർ കലാമണ്ഡലത്തിലേക്ക് വന്നതു തന്നെ അപൂർവമാണെന്നാണ് കേൾക്കുന്നത്. പക്ഷേ, യഥാർത്ഥ പുലിവാൽ അതുമല്ല. ഓണറേറിയംവർദ്ധനയ്ക്കായി കലാമണ്ഡലം ക്ലർക്കുമാർ പടിക്കൽസമരംനടത്തുന്ന ആശാ പ്രവർത്തകർക്ക് അനുകൂലമായി അഭിപ്രായം പറയുന്നതിൽ നിന്ന് തന്നെ ചിലർ വിലക്കിയെന്നാണ് മല്ലിക പറയുന്നത്. ഒരു ആശാ പ്രവർത്തകയ്ക്ക് ആയിരം രൂപയുടെ ഓണറേറിയം ഓൺലൈനായി അയയ്ക്കുകയും ചെയ്യുന്ന മുഖ്യമന്ത്രിക്ക് ചില്ലിക്കാശ് ലുട്ടാൻ നൽകില്ലെന്നു പിടിവാശിയിൽ നിൽക്കുന്ന സർക്കാരിന്റെ ചെകിട്ടത്തേറ്റ അടി! സഹിച്ചല്ലേ പറ്റൂ!

നുറുങ്ങ്

■ പിണറായി സർക്കാരിനെതാഴെയിറക്കിയതിനു ശേഷമേ താൻ രാഷ്ട്രീയംവിട്ടെന്ന് കെ.പി.സി.സിപ്രസിഡന്റ് കെ. സുധാകരൻ.

● അപ്പോൾ, അടുത്ത നിയമസഭാതിരഞ്ഞെടുപ്പിനുശേഷവും അങ്ങുകൊല്ലംമുടിസുധാകരനെകോൺഗ്രസുകാർ സഹിക്കേണ്ടിവരുമെന്ന് ഇതേ ടോമുതലേ പരിഹാസം!

(വിദുരരുടെ ഫോൺ: 99461 08221)

Note: This is the tracking till 8.30 AM IST

Rs 397 cr as income before Vizhinjam commissioning

വിഴിഞ്ഞം തുടങ്ങും മുമ്പേ 397കോടി വരുമാനം

കോവളം സതീഷ്കുമാർ

ഇതുവരെ സംസ്ഥാനത്തിന് ലഭിച്ചത് ജി.എസ്.ടി വരുമാനം

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖം കമ്മീഷൻ ചെയ്യുന്നതിനു മുമ്പേ സംസ്ഥാന സർക്കാരിന് ജി. എസ്. ടി വരുമാനമായി 397 കോടി രൂപ ലഭിച്ചു. കഷ്ടലിലെ ചരക്കു നീക്കത്തിലൂടെ 2024 ജൂലായ് മുതൽ ഇതുവരെജി.എസ്.ടിയായി49കോടി രൂപ ലഭിച്ചു. ക്രെയിനുകൾ ഉൾപ്പെടെ തുറമുഖത്തിന്റെ അടിസ്ഥാന സൗകര്യങ്ങൾക്കായുള്ള ഉപകരണങ്ങൾ ഇറക്കുമതി ചെയ്തതിലൂടെ 348 കോടി രൂപയും ലഭിച്ചു.

കരാർ പ്രകാരം 2034 വരെ തുറമുഖം വഴിയുള്ള ചരക്കു നീക്കത്തിന്റെ ജി.എസ്.ടി. വിഹിതം മാത്രമാണ്സംസ്ഥാനത്തിന് ലഭിക്കുക.

2034 ൽ വരുമാനത്തിന്റെ ഒരു ശതമാനവും അധികമായി സംസ്ഥാനത്തിന്ലഭിക്കും. തുടർന്നുള്ള വർഷങ്ങളിൽ പരമാവധി 40% വരെ വരുമാന വിഹിതം നേടാനാകും. അദാനി ഗ്രൂപ്പ് തുറമുഖം കൈവശം വയ്ക്കുന്ന 2060 വരെ ഈ നിലയിലാകും വരുമാനം പങ്കിടുക. ഇതിനൊപ്പം ചരക്ക് കൈകാര്യം ചെയ്യുമ്പോഴുള്ള ജി. എസ്ടി. വിഹിതവും ലഭിക്കും. ഇതിലൊരു പങ്ക് കേന്ദ്രസർക്കാരിനും ലഭിക്കും.

വി.ജി.എഫ് ഉടൻ

തുറമുഖ നിർമ്മാണത്തിന് കേന്ദ്ര സർക്കാർ വി. ജി. എഫ് മുഖേന അനുവദിച്ച 817.8 കോടി രൂപ ഉടൻ ലഭ്യമാകും. ഈ തുക 2034മുതൽതിരിച്ചടക്കണം. വി. ജി. എഫ് അടച്ചു തീർക്കുന്നതുവരെ സംസ്ഥാനത്തിന്റെ വരുമാനത്തിന്റെ 20 ശതമാനം കേന്ദ്രവുമായി പങ്കിടണം.

ഇനി ചെലവെല്ലാം അദാനി

തുറമുഖ നിർമ്മാണത്തിന്റെരണ്ടാംഘട്ടനിർമ്മാണത്തിന്റെ ചെലവ് മുഴുവൻ വഹിക്കുന്നത് അദാനി ഗ്രൂപ്പാണ്. ഒന്നാം ഘട്ട നിർമ്മാണത്തിൽ സംസ്ഥാന സർക്കാർ 5,370.86 കോടി രൂപയാണ് ചെലവാക്കിയത്. 2,497 കോടി അദാനി കമ്പനി മുടക്കി. കേന്ദ്രം വി. ജി. എഫിലൂടെ 817.8 കോടി രൂപയും അനുവദിച്ചു.

Note: This is the tracking till 8.30 AM IST

Rs 397 cr as income before Vizhinjam commissioning

വിഴിഞ്ഞം തുടങ്ങും മുമ്പേ 397കോടി വരുമാനം

കോവളം സതീഷ്കുമാർ

ഇതുവരെ സംസ്ഥാനത്തിന് ലഭിച്ചത് ജി.എസ്.ടി വരുമാനം

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖം കമ്മീഷൻ ചെയ്യുന്നതിനു മുമ്പേ സംസ്ഥാന സർക്കാരിന് ജി. എസ്. ടി വരുമാനമായി 397 കോടി രൂപ ലഭിച്ചു. കഷ്ടലിലെ ചരക്കു നീക്കത്തിലൂടെ 2024 ജൂലായ് മുതൽ ഇതുവരെജി.എസ്.ടിയായി49കോടി രൂപ ലഭിച്ചു. ക്രെയിനുകൾ ഉൾപ്പെടെ തുറമുഖത്തിന്റെ അടിസ്ഥാന സൗകര്യങ്ങൾക്കായുള്ള ഉപകരണങ്ങൾ ഇറക്കുമതി ചെയ്തതിലൂടെ 348 കോടി രൂപയും ലഭിച്ചു.

കരാർ പ്രകാരം 2034 വരെ തുറമുഖം വഴിയുള്ള ചരക്കു നീക്കത്തിന്റെ ജി.എസ്.ടി. വിഹിതം മാത്രമാണ്സംസ്ഥാനത്തിന് ലഭിക്കുക.

2034 ൽ വരുമാനത്തിന്റെ ഒരു ശതമാനവും അധികമായി സംസ്ഥാനത്തിന്ലഭിക്കും. തുടർന്നുള്ള വർഷങ്ങളിൽ പരമാവധി 40% വരെ വരുമാന വിഹിതം നേടാനാകും. അദാനി ഗ്രൂപ്പ് തുറമുഖം കൈവശം വയ്ക്കുന്ന 2060 വരെ ഈ നിലയിലാകും വരുമാനം പങ്കിടുക. ഇതിനൊപ്പം ചരക്ക് കൈകാര്യം ചെയ്യുമ്പോഴുള്ള ജി. എസ്ടി. വിഹിതവും ലഭിക്കും. ഇതിലൊരു പങ്ക് കേന്ദ്രസർക്കാരിനും ലഭിക്കും.

വി.ജി.എഫ് ഉടൻ

തുറമുഖ നിർമ്മാണത്തിന് കേന്ദ്ര സർക്കാർ വി. ജി. എഫ് മുഖേന അനുവദിച്ച 817.8 കോടി രൂപ ഉടൻ ലഭ്യമാകും. ഈ തുക 2034മുതൽതിരിച്ചടക്കണം. വി. ജി. എഫ് അടച്ചു തീർക്കുന്നതുവരെ സംസ്ഥാനത്തിന്റെ വരുമാനത്തിന്റെ 20 ശതമാനം കേന്ദ്രവുമായി പങ്കിടണം.

ഇനി ചെലവെല്ലാം അദാനി

തുറമുഖ നിർമ്മാണത്തിന്റെരണ്ടാംഘട്ടനിർമ്മാണത്തിന്റെ ചെലവ് മുഴുവൻ വഹിക്കുന്നത് അദാനി ഗ്രൂപ്പാണ്. ഒന്നാം ഘട്ട നിർമ്മാണത്തിൽ സംസ്ഥാന സർക്കാർ 5,370.86 കോടി രൂപയാണ് ചെലവാക്കിയത്. 2,497 കോടി അദാനി കമ്പനി മുടക്കി. കേന്ദ്രം വി. ജി. എഫിലൂടെ 817.8 കോടി രൂപയും അനുവദിച്ചു.

Note: This is the tracking till 8.30 AM IST

Vizhinjam vallarpadam rail connection for improving container movement

ചരക്കുനീക്കം കുതിക്കാൻ വിഴിഞ്ഞം വല്ലാർപാടം റെയിൽ കണക്ഷൻ

▸ശ്രീഹരി രാമകൃഷ്ണൻ

KAUMUDI SPECIAL

കൊച്ചി: കണ്ടെയ്നർ ഗതാഗതം നിലച്ചവല്ലാർപാടം റെയിൽപാതയെ വിഴിഞ്ഞവുമായി കണക്ട് ചെയ്താൽ ചരക്ക നീക്കത്തിൽ പുത്തനണർവുണ്ടാകും. ഇതിനുള്ള സാദ്ധ്യത പരിശോധിക്കുകയാണ്. പാതയ്ക്ക് പുതുജീവൻ നൽകുന്നതിന് കണ്ടെയ്നർ കോർപറേഷൻ ഒഫ് ഇന്ത്യയും (കോൺകോർ) കൊച്ചി തുറമുഖ അതോറിറ്റിയും തമ്മിൽ ചർച്ചകൾ തുടങ്ങിക്കഴിഞ്ഞു.

കൊച്ചി തുറമുഖത്തിന്റെ ഭാഗമായ വല്ലാർപാടം ടെർമിനലിലേക്കുള്ള റെയിൽപാത 2011ൽ കമ്മിഷൻ ചെയ്തു. എന്നാൽ ചൂരുക്കം ഗ്രഡ്സ്ട്രെയിനുകളാണ് ഇതുവരെ കടന്നുപോയിട്ടുള്ളത്. കൊവിഡിന്റെ രണ്ടുകൾ പൂട്ടിയപ്പോൾ ഒരാഴ്ചയിൽ എട്ട് ട്രെയിനുകൾ ഓടിയതാണ് പറയത്തക്കനേട്ടം. പിന്നീട് ആഴ്ചയിൽ ഒന്നായി കുറഞ്ഞു.

ഇപ്പോൾ റെയിൽപാത നിശ്ചലമാണ്. നടത്തിപ്പുകാരായ കണ്ടെയ്നർ കോർപ്പറേഷന്റെ ഉയർന്ന നിരക്കാണ് പ്രതികൂലമായതിനുപ്രധാനകാരണം. റോഡ് മാർഗമുള്ള കണ്ടെയ്നർനീക്കത്തേക്കാൾ ചെലവ് വരുന്ന സ്ഥിതിയുണ്ട്. നിരക്കുകൾ ഉപഭോക്തൃ സൗഹൃദമാക്കാൻ റെയിൽവേമന്ത്രി അടുത്തിടെ നിർദ്ദേശം നൽകിയിരുന്നു.

ആഴക്കുറവുള്ളകൊച്ചിതുറമുഖത്ത് ചെറിയകപ്പലുകളിലാണ് ചരക്ക് എത്തിക്കുന്നത്. അതേസമയം വിഴിഞ്ഞത്ത് മദർഷിപ്പുകൾ അടുക്കുമെന്നതിനാൽ രാജ്യാന്തര ബിസിനസ് അവിടേക്ക് കേന്ദ്രീകരിക്കും. ഈ സാഹചര്യത്തിൽ ആഭ്യന്തര കോസ്റ്റൽ കാർഗോ നീക്കത്തെയാകും കൊച്ചി തുറമുഖം കൂടുതൽ ആശ്രയിക്കുക.

തുറമുഖങ്ങൾ തമ്മിൽ ജലമാർഗവും കരമാർഗവും കണക്ടിവിറ്റി വർദ്ധിപ്പിക്കുമെന്ന് കേന്ദ്ര, സംസ്ഥാന സർക്കാരുകൾ പ്രഖ്യാപിച്ചിട്ടുണ്ട്. ഇതിന് സാഗർമാല, ഗതിശക്തി പദ്ധതികളുണ്ട്. ബംഗളൂരു, കോയമ്പത്തൂർ വ്യവസായ ഇടനാഴികളും സജ്ജമായി വരികയാണ്. വിഴിഞ്ഞം - കൊച്ചി തുറമുഖങ്ങൾ തമ്മിലുള്ള ചരക്ക് ഗതാഗതം ഇതോടെ ഗണ്യമായി വർദ്ധിക്കുമെന്നാണ് പ്രതീക്ഷ. ഇരുപാതകളും തമ്മിലുള്ള ടൂറിസം കണക്ഷൻ കൂടി ഉണ്ടാകണമെന്നാണ് ഈ രംഗത്തുള്ളവരുടെ അഭിപ്രായം.

4.62 കിലോമീറ്റർ മേൽപ്പാലമുള്ള വല്ലാർപാടം റെയിൽ

- വേമ്പനാട്കായലിന് കുറുകെ നിർമ്മിച്ച താണ് വല്ലാർപാടം റെയിൽവേലൈൻ
- ഇടപ്പള്ളിയിൽ നിന്ന് വല്ലാർപടം വരെ 8.86 കിലോമീറ്റർ. ഇതിൽ 4.62 കി.മീ. കായലിന് മുകളിലൂടെ
- ഇന്ത്യയിലെ രണ്ടാമത്തെ വലിയ റെയിൽ ഓവർബ്രിഡ്ജ്. മേൽപ്പാലത്തിന് മാത്രം ചെലവ് 350 കോടി

Note: This is the tracking till 8.30 AM IST

1200 meter berth in second phase; 10 lakh containers in one year

രണ്ടാം ഘട്ടത്തിൽ 1200 മീറ്റർ ബർത്ത്; ഒരു വർഷം 10 ലക്ഷം കണ്ടെയ്നറുകൾ

■ വിഴിഞ്ഞത്ത് വികസനത്തിന്റെ സൈറൺ

◗ ജെ.എസ്.ഐശ്വര്യ

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖ വികസനം രണ്ട് മുതൽ നാലുവരെഘട്ടങ്ങൾ പൂർത്തിയാവുമ്പോൾ, 2000 മീറ്റർ ബെർത്തിൽ അഞ്ചു മദർഷിപ്പുകൾ ഒരേസമയം അടുപ്പിക്കാൻ സാധിക്കും.

രണ്ടാംഘട്ടം പൂർത്തിയാക്കിയാൽത്തന്നെ അന്താരാഷ്ട്ര തലത്തിൽ ചരക്കുനീക്കത്തിന്റെ സാദ്ധ്യതകൾ അനുകൂലമാക്കാൻ കഴിയുമെന്ന് സീ പോർട്ട് മാനേജിംഗ് ഡയറക്ടർ ദിവ്യ.എസ്.അയ്യർ പറഞ്ഞു.

ഈ മാസം ആരംഭിക്കുന്ന രണ്ടാംഘട്ടത്തിൽ 1200 മീറ്റർ ബർത്ത്, 920 മീറ്റർ പുലിമുട്ട് എന്നിവനിർമ്മിക്കും. ഇതോടെഒരുവർഷംപത്തുലക്ഷംകണ്ടെയ്നറുകൾ കൈകാര്യം ചെയ്യാനാവും. ലിക്വിഡ് കാർഗോ സംഭരണ സൗകര്യങ്ങളുടെ വികസനവും ഈ ഘട്ടത്തിൽ നടക്കും. ഇവയുടെ നിർമ്മാണവും വൈകാതെ ആരംഭിക്കും.

പുതിയ ബെർത്തിന്റെ ഓരോ 100 മീറ്ററിലും ഷിപ്പ് ടു ഷോർ ക്രെയിനുകൾ സ്ഥാപിക്കും. ട്രയൽ റൺ ആരംഭിച്ചപ്പോൾ മുതൽ ലോകത്തെ മികച്ച ഷിപ്പിംഗ് കമ്പനികളുമായി നല്ല ബന്ധം വളർത്താൻ വിഴിഞ്ഞം സീ പോർട്ട് അധികൃതർ ശ്രമിച്ചിരുന്നു. ലോകത്തെ ഏറ്റവും വലിയ കപ്പലടക്കം വിഴിഞ്ഞത്ത് നങ്കൂരമിട്ടത് ഇതുവഴിയാണ്.

ഈ ബന്ധം ഊർജ്ജസ്വലമാക്കും. ഇനിയുള്ള വികസനഘട്ടങ്ങൾക്ക് ഇടവേളകൾ ഉണ്ടാവില്ലെന്നും ദിവ്യ എസ്.അയ്യർ പറഞ്ഞു.

അതിവേഗം യാർഡുകൾ

കണ്ടെയ്നർ സൂക്ഷിക്കുന്നതിനുള്ള യാർഡുകളുടെ നിർമ്മാണവും ദ്രുതഗതിയിൽ ആരംഭിക്കും. കയറ്റുമതി, ഇറക്കുമതി എന്നിവയ്ക്ക്വേണ്ടിയുള്ളറ്റുകൾ കണ്ടെത്തും.

തുടർഘട്ടങ്ങൾ വേഗത്തിലാവുന്നതിലൂടെ 2028ൽ എല്ലാം പൂർത്തിയാവും. 2045വരെ ആകുമെന്നാണ് കരാറിൽപറഞ്ഞിരുന്നത്. നിലവിൽ തുറമുഖത്തെക്രെയിൻഓപ്പറേഷൻ അടക്കം കൈകാര്യം ചെയ്യുന്നത് വനിതകളാണ്.

സ്ത്രീകൾക്കും പ്രാദേശികജനതയ്ക്കും വേണ്ടിക്കൂടുതൽതൊഴിലവസരങ്ങൾ സൃഷ്ടിക്കും. ലോജിസ്റ്റിക്സ് മേഖലയിൽ മാത്രം 10000ലധികം പേർക്ക് തൊഴിൽലഭിക്കും.

സീ പോർട്ട് മാനേജിംഗ് ഡയറക്ടർ ദിവ്യ.എസ്.അയ്യർ

Note: This is the tracking till 8.30 AM IST

Vizhinjam second phase construction starts next month

വിഴിഞ്ഞം രണ്ടാംഘട്ട നിർമ്മാണം ഈ മാസം

കോവളം സതീഷ്കുമാർ

നിർമ്മാണോദ്ഘാടനം ആഘോഷമാക്കും

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖത്തിന്റെ രണ്ടാം ഘട്ട നിർമ്മാണം ഈ മാസം ആരംഭിക്കും. ഇതിന് 9,650 കോടി രൂപയാണ് വേണ്ടത്. ലോജിസ്റ്റിക് സംവിധാനവും മറ്റു സൗകര്യങ്ങളും ഒരുക്കി 2028ൽ പൂർണ സജ്ജമാക്കും. 20,000 കോടിയാണ് അദാനി ഗ്രൂപ്പ് മുടക്കുക.

ക്രൂസ്, മൾട്ടിപർപ്പസ് ടെർമിനലുകളും വരുന്നതോടെ ടൂറിസം രംഗത്തും കുതിച്ചുചാട്ടത്തിന് വിഴിഞ്ഞം വഴിതുറക്കും. മൺസൂൺ ഒഴികെ സീസണിൽ മാസം 25 ക്രൂസ് കപ്പലുകൾ സഞ്ചാരികളുമായി എത്തുമെന്നാണ് ടൂറിസം രംഗത്തുള്ളവരുടെ പ്രതീക്ഷ. കൊച്ചിയിൽ 20 ക്രൂസ് കപ്പലുകളാണ് എത്തുന്നത്. ഒരു വലിയ കപ്പലിൽ അയ്യായിരം വരെ സഞ്ചാരികളുണ്ടാകും.

ഒരു പകൽ ചെലവിട്ട് രാത്രി മടങ്ങുന്നതാണ് പതിവ്. എന്നാൽ അന്താരാഷ്ട്ര വിനോദസഞ്ചാരകേന്ദ്രമായ കോവളം, പൂവാർ എന്നിവ തൊട്ടടുത്തുള്ളപ്പോൾ സഞ്ചാരികൾ ഒന്നോ രണ്ടോ ദിവസം തങ്ങാൾ സാദ്ധ്യതയുണ്ട്. ഇത് വരുമാനം കൂട്ടും.

വൻ ജനപങ്കാളിത്തത്തോടെ രണ്ടാംഘട്ട നിർമ്മാണാദ്ഘാടനവും നടത്താനാണ് സർക്കാരിന്റെ തീരുമാനം. വിഴിഞ്ഞം തുറമുഖവുമായി ബന്ധപ്പെട്ട് ഇതുവരെ നടന്നത് മൂന്ന് ആഘോഷങ്ങളാണ്. 2023 ഒക്ടോബറിൽ ആദ്യ ചരക്ക് കപ്പലിന് ഗംഭീര സ്വീകരണച്ചടങ്ങ് സംഘടിപ്പിച്ചു. പ്രതിപക്ഷ നേതാവ് ഉൾപ്പെടെയുള്ളവരെ പങ്കെടുപ്പിച്ചിരുന്നു. അടുത്ത ചടങ്ങ് 2024 ജൂലായിൽ ട്രയൽ റണ്ണിന്റേതായിരുന്നു. വെള്ളിയാഴ്ച നടന്നത് കമ്മിഷനിംഗ്.

> നാടറിയുന്ന വിധത്തിൽ രണ്ടാംഘട്ട ഉദ്ഘാടനം നടത്തും. മുഖ്യമന്ത്രിയുമായി ആലോചിച്ച് തീയതി പ്രഖ്യാപിക്കും -
>
> - വി.എൻ.വാസവൻ, തുറമുഖമന്ത്രി

Note: This is the tracking till 8.30 AM IST

397 crores revenue before Vizhinjam starts

വിഴിഞ്ഞം തുടങ്ങും മുമ്പേ
397 കോടി വരുമാനം

കോവളം സതീഷ്കുമാർ

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖം കമ്മീഷൻ ചെയ്യുന്നതിനു മുൻപ് സംസ്ഥാന സർക്കാരിന് ജി.എസ്.ടി വരുമാനമായി 397 കോടി രൂപ ലഭിച്ചു. കഷ്ടലിലെ ചരക്കു നീക്കത്തിലൂടെ 2024 ജൂലായ് മുതൽ ഇതുവരെ ജി.എസ്.ടിയായി 49 കോടി രൂപ ലഭിച്ചു. ക്രെയിനുകൾ ഉൾപ്പെടെ തുറമുഖത്തിന്റെ അടിസ്ഥാന സൗകര്യങ്ങൾക്കായുള്ള ഉപകരണങ്ങൾ ഇറക്കുമതി ചെയ്തതിലൂടെ 348 കോടി രൂപയും ലഭിച്ചു.

കരാർ പ്രകാരം 2034 വരെ തുറമുഖം വഴിയുള്ള ചരക്കു നീക്കത്തിന്റെ ജി.എസ്.ടി. വിഹിതം മാത്രമാണ് സംസ്ഥാനത്തിന് ലഭിക്കുക.

2034 ൽ വരുമാനത്തിന്റെ ഒരു ശതമാനവും അധികമായി സംസ്ഥാനത്തിന് ലഭിക്കും. തുടർന്നുള്ള വർഷങ്ങളിൽ പരമാ

ഇതുവരെ സംസ്ഥാനത്തിന് ലഭിച്ചത് ജി.എസ്.ടി വരുമാനം

വി.ജി.എഫ് ഉടൻ

തുറമുഖ നിർമ്മാണത്തിന് കേന്ദ്ര സർക്കാർ വി.ജി.എഫ് മുഖേന അനുവദിച്ച 817.8 കോടി രൂപ ഉടൻ ലഭ്യമാകും. ഈ തുക 2034 മുതൽ തിരിച്ചടക്കണം. വി.ജി.എഫ് അടച്ചു തീർക്കുന്നതുവരെ സംസ്ഥാനത്തിന്റെ വരുമാനത്തിന്റെ 20 ശതമാനം കേന്ദ്രവുമായി പങ്കിടണം.

ഇനി ചെലവെല്ലാം അദാനി

തുറമുഖ നിർമ്മാണത്തിന്റെ രണ്ടാം ഘട്ട നിർമ്മാണത്തിന്റെ ചെലവ് മുഴുവൻ വഹിക്കുന്നത് അദാനി ഗ്രൂപ്പാണ്. ഒന്നാം ഘട്ട നിർമ്മാണത്തിൽ സംസ്ഥാന സർക്കാർ 5,370.86 കോടി രൂപയാണ് ചെലവാക്കിയത്. 2,497 കോടി അദാനി കമ്പനി മുടക്കി. കേന്ദ്രം വി.ജി.എഫിലൂടെ 817.8 കോടി രൂപയും അനുവദിച്ചു.

വധി 40% വരെ വരുമാന വിഹിതം നേടാനാകും. അദാനി ഗ്രൂപ്പ് തുറമുഖം കൈവശം വയ്ക്കുന്ന 2060 വരെ ഈ നിലയിലാകും വരുമാനം പങ്കിടുക. ഇതിനൊപ്പം ചരക്ക് കൈകാര്യം ചെയ്യുമ്പോഴുള്ള ജി.എസ്.ടി. വിഹിതവും ലഭിക്കും. ഇതിലൊരു പങ്ക് കേന്ദ്രസർക്കാരിനും ലഭിക്കും.

Note: This is the tracking till 8.30 AM IST

കണ്ടിട്ടും കൊതി തീരാതെ തുറമുഖം

കണ്ടിട്ടും കൊതി തീരാതെ തുറമുഖം

▸ഷജൻ കാവുങ്ങൽ

വിഴിഞ്ഞം: കണ്ടിട്ടും കൊതി തീരാതെ തീരത്തെ കഷൽക്കാഴ്ചകൾ. ഇന്നലെ പ്രധാനമന്ത്രി കമ്മിഷനിംഗ് നടത്തി മടങ്ങിയെങ്കിലും കഷലും തുറമുഖക്കാഴ്ചകളും കാണാൻ തീരത്തേക്ക് വൻ തിരക്കാണ് അനുഭവപ്പെട്ടന്നത്.ഇവിടെ നിന്നാൽ കഷലിന്റെ ഭാഗവും തുറമുഖവും നന്നായികാണാനാകും. ഒപ്പം മത്സ്യബന്ധന തുറമുഖമായതിനാൽ കാഴ്ചകൾക്കൊപ്പം ഫ്രഷ് മീനും വാങ്ങി മടക്കം.തുറമുഖത്ത് സ്ഥാപിച്ചിട്ടുള്ള ക്രെയിനുകളിൽ വെളിച്ചം വിതറി നിൽക്കുന്ന ലൈറ്റുകൾ മനോഹര കാഴ്ചയാണ് സന്ദർശകർക്ക് നൽകുന്നത്. ഇതിനു താഴെ നിരനിരയായി അടുക്കിവച്ചിരിക്കുന്ന ക്രെയിൻ കണ്ടെയ്നറുകൾ മറ്റൊരു കാഴ്ചയാണ്. ഇവയ്ക്ക് സമീപത്തുകൂടി വാഹനങ്ങൾ കടന്നുപോകുമ്പോഴാണ് കണ്ടെയ്നറുകളുടെയും ക്രെയിനുകളുടെയും യഥാർത്ഥ വലിപ്പം കാഴ്ചക്കാർക്ക് മനസ്സിലാകുന്നത്. നീണ്ടുകിടക്കുന്ന പുലിമുട്ട് മറ്റൊരു അദ്ഭുതക്കാഴ്ചയാണ്.

വിഴിഞ്ഞം മത്സ്യബന്ധന തുറമുഖത്തു നിന്ന് കാഴ്ചകൾ കാണാനെത്തിയവർ. ഇന്നലെ സന്ധ്യയ്ക്കുള്ള ദൃശ്യം

ദൂരക്കാഴ്ചയും തിരക്കും

വിശാല കാഴ്ചയ്ക്കായി ബൊള്ളാർഡ് പുൾ ടെസ്റ്റ് കേന്ദ്രത്തിനു സമീപം എത്തുന്നവരും ഏറെയാണ്. ഇവിടെ നിന്നാൽ കഷൽ പൂർണ്ണമായും കാണാൻ കഴിയും. ഒപ്പം കടലിന്റെ വിശാലക്കാഴ്ചയും കാണാനാകും.

സുരക്ഷ വേണം

വിഴിഞ്ഞം വലിയ കടപ്പുറത്തിന് സമീപം എത്തുന്നവർ കുട്ടികൾ സഹിതം ഇവിടെ കടലിൽ ഇറങ്ങി കാൽ നനയ്ക്കുന്നത് അപകടസാദ്ധ്യത വർദ്ധിപ്പിക്കുന്നതാണ്. അപ്രതീക്ഷിതതിരയും ആഴക്കുറ്റുതലുമാണ് അപകടസാധ്യതയുയർത്തുന്നത്. ഇവിടെ സുരക്ഷയ്ക്കായി പൊലീസിനെ നിയോഗിക്കണമെന്ന ആവശ്യം ശക്തമാണ്.

സെൽഫിയിൽ സന്തോഷം

സെൽഫി പോയിന്റായി വലിയ കടപ്പുറത്തെ ഭാഗം മാറിയിരിക്കുകയാണ്. മുൻപ്രദേശവാസികൾ മാത്രം എത്തിയിരുന്ന ഇവിടെ ഇന്നലെ രാവിലെ മുതൽ വൻ തിരക്കായിരുന്നു. ഇവിടെ നിന്നാൽ കഷലും ക്രെയിനുകളും പിന്നാമ്പുറ പശ്ചാത്തലമാക്കി സെൽഫി എടുത്ത് മടങ്ങാം. ഇവിടെ സെൽഫി എടുക്കാനും തിരക്കേറുന്നതിനാൽ ഓരോരുത്തരും അവരവരുടെ ഊഴം കാത്ത് നിൽക്കണം.

Note: This is the tracking till 8.30 AM IST

Cleaning the Dadar Dharavi drain or throwing dust in the eyes

Note: This is the tracking till 8.30 AM IST

Cleaning the Dadar Dharavi drain or throwing dust in the eyes

मशिन उतरवली, पुढे काय? रहिवाशांचे प्रश्न

दादर धारावी नाल्याची सफाई की, डोळ्यात धुळफेक?

◆ मुंबई (खास प्रतिनिधी):

मुंबईतील नालेसफाईच्या कामाला सुरुवात करण्यात आली असून आतापर्यंत नालेसफाईचे काम तब्बल ३० टक्के पूर्ण झाल्याचा दावा महापालिका प्रशासनाकडून केला जात आहे. मात्र, या नालेसफाई अंतर्गत माटुंगा पश्चिम रेल्वे स्थानक परिसरात तुंबण्याच्या पाण्याला कारणीभूत ठरणाऱ्या दादर धारावी नाल्याच्या सफाईला मागील ३ एप्रिल रोजी सुरुवात झाली आणि या सफाईसाठी दादरच्या दिशेने मशिनही नाल्यात उतरवण्यात आली होती. मात्र, नाल्याचा अर्धा किलोमीटरच्या परिसरात आजही सफाई झालेली नसून नाल्यात उतरलेले वाहन गेले कुठे? अदृश्य झाले का असा प्रश्न येथील नागरिकांना पडू लागला आहे. तब्बल महिनाभरापूर्वी हे वाहन सफाईसाठी नाल्यात उतरूनही या नाल्याची सफाई न झाल्याने केवळ अधिकाऱ्यांना दाखवण्यासाठी हे केले जाते की खरोखरच सफाई केली जाते असा सवाल उपस्थित केला जात आहे.

दादर धारावी नाल्याच्या सफाईला सुरुवात केल्याचे चित्र निर्माण केले जात असले तरी प्रत्यक्षात या नाल्याची सफाईच अद्याप झालेली नाही. या नाल्याच्या शेजारी कमला रामन नगर वसाहत, माटुंगा पश्चिम रेल्वे अधिकारी वसाहत तसेच पुढील बाजुस मध्य रेल्वे आणि पश्चिम रेल्वे वसाहत आणि आझाद नगर, मेघवाडी आदी वसाहती पेन आहेत. त्यामुळे पावसाळ्यात या नाल्यात जोडणाऱ्या उपनाल्यांमुळे आसपासच्या परिसरात पाणी तुंबणे तसेच रेल्वे मार्गावर पाणी तुंबणे असे प्रकार घडत असतात. माटुंगा रेल्वे स्थानक परिसरात तुंबणाऱ्या पाण्यामुळे या नाल्याची सफाई ही महत्त्वाची मानली जाते आणि नाल्यामुळे कमला रामन नगर वसाहतीतील प्रत्येक घरात पाणी शिरुन त्यांचे संसार वाहून जात असतात. परंतु प्रत्येकवेळी या नाल्याच्या सफाईचा प्रश्न उपस्थित होत असतो. बऱ्याचदा नाल्यातील गाळ काढुला करुन ठेवला जातो किंवा पुढे ढकलून आणून बाहेर काढला जातो.

परंतु पंधरा २ एप्रिल रोजीच या नाल्यात मशिन उतरवले गेले होते, तसेच छायाचित्रेही पर्जन्य जलवाहिनी विभागाचे शहराचे उपप्रमुख अभियंता यांना कंत्राटदार आणि अधिकाऱ्यांनी पाठवले होते. परंतु आजतागायत नाल्यात उतरलेले हे वाहन पुढील भागात कुणाला दिसले नाही की या भागातील सफाई झाल्याचे कुठे दिसून आले नाही. त्यामुळे या माटुंगा पश्चिम येथील या नाल्याची सफाई खरोखरच कंत्राटदाराला करायची आहे की या वर्षीत पाणी शिरुन लोकांचे संसार वाहून जावे अशी अधिकाऱ्यांची इच्छा आहे असा प्रश्न उपस्थित केला जात आहे. त्यामुळे येथील भागांमध्ये जर पावसाळ्यात पाणी शिरल्यास जबाबदार कोण असा प्रश्न उपस्थित होत असून महापालिका अधिकाऱ्यांची दिशाभूल करणाऱ्या कंत्राटदारावर कडक कारवाई करण्याची गरज असल्याचेही रहिवाशांचे म्हणणे आहे.

Note: This is the tracking till 8.30 AM IST

CIDCO appeals to land owners to approach the arbitration hearing of urban planning project in Naina area in final stage

भूधारकांना संपर्क साधण्याचे सिडकोचे आवाहन

नैना क्षेत्रातील नगररचना परियोजनेची लवाद सुनावणी अंतिम टप्प्यात

◆ नवी मुंबई (प्रतिनिधी) :

शासनाने १० जानेवारी २०१३ रोजी नवी मुंबई आंतरराष्ट्रीय विमानतळ प्रभाव अधिसूचित क्षेत्र (नैना)ची विशेष नियोजन प्राधिकरण म्हणून सिडकोची नियुक्ती केली आहे. त्या अंतर्गत विकास आराखड्यामध्ये नगररचना परियोजनेद्वारे नियोजित आणि शाश्वत शहरी विकासाला चालना देण्यासाठी आदेश देण्यात आले. नैना क्षेत्राचा नियोजित आणि सुव्यवस्थित विकास हा महाराष्ट्राच्या प्रगत आणि समृद्ध नागरीकरणासाठी एक महत्त्वाचा टप्पा ठरेल.

सध्या नैना क्षेत्रात १२ नगररचना परियोजना प्रस्तावित असून, त्यापैकी परियोजना क्रमांक १ आणि २ या अंतिम मंजुरी प्राप्त झालेल्या आहेत, तर परियोजना क्रमांक ३ ते ७ यांना प्राथमिक मान्यता मिळाली आहे. नगररचना परियोजना क्रमांक ८, ९, १०, ११ आणि १२ यांसाठी लवाद सुनावणीस माहे डिसेंबर २०२४ पासून सुरुवात झाली असून आता अंतिम टप्प्यात पोचलेली आहे. या सुनावणी प्रक्रियेमध्ये ज्या जमीनमालकांची हजर राहण्यासंबंधीची नोटीस प्राप्त झाली नाही, किंवा अन्य कारणास्तव सुनावणी झाली नाही, त्यांच्याकरीता ३० मे २०२५ पर्यंत सुनावणी देण्यास सिडकोतर्फे मुदतवाढ देण्यात येत आहे.

नगररचना परियोजना प्रभावीपणे राबविण्यासाठी आणि जमीनमालकांचा सहभाग सुनिश्चित करण्यासाठी सिडकोकडून व्यापक जनजागृती मोहीम राबवली जात आहे. तरी अद्या जमीनधारकांनी कार्यालयीन वेळेत म्हणजे सकाळी ११ ते संध्याकाळी ५ पर्यंत नैना कार्यालय, टॉवर नंबर १०, सिबीडी – बेलापूर रेल्वे स्थानक संकुल, ७ वा मजला, सीबीडी-बेलापूर, नवी मुंबई येथे आवश्यक कागदपत्रांसह उपस्थित राहावे असे सिडकोतर्फे सूचित करण्यात येत आहे.

Note: This is the tracking till 8.30 AM IST

Demand to resolve the problem at Panvel railway station

पनवेल रेल्वे स्थानकातील समस्या मार्गी लावण्याची मागणी

◆ पनवेल (प्रतिनिधी) :

आमदार प्रशांत ठाकूर यांनी घेतली केंद्रीय रेल्वेमंत्री अश्विनी वैष्णव यांची भेट

पनवेल रेल्वे स्टेशनच्या विकासासाठी तातडीने उपाययोजना करण्याची विनंती केंद्रीय रेल्वेमंत्री अश्विनी वैष्णव यांच्याकडे आमदार प्रशांत ठाकूर यांनी केली आहे. नामदार अश्विनी वैष्णव रेल्वेच्या महत्वपूर्ण स्थानकांना भेट देत असून त्यांनी आज पनवेल रेल्वे स्थानकाला भेट दिली. याबेळी आमदार आमदार प्रशांत ठाकूर यांनी मंत्री महोदयांची भेट घेत त्यांना निवेदन देऊन पनवेल रेल्वे स्थानकातील प्रश्नांची सोडवणूक करण्यासाठी अधिकाऱ्यांसोबत बैठक घेऊन उपाययोजना करण्याची मागणीही केली आहे. याबेळी आमदार प्रशांत ठाकूर यांच्यासमवेत आमदार महेश बालदी, भाजपाचे जिल्हाध्यक्ष अविनाश कोळी, जिल्हा सरचिटणीस नितीन पाटील, शिवसेनेचे जिल्हाप्रमुख रामदास शेवाळे यांच्यासह स्थानिक स्वराज्य संस्थेचे लोकप्रतिनिधी, पदाधिकारी आणि कार्यकर्ते उपस्थित होते.

आमदार प्रशांत ठाकूर यांनी दिलेल्या निवेदनात म्हटले आहे की, पनवेल हे शहर रस्ते, परिवहन आणि रेल्वे वाहतुकीच्या दृष्टीने अत्यंत महत्त्वाचे आणि गतीशील केंद्र ठरले आहे. याची भौगोलिक व सामाजिक रचना लक्षात घेता, पनवेल हे "मुंबईचे प्रवेशद्वार" म्हणणे उचित ठरेल. कोकण रेल्वे, मुंबई–नवी मुंबईकडे येण्या जाणाऱ्या रेल्वे सेवा, पुणे मार्गावरील गाड्यांसाठी पनवेल एक अत्यंत महत्त्वाचा जंक्शन स्टेशन बनले आहे. याशिवाय पनवेल जवळील उलवे–द्रोणागिरी नोडमध्ये होत असलेला झपाट्याने विकास, नुकतेच सुरू झालेले अटल सेतू, जेएनपीटी तसेच लवकरच कार्यान्वित होणारा नवी मुंबई आंतरराष्ट्रीय विमानतळ या सर्व बाबींमुळे या परिसरात व्यापारी वसाहत व लोकसंख्येत मोठ्या प्रमाणात वाढ होणार आहे. या पार्श्वभूमीवर, पनवेल रेल्वे स्थानकाचा अत्याधुनिक स्वरूपात विकास करणे व प्रकल्पांच्या सुविधेसाठी आवश्यक उपाययोजना करणे हे अत्यंत गरजेचे असून प्लॅटफॉर्म क्रमांक एक आणि चार मधील सध्याचे नवीन पनवेल (पूर्व) पर्यंत वाढवणे, सध्याचा फूट ओव्हर ब्रिज लोकसंख्येच्या तुलनेत अपुरा असून, त्याऐवजी नवीन व अधिक रुंद एफओबी उभारणे गरजेचे आहे. पनवेल रेल्वे स्टेशनच्या पूर्व बाजूस पार्किंग डेकचे काम अद्याप अपूर्ण असून, त्यामुळे वाहतूक कोंडी व पावसाळ्यात पाणी साचण्याच्या समस्या निर्माण होत आहेत. हे काम तातडीने पूर्ण करावे. प्रत्येक प्लॅटफॉर्मवर एक्सलेटर आणि दिव्यांग, वृद्ध व गरोदर महिलांसाठी लिफ्ट्स उपलब्ध करणे आवश्यक आहे. रेल्वे स्टेशनची इमारत अत्यंत धोकादायक स्थितीने उभी राहात आहे, त्यामुळे या कामास फास्ट ट्रॅकवर नेण्याची गरज आहे. हार्बर लाइन, मुख्य लाइन व लोकल रेल्वे लाइन यामधील इंटरकनेक्शन लूप तयार करणे गरजेचे आहे, जे आपत्कालीन परिस्थितीत उपयुक्त ठरू शकणार आहे. पनवेल रेल्वे स्टेशनला जरी 'अ' दर्जा प्राप्त असला, तरी येथे प्रवाशांना अनेक अडचणींचा सामना करावा लागत आहे. त्यामुळे प्रवाशांच्या सुखकर प्रवासासाठी या सर्व गोष्टींवर तातडीने कृती करण्यात यावी, आणि त्यासाठी या विषयाकडे आपण वैयक्तिक लक्ष देऊन संबंधित अधिकाऱ्यांची एक बैठक आयोजित करण्यात यावी, अशी विनंती आमदार प्रशांत ठाकूर यांनी रेल्वे मंत्री अश्विनी वैष्णव यांच्याकडे केली आहे.

Note: This is the tracking till 8.30 AM IST

Stop selling meat in airport premises

'विमानतळाच्या हद्दीत मांस विक्री बंद करा'

◆ नवी मुंबई (वार्ताहर) :

कावळे, घार पक्षी आकर्षित

मांस विक्री केल्यामुळे या परिसरात कावळे, घार यासह विविध पक्षी आकर्षित होतात. त्यामुळे परिसरात दुर्गंधीबरोबरच इतर पक्ष्यांना अधिक धोका निर्माण होऊ शकतो. यामुळे स्वच्छतेचे सर्व नियमही धाब्यावर बसवले जात आहेत.

उलवे परिसरात मांस विक्री आणि प्राण्यांची कत्तल करण्यात येत असल्याची तक्रार पर्यावरण प्रेमींनी मागील महिन्यात केली होती. या तक्रारीची दखल घेऊन नागरी विमान वाहतूक महासंचालनालयाने (डीजीसीए) विमानतळाच्या हद्दीत होत असलेली मांस विक्री बंद करण्याचे आदेश दिले आहेत. मांस विक्रीमुळे परिसरात कावळे, घारी आदी पक्षी आकर्षित होत असल्याचे पर्यावरणप्रेमींनी तक्रारीत नमूद केले. तसेच विमानविषयक नियमांचे उल्लंघन करण्यात येत असल्याचा दावा करून पर्यावरणप्रेमींनी ही तक्रार केली होती.

कोणत्याही विमानतळाच्या १० किमीच्या परिघात प्राण्यांची कत्तल करू नये असा नियम आहे. तसेच एअरड्रोम पर्यावरण व्यवस्थापन समिती(एईएमसी) नियमावलीतही विमानतळाच्या १० किमीच्या परिघात प्राण्यांची कत्तल करू नये या नियमाचा समावेश आहे. असे असतानाही नवी मुंबई विमानतळाच्या धावट्टीपासून ३ किमी अंतरावरील उलवे परिसरातील सेक्टर १९ येथे प्राण्यांची कत्तल करून मांस विक्री केली जात आहे. यामुळे नागरी विमान वाहतूकविषयक नियमांचे उल्लंघन होत असल्याचा दावा पर्यावरणप्रेमींनी केला होता. याबाबत पर्यावरणप्रेमी अनिल नेटकनेकट फाऊंडेशनच्या बी. एन. कुमार यांनी २४ फेब्रुवारी रोजी नागरी विमान वाहतूक मंत्रालयाकडे तक्रार केली होती. या तक्रारीची दखल घेऊन डीजीसीएच्या हवाई सुरक्षा शाखेने मार्च महिन्यात चौकशी सुरू केली होती. ही तक्रार डीजीसीएअंतर्गत एअर सेफ्टी संचालक ए. एक्स. जोसेफ यांच्याकडे पाठवण्यात आली होती.

Note: This is the tracking till 8.30 AM IST

Organizing 'ABC Children's Conclave 2025' in Navi Mumbai

नवी मुंबईत 'एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५' चे आयोजन

◆ नवी मुंबई (प्रतिनिधी):

अपोलो चिल्ड्रेन्स नवी मुंबई (एएकएनएम) एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५ च्या निमित्ताने, लहान मुलांच्या आरोग्याशी संबंधित मुद्द्यांवर जागरूकता वाढवण्याच्या उद्देशाने अनेक समुदाय-केंद्रित उपक्रम सुरू करत आहे. या कार्यक्रमाच्या आयोजनाचा एक भाग म्हणून, अपोलो चिल्ड्रेन्सने नवी मुंबईमध्ये अनेक महत्त्वाच्या पैलूंची सुरुवात केली आहे. मोबाईल फोनचे व्यसन, जंक फूड आणि सामान्य आरोग्य इत्यादी गंभीर आरोग्य चिंता दूर करणे हा या उपक्रमांचा उद्देश आहे. अपोलो चिल्ड्रेन्स नवी मुंबईद्वारे बॉस्टन चिल्ड्रेन्स हॉस्पिटल (यूएसए), इंडियन अकॅडेमी ऑफ पेडियाट्रिक्स (आयएपी) आणि नवी

मुंबई असोसिएशन ऑफ पेडियाट्रिक्स (एनएमएपी) च्या सहयोगाने एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह २०२५ चे आयोजन ३-४ मे २०२५ रोजी मुंबई आंतरराष्ट्रीय विमानतळावरील ऑरिका हॉटेलमध्ये करण्यात येईल. या दोन दिवसांच्या संमेलनात पेडियाट्रिशियन, रिसर्चर आणि हेल्थकेयर इनोव्हेटर सहभागी होतील.

एबीसीसी सोशल कनेक्ट : नवी मुंबई असोसिएशन ऑफ पेडियाट्रिक्सचे पेडियाट्रिशियन नवी मुंबईमध्ये स्टडी सेंटर्सना भेटी देतील आणि मुले व पालकांसोबत मोबाइलचा खूप जास्त वापर व जंक फूडच्या सेवनाच्या हानिकारक प्रभावांबाबत चर्चा करतील, या

संमेलनपूर्व उपक्रमांची प्रमुख वैशिष्ट्ये

उपक्रमाचा एक भाग म्हणून तक्षशिला प्रबोधिनी सामाजिक संस्था स्टडी सेंटर्सना दप्तरे, वह्या, रिफ्लेक्टिव्ह लाईट्स आणि फळा इत्यादी शैक्षणिक मदत पुरवेल.

'बचपन' - पालकांसाठी कार्यक्रम : हा संवादात्मक कार्यक्रम आईवडील आणि मुलांची काळजी घेणाऱ्या व्यक्तींना बाल विकास, भावनात्मक कल्याण आणि प्रभावी पालन पोषण धोरणांबाबत व्यावहारिक ज्ञान देण्यासाठी डिझाईन करण्यात आला आहे. 'बचपन'चे नेतृत्व पेडियाट्रिशियन करत आहेत आणि प्रसिद्ध संस्थांच्या आंतरराष्ट्रीय फॅकल्टीचा सहयोग यामध्ये मिळत आहे. यामध्ये मुलांच्या वैद्यकीय देखभालीविषयी जागतिक दृष्टिकोन प्रस्तुत केला जाईल आणि आजच्या पाईनडबडीच्या, डिजिटल जगात मुलांच्या निरोगी, सुव्यवस्थित, स्थिर पालनपोषणाबाबत माहिती दिली जाईल.

Note: This is the tracking till 8.30 AM IST

Foul play: Adani's relative under 'Sebi' trap

വഴിവിട്ട നീക്കം: അദാനിയുടെ അനന്തരവന് 'സെബി' കുരുക്ക്

ന്യൂഡൽഹി ● ഗൗതം അദാനിയുടെ അനന്തരവനായ പ്രണവ് അദാനി ബിസിനസ് ഗ്രൂപ്പിന്റെ നീക്കങ്ങൾ ബന്ധുക്കൾക്കു ചോർത്തി നൽകി ഓഹരിവ്യാപാരത്തിലൂടെ ലാഭമുണ്ടാക്കാൻ ശ്രമിച്ചെന്ന് (ഇൻസൈഡർ ട്രേഡിങ്ങ്) ഓഹരിവിപണി നിയന്ത്രണ ഏജൻസിയായ 'സെബി' ആരോപിച്ചു. കഴിഞ്ഞ വർഷം സെബി പ്രണവിന് അയച്ച കത്തിനെക്കുറിച്ച് ഇപ്പോഴാണ് വാർത്ത പുറത്തുവന്നത്.

കമ്പനിയുടെ നീക്കങ്ങൾ മുൻകൂട്ടി അറിഞ്ഞാൽ ഓഹരിവില കൂടുമോ കുറയുമോയെന്ന് മനസ്സിലാക്കാനാകും. ഈ വിവരങ്ങൾ മനസ്സിലാക്കി കമ്പനിക്ക് ഉള്ളിലുള്ളവർ തന്നെ ഓഹരികൾ വാങ്ങിക്കൂട്ടുകയോ വിൽക്കുകയോ ചെയ്യുന്നതാണ് ഇൻസൈഡർ ട്രേഡിങ്ങ്.

അദാനി ഗ്രൂപ്പ് കമ്പനികളുടെ ഡയറക്ടർ കൂടിയായ പ്രണവ് 2021ൽ ബന്ധുക്കളായ കുനാൽ ഷായ്ക്കും നൃപുൽ ഷായ്ക്കും 'അദാനി ഗ്രീൻ' എസ്ബി എൻജി ഹോൾഡിങ്സിനെ ഏറ്റെടുക്കുന്നുവെന്ന വിവരം മുൻകൂറായി നൽകി. പുനരുപയോഗ ഊർജ മേഖലയിൽ ഇന്ത്യയിലെ ഏറ്റവും വലിയ ഏറ്റെടുക്കലായിരുന്നു അത്. വിവരം ലഭിച്ച കുനാലും നൃപുലും ഓഹരിവ്യാപാരത്തിലൂടെ 90 ലക്ഷം രൂപ അനധികൃതമായി സമ്പാദിച്ചുവെന്നാണ് ആരോപണം.

പ്രണവ് അദാനി

സെബിയുടെ ആരോപണങ്ങൾ സെറ്റിൽമെന്റിലൂടെ പരിഹരിക്കാൻ ശ്രമിക്കുകയാണെന്ന് പ്രണവ് അദാനി പറഞ്ഞു. ആരോപണങ്ങൾ അംഗീകരിക്കാനോ നിഷേധിക്കാനോ അദ്ദേഹം തയാറായില്ല.

പ്രണവ് അദാനിക്കെതിരെ 'സെബി' നടപടിയെടുക്കുമോയെന്ന് കോൺഗ്രസ് ചോദിച്ചു.

Note: This is the tracking till 8.30 AM IST

Foul play: Adani's relative under 'Sebi' trap

വഴിവിട്ട നീക്കം: അദാനിയുടെ അനന്തരവന് 'സെബി' കുരുക്ക്

ന്യൂഡൽഹി ● ഗൗതം അദാനിയുടെ അനന്തരവനായ പ്രണവ് അദാനി ബിസിനസ് ഗ്രൂപ്പിന്റെ നീക്കങ്ങൾ ബന്ധുക്കൾക്കു ചോർത്തി നൽകി ഓഹരിവ്യാപാരത്തിലൂടെ ലാഭമുണ്ടാക്കാൻ ശ്രമിച്ചെന്ന് (ഇൻസൈഡർ ട്രേഡിങ്ങ്) ഓഹരിവിപണി നിയന്ത്രണ ഏജൻസിയായ 'സെബി' ആരോപിച്ചു. കഴിഞ്ഞ വർഷം സെബി പ്രണവിന് അയച്ച കത്തിനെക്കുറിച്ച് ഇപ്പോഴാണ് വാർത്ത പുറത്തുവന്നത്.

കമ്പനിയുടെ നീക്കങ്ങൾ മുൻകൂട്ടി അറിഞ്ഞാൽ ഓഹരിവില കൂടുമോ കുറയുമോയെന്ന് മനസ്സിലാക്കാനാകും. ഈ വിവരങ്ങൾ മനസ്സിലാക്കി കമ്പനിക്ക് ഉള്ളിലുള്ളവർ തന്നെ ഓഹരികൾ വാങ്ങിക്കൂട്ടുകയോ വിൽക്കുകയോ ചെയ്യുന്നതാണ് ഇൻസൈഡർ ട്രേഡിങ്ങ്.

അദാനി ഗ്രൂപ്പ് കമ്പനികളുടെ ഡയറക്ടർ കൂടിയായ പ്രണവ് 2021ൽ ബന്ധുക്കളായ കുനാൽ ഷായ്ക്കും നൃപുൽ ഷായ്ക്കും 'അദാനി ഗ്രീൻ' എസ്ബി എൻജി ഹോൾഡിങ്സിനെ ഏറ്റെടുക്കുന്നുവെന്ന വിവരം മുൻകൂറായി നൽകി. പുനരുപയോഗ ഊർജ മേഖലയിൽ ഇന്ത്യയിലെ ഏറ്റവും വലിയ ഏറ്റെടുക്കലായിരുന്നു അത്. വിവരം ലഭിച്ച കുനാലും നൃപുലും ഓഹരിവ്യാപാരത്തിലൂടെ 90 ലക്ഷം രൂപ അനധികൃതമായി സമ്പാദിച്ചുവെന്നാണ് ആരോപണം.

പ്രണവ് അദാനി

സെബിയുടെ ആരോപണങ്ങൾ സെറ്റിൽമെന്റിലൂടെ പരിഹരിക്കാൻ ശ്രമിക്കുകയാണെന്ന് പ്രണവ് അദാനി പറഞ്ഞു. ആരോപണങ്ങൾ അംഗീകരിക്കാനോ നിഷേധിക്കാനോ അദ്ദേഹം തയാറായില്ല.

പ്രണവ് അദാനിക്കെതിരെ 'സെബി' നടപടിയെടുക്കുമോയെന്ന് കോൺഗ്രസ് ചോദിച്ചു.

Note: This is the tracking till 8.30 AM IST

Neethi Ayog interfearing saves Vizhinjam project

വിഴിഞ്ഞം പദ്ധതിയെ രക്ഷിച്ചത് നിതി ആയോഗ് ഇടപെടൽ

▶▶ കരാറിന് എതിരായ കേരള എജിയുടെ റിപ്പോർട്ട് സിഎജി തള്ളിയത് ഈ ഇടപെടലിനെ തുടർന്ന്

പി. കിഷോർ

കൊച്ചി● വിഴിഞ്ഞം കരാറിന് എതിരെയുള്ള കേരള എജിയുടെ റിപ്പോർട്ടിൽ നിന്നു പദ്ധതിയെ രക്ഷിച്ചത് നിതി ആയോഗിന്റെ ഇടപെടലിൽ. കേന്ദ്ര കൺട്രോളർ ആൻഡ് ഓഡിറ്റർ ജനറൽ (സിഎജി) കേരള എജിയുടെ റിപ്പോർട്ട് തള്ളിയതോടെയാണ് പദ്ധതിയുടെ അവസാന പ്രതിബന്ധവും നീങ്ങിയത്.

മുഖ്യമന്ത്രി ഉമ്മൻചാണ്ടിയുടെ നേതൃത്വത്തിൽ വിഴിഞ്ഞം കരാർ ഒപ്പിട്ട ശേഷം ഒരു വർഷം കഴിഞ്ഞാണ് കേരള അക്കൗണ്ടന്റ് ജനറലിന്റെ റിപ്പോർട്ട് പുറത്തു വന്നത്. പൊതുസ്വകാര്യ പങ്കാളിത്ത പദ്ധതി കരാറിലെ ഒട്ടേറെ വ്യവസ്ഥകൾക്കെതിരെ റിപ്പോർട്ടിൽ രൂക്ഷമായ പരാമർശങ്ങൾ ഉണ്ടായിരുന്നു. അതു മാധ്യമങ്ങളിൽ വിവാദമായി. ഈ റിപ്പോർട്ടിനെതിരെ അന്നത്തെ നിതി ആയോഗ് ശക്തമായ നിലപാട് എടുക്കുകയും 2017 ജൂൺ 5നു സിഎജിക്കു കത്തെഴുതുകയും ചെയ്തു.

മുൻവിധികളോടെ തയാറാക്കിയ റിപ്പോർട്ടാണ് സിഎജിയുടേത് എന്നും കരാറിലെ വ്യവസ്ഥകളും ഇളവുകളും ആസൂത്രണ കമ്മിഷൻ സംസ്ഥാന തുറമുഖ പദ്ധതികൾക്കു നിശ്ചയിച്ചിട്ടുള്ളത് അനുസരിച്ചാണെന്നും കത്തിൽ ചൂണ്ടിക്കാട്ടി. വിജയസാധ്യത ഉറപ്പില്ലാത്ത പദ്ധതി 2 പതിറ്റാണ്ട് ശ്രമിച്ചിട്ടും ആരും ഏറ്റെടുക്കാതിരുന്ന സാഹചര്യത്തിലാണ് കരാർ ഉണ്ടായത്. കടൽ നികത്തുകയും നിണ്ട പുലിമുട്ട് നിർമിക്കുകയും വേണമെന്നതിനാൽ കൂറ്റൻ മുലധന നിക്ഷേപം വേണം. പക്ഷേ സിംഗപ്പൂർ, കൊളംബൊ, ദുബായ് തുറമുഖങ്ങളുമായി കടുത്ത മത്സരം ഉള്ളതിനാൽ വിജയിക്കുമെന്ന് ഉറപ്പുമില്ല.

ഈ സാഹചര്യത്തിൽ കേന്ദ്രം 817.5 കോടിയുടെ വയബിലിറ്റി ഗ്യാപ് ഫണ്ട് അനുവദിച്ചിട്ടുണ്ട്. ഇത്തരം 500ലേറെ പൊതു-സ്വകാര്യ പങ്കാളിത്ത പദ്ധതികൾക്ക് ഇതേ വ്യവസ്ഥകൾ അനുസരിച്ച് അനുമതി നൽകിയിട്ടുമുണ്ട്. മറ്റൊരു സംസ്ഥാനത്തും എജി അതിനെതിരെ റിപ്പോർട്ട് നൽകിയിട്ടില്ല.

അതിനാൽ വിഴിഞ്ഞം വ്യവസ്ഥകൾ പരിശോധിക്കാൻ പിപിപി വിദഗ്ധർ അടങ്ങിയ സമിതിയെ നിയോഗിക്കണമെന്നും നിതി ആയോഗ് ആവശ്യപ്പെട്ടു.

അന്നത്തെ നിതി ആയോഗ് സിഇഒ അമിതാഭ് കാന്ത്, സിഎജി ശശികാന്ത് ശർമയെ കണ്ട് രേഖകൾ സഹിതം ഇക്കാര്യം വിശദീകരിക്കുകയും ചെയ്തു. ഇതെത്തുടർന്നാണ് കേരള എജിയുടെ റിപ്പോർട്ട് സിഎജി തള്ളിയത്.

അന്നത്തെ കേരള അക്കൗണ്ടന്റ് ജനറൽ ഒഡീഷ സ്വദേശി അമർ പട്നായിക് മാസങ്ങൾക്കകം സ്വയം വിരമിച്ചു. 2018ൽ ഒഡീഷയിൽ നവീൻ പട്നായിക്കിന്റെ ബിജു ജനതാദളിൽ ചേർന്ന് രാജ്യസഭാ എംപി ആകുകയും ചെയ്തു.

Note: This is the tracking till 8.30 AM IST

Shortage of land make challenge to Govt

വിഴിഞ്ഞം രാജ്യാന്തര തുറമുഖം

സർക്കാരിന് വെല്ലുവിളി ഭൂമിയുടെ ദൗർലഭ്യം

▸▸ വ്യവസായ നിക്ഷേപത്തിന് ഭൂമി ഏറ്റെടുത്തിട്ടില്ല

മനോരമ ലേഖകൻ

തിരുവനന്തപുരം● വിഴിഞ്ഞം രാജ്യാന്തര തുറമുഖത്തിന്റെ കമ്മിഷനിങ് ആഘോഷമായി നടത്തിയെങ്കിലും സർക്കാരിനു മുൻപിലുള്ള വെല്ലുവിളി അനുബന്ധ വികസനത്തിനുള്ള ഭൂമിയുടെ ദൗർലഭ്യം. തുറമുഖ നിർമാണം തുടങ്ങിയിട്ട് 10 വർഷമായെങ്കിലും വ്യവസായ നിക്ഷേപമെത്തിക്കാൻ ഒരു തുണ്ടു ഭൂമി പോലും ഏറ്റെടുത്തിട്ടില്ല. കിൻഫ്ര അടക്കമുള്ള ഏജൻസികൾക്കും തുറമുഖത്തിന്റെ ചുറ്റുവട്ടത്തു ഭൂമിയില്ല.

വിഴിഞ്ഞത്തെ ജനസാന്ദ്രതയും ഭൂമിയുടെ ദൗർലഭ്യവും കണക്കിലെടുക്കുമ്പോൾ തുറമുഖത്തിനടുത്ത് ആവശ്യമായ ഭൂമി കണ്ടെത്തുക പ്രയാസം. എന്നാൽ ജില്ലയുടെ വിവിധ ഭാഗങ്ങളിലായി ഭൂമി ഏറ്റെടുക്കാനാകും. കയറ്റുമതിയും ഇറക്കുമതിയും ആരംഭിച്ചാൽ കണ്ടെയ്നർ ഫ്രൈറ്റ് സ്റ്റേഷൻ, ലോജിസ്റ്റിക് പാർക്കുകൾ, സംഭരണ കേന്ദ്രങ്ങൾ, ശീതീകരണ കേന്ദ്രങ്ങൾ എന്നിവയ്ക്കെല്ലാം ഭൂമി വേണ്ടിവരും. കമ്മിഷനിങ് കഴിഞ്ഞ സ്ഥിതിക്ക് ഒട്ടേറെ കമ്പനികൾ പാട്ടത്തിനു ഭൂമി ആവശ്യപ്പെട്ടു സർക്കാരിനെ സമീപിക്കുന്നുണ്ട്. എന്നാൽ നൽകാൻ സർക്കാരിന്റെ കയ്യിൽ സ്ഥലമില്ല.

വിഴിഞ്ഞം കേന്ദ്രീകരിച്ചു വ്യവസായ ഇടനാഴി വികസിപ്പിക്കുമെന്നു പ്രഖ്യാപിച്ചിരുന്നു. എന്നാൽ ഈ പദ്ധതിക്കും ഭൂമി ഏറ്റെടുക്കൽ തുടങ്ങിയിട്ടില്ല. ഭൂമിയുടെ ദൗർലഭ്യം കണക്കിലെടുത്ത്, എന്തെല്ലാം വ്യവസായ പദ്ധതികളാകാമെന്ന നയമോ, ഡിസൈനോ ഇതുവരെ നിശ്ചയിച്ചിട്ടുമില്ല.

രണ്ടാംഘട്ട വികസനം ഉദ്ഘാടനം ഉടൻ

തിരുവനന്തപുരം ● വിഴിഞ്ഞം രാജ്യാന്തര തുറമുഖത്തിന്റെ രണ്ടാംഘട്ട വികസനത്തിന്റെ ഉദ്ഘാടനം വൈകാതെ നടക്കും. വികസന ജോലികൾ തുടങ്ങിയെങ്കിലും ഔദ്യോഗികമായി ഉദ്ഘാടനം നടത്താനാണു സർക്കാരിന്റെ താൽപര്യം. ഇതു സംബന്ധിച്ചു മന്ത്രി വി.എൻ.വാസവൻ ഗൗതം അദാനിയുമായി ചർച്ച നടത്തി. ഉദ്ഘാടനം മുഖ്യമന്ത്രി നിർവഹിക്കുമെന്നാണു സൂചന. 2024 ഡിസംബറിൽ പൂർണതോതിൽ പ്രവർത്തനം തുടങ്ങിയ തുറമുഖത്തിന്റെ ഉദ്ഘാടനം കഴിഞ്ഞ ദിവസം പ്രധാനമന്ത്രിയാണ് നിർവഹിച്ചത്.

Note: This is the tracking till 8.30 AM IST

Slogen competition happens at Vizhinjam: Satheesan

വിഴിഞ്ഞത്ത് നടന്നത് മുദ്രാവാക്യം വിളി മത്സരം: സതീശൻ

പത്തനംതിട്ട ● വിഴിഞ്ഞം പദ്ധതി ഉദ്ഘാടനത്തിൽ ബിജെപിയും സിപിഎമ്മും രാഷ്ട്രീയം കലർത്തിയതായി പ്രതിപക്ഷ നേതാവ് വി.ഡി.സതീശൻ. മത്സരിച്ചു മുദ്രാവാക്യം വിളിച്ച് പരിപാടിയുടെ പ്രസക്തി നഷ്ടപ്പെടുത്തി. പത്തനംതിട്ടയിൽ നടന്ന മനോരമ ഹോർത്തൂസ് വേദിയിലാണ് അദ്ദേഹം ഇത് വ്യക്തമാക്കിയത്.

വിഴിഞ്ഞം ഉദ്ഘാടനത്തിനു തന്നെ വിളിക്കാത്തതിലോ ബിജെപി സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖരനെ വിളിച്ചതിലോ പരിഭവമില്ല. പോകാതിരുന്നത് നന്നായി. കേരളത്തിന്റെ വികസനത്തിനു നാഴികക്കല്ലാകുന്ന പദ്ധതിക്കു പിന്നിൽ ഉമ്മൻ ചാണ്ടിയുടെ അർപ്പണ മനോഭാവവും ദൃഢനിശ്ചയവുമായിരുന്നെന്ന് അദ്ദേഹം പറഞ്ഞു.

തുറമുഖമന്ത്രി പറഞ്ഞത്, സർക്കാരിന്റെ വാർഷികം പ്രതിപക്ഷം ബഹിഷ്കരിച്ചിരിക്കുന്നതിനാൽ പ്രതിപക്ഷ നേതാവിനെയും വിളിക്കുന്നില്ലെന്നാണ്. പിന്നീട് വിവാദമായപ്പോൾ കാഴ്ചക്കാരനായി വിളിക്കാമെന്നു പറഞ്ഞു. സതീശൻ പറഞ്ഞു.

Note: This is the tracking till 8.30 AM IST

Vizhinjam port inaguration: Rajeev Chandrasekhar gives reply to Minister Riyas

വിഴിഞ്ഞം തുറമുഖം ഉദ്ഘാടനം: മന്ത്രി റിയാസിനു മറുപടിയുമായി രാജീവ് ചന്ദ്രശേഖർ

ആലപ്പുഴ● വിഴിഞ്ഞം തുറമുഖം ഉദ്ഘാടന പരിപാടിയിൽ താൻ വേദിയിലിരുന്നതു കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകനു പ്രശ്നമായെന്നും മരുമകൻ ഡോക്ടറെ കാണട്ടെയെന്നും ബിജെപി സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ. ബിജെപി ആലപ്പുഴ വടക്ക് ജില്ലാ കമ്മിറ്റിയുടെ നേതൃത്വത്തിൽ നടത്തിയ വികസിത കേരളം കൺവൻഷൻ ഉദ്ഘാടനം ചെയ്യുകയായിരുന്നു അദ്ദേഹം. വിഴിഞ്ഞത്തെ പരിപാടിക്കു താൻ നേരത്തെ വേദിയിൽ എത്തിയതാണു ചിലർക്കു വിഷമം. പ്രവർത്തകരെ കാണാനാണു താൻ നേരത്തെ എത്തിയത്. പ്രവർത്തകർ ഭാരത് മാതാ കീ ജയ് വിളിച്ചപ്പോൾ ഒപ്പം വിളിക്കുകയാണു ചെയ്തത്.

വിഴിഞ്ഞം തുറമുഖം പൂർത്തിയാകാൻ കാരണം പ്രധാനമന്ത്രി നരേന്ദ്രമോദിയാണ്. ഇതൊക്കെ കാണുമ്പോൾ സങ്കടമാണെങ്കിൽ ചിലർ ഇനി എന്തുമാത്രം സങ്കടപ്പെടാൻ ഇരിക്കുന്നു. സിപിഎമ്മുകാർ എത്ര വേണമെങ്കിലും ട്രോളിക്കോളൂ. തനിക്കു പ്രശ്നമില്ല. വികസിത കേരളത്തിലേക്കുള്ള ബിജെപിയുടെ ട്രെയിൻ പുറപ്പെട്ടു കഴിഞ്ഞെന്നും അദ്ദേഹം പറഞ്ഞു.

Note: This is the tracking till 8.30 AM IST

Modi style' make sure seat in stage for BJP President

ബിജെപി അധ്യക്ഷന് വേദിയിൽ സീറ്റ് ഉറപ്പാക്കി 'മോദി ശൈലി'

▶▶സർക്കാർ പരിപാടികളിൽ പുതിയ കീഴ്‌വഴക്കവുമായി പ്രധാനമന്ത്രി

മനോരമ ലേഖകൻ

തിരുവനന്തപുരം ● വിഴിഞ്ഞം രാജ്യാന്തര തുറമുഖത്തിന്റെ കമ്മിഷനിങ്ങിൽ മാത്രമല്ല, സംസ്ഥാനങ്ങളിൽ താൻ പങ്കെടുക്കുന്ന സർക്കാർ പരിപാടികളിൽ അവിടത്തെ ബിജെപി പ്രസിഡന്റിന് വേദിയിൽ സീറ്റ് ഉറപ്പാക്കി പ്രധാനമന്ത്രി നരേന്ദ്ര മോദി. മുൻ പ്രധാനമന്ത്രിമാർക്കില്ലാതിരുന്ന കീഴ്‌വഴക്കമാണ് മോദിയുടേത്.

തമിഴ്നാട്ടിൽ കഴിഞ്ഞ മാസം പാമ്പൻ പാലത്തിന്റെ ഉദ്ഘാടനം പ്രധാനമന്ത്രി നിർവഹിച്ചപ്പോൾ വേദിയിൽ ബിജെപി പ്രതിനിധിയായി നൈനാർ നാഗേന്ദ്രനുമുണ്ടായിരുന്നു. നിയമസഭാംഗമാണെങ്കിലും ബിജെപി പ്രതിനിധി എന്ന നിലയ്ക്ക് പ്രധാനമന്ത്രി

യുടെ ഓഫിസിന്റെ നിർദേശപ്രകാരമാണു വേദിയിൽ ഇരിപ്പിടം നൽകിയത്. ബിജെപി ഭരിക്കുന്ന സംസ്ഥാനങ്ങളിൽ മാത്രമല്ല, മറ്റിടങ്ങളിലും ഈ രീതി മോദി പിന്തുടരുന്നുണ്ട്.

അതേസമയം, 2 ടേം പ്രധാനമന്ത്രിയായിരുന്ന മൻമോഹൻ സിങ് ഈ ശൈലിയുടെ ആളായിരുന്നില്ല. കേരളത്തിൽ ഉൾപ്പെടെ ഒട്ടേറെ കേന്ദ്ര, സംസ്ഥാന പദ്ധതികളുടെ ഉദ്ഘാടനത്തിനു മൻമോഹൻ എത്തിയിട്ടുണ്ട്. എൽഡിഎഫ് ഭരിക്കുന്ന കാലത്തും യുഡിഎഫ് ഭരണ കാലത്തും കേരളത്തിലെ പരിപാടികളിൽ കെപിസിസി പ്രസിഡന്റിനു വേദിയിൽ ഇരിപ്പിടം ആവശ്യപ്പെട്ടിരുന്നില്ല. കൊച്ചി വല്ലാർപാടം കണ്ടെയ്നർ ടെർമിനൽ കമ്മിഷനിങ് 2011 ഫെബ്രുവരിയിൽ പ്രധാനമന്ത്രി നിർവഹിക്കുമ്പോൾ വി.എസ്.അച്യുതാനന്ദനായിരുന്നു മുഖ്യമന്ത്രി. കെപിസിസി പ്രസിഡന്റായിരുന്ന രമേശ് ചെന്നിത്തല അന്നു പരിപാടിക്കെത്തിയെങ്കിലും സദസ്സിലാണ് ഇരുന്നത്.

എന്നാൽ, 2017 ൽ മോദി കൊച്ചി മെട്രോയിൽ ഉദ്ഘാടനം നിർവഹിച്ചപ്പോൾ കന്നിയാത്രയിൽ അന്നത്തെ ബിജെപി അധ്യക്ഷൻ കുമ്മനം രാജശേഖരനെ ഒപ്പം കൂട്ടിയതു വിവാദമായിരുന്നു. പ്രധാനമന്ത്രി, അന്നത്തെ ഗവർണർ പി.സദാശിവം, മുഖ്യമന്ത്രി പിണറായി വിജയൻ തുടങ്ങിയവർക്കൊപ്പമാണു കുമ്മനത്തിനു മെട്രോയിൽ സീറ്റ് കിട്ടിയത്.

Note: This is the tracking till 8.30 AM IST

Contraversy continues

വിഴിഞ്ഞം

കരയടുക്കാതെ വിവാദം

രാജീവ് ചന്ദ്രശേഖറിനെ വേദിയിലിരുത്തിയതിലും ഉമ്മൻ ചാണ്ടിയെ പരാമർശിക്കാത്തതിലും വിമർശനം

സ്വന്തം ലേഖകൻ

തിരുവനന്തപുരം: വിഴിഞ്ഞം തുറമുഖ കമ്മീഷനിംഗ് ചടങ്ങിന്റെ ഉദ്ഘാടന വേദിയിൽ ബിജെപി സംസ്ഥാന അധ്യക്ഷൻ രാജീവ് ചന്ദ്രശേഖറിന് സീറ്റ് നൽകിയതിലും കരാർ ഒപ്പിട്ടത് അടക്കമുള്ള പ്രാരംഭ ചടങ്ങുകൾക്കു നേതൃത്വം നൽകിയ മുൻ മുഖ്യമന്ത്രി ഉമ്മൻ ചാണ്ടിയുടെ പേരു പരാമർശിക്കാത്തതിലും വിമർശനമുയർന്നു. വിഴിഞ്ഞം തുറമുഖ ഉദ്ഘാടന ചടങ്ങിൽ ബിജെപി സംസ്ഥാന പ്രസിഡന്റിനെ വേദിയിൽ ഇരുത്തിയത് സിപിഎം-ബിജെപി അന്തർധാരയുടെ ഭാഗമാണെന്ന ആരോപണവുമായി യുഡിഎഫ് കൺവീനർ എം.എം. ഹസൻ രംഗത്ത് എത്തി. എന്നാൽ, പ്രധാനമന്ത്രിയുടെ ഓഫീസിന്റെ നിർദേശപ്രകാരമാണ് ബിജെപി സംസ്ഥാന അധ്യക്ഷനെ വേദിയിൽ ഇരുത്തിയതെന്നു സിപിഎം സംസ്ഥാന സെക്രട്ടറി എം.വി. ഗോവിന്ദൻ മറുപടി നൽകി. രാജീവിനെ വേദിയിൽ ഇരുത്തിയ സംഭവത്തിൽ വിമർശിക്കാൻ കോൺഗ്രസിന് അവകാശമില്ലെന്നും ഗോവിന്ദൻ പറഞ്ഞു.

ഉദ്ഘാടന വേദിയിൽ മണിക്കൂറുകൾ നേരത്തേഎത്തി ഇരുന്ന രാജീവ് ചന്ദ്രശേഖറിന്റെ നടപടിക്കെതിരേ മന്ത്രി പി.എ. മുഹമ്മദ് റിയാസ് കഴിഞ്ഞ ദിവസം രംഗത്ത് എത്തിയിരുന്നു. റിയാസിന്റെ വിമർശനത്തിനു തിരിച്ചടിയുമായി രാജീവ് ചന്ദ്രശേഖറും ഇന്നലെ രംഗത്തെത്തി. വേദിയിൽ നേരത്തേ എത്തിയത് പ്രവർത്തകരെ കാണുന്നതിന്റെ ഭാഗമായിട്ടാണെന്നു രാജീവ് ചന്ദ്രശേഖർ പറഞ്ഞു. കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകനായ മന്ത്രിയെന്ന വ്യക്തിപരമായ വിമർശനവും റിയാസിനെതിരേ രാജീവ് ചന്ദ്രശേഖർ ഉന്നയിച്ചു.

വിഴിഞ്ഞം ചടങ്ങിന്റെ ഔദ്യോഗിക പ്രഭാഷകരിൽ ആരും ഉമ്മൻചാണ്ടിയുടെ പേരു പോലും പരാമർശിക്കാത്തതിൽ വിമർശനവുമായി ശശി തരൂർ എംപി രംഗത്ത് എത്തി. വിഴിഞ്ഞം തുറമുഖത്തിൽ ഉമ്മൻചാണ്ടിയുടെ സംഭാവനകളെ കുറിച്ച് സംസാരിക്കാൻ താൻ ഉദ്ദേശിച്ചിരുന്നു. എന്നാൽ തനിക്ക് സംസാരിക്കാൻ അവസരം ലഭിച്ചില്ല. സംസാരിക്കാൻ അവസരം ലഭിച്ചവർ ആരും ഉമ്മൻ ചാണ്ടിയുടെ പേരു പരാമർശിച്ചു കണ്ടില്ല. ഇതിൽ ലജ്ജിക്കുന്നു.

പദ്ധതിക്കു നേതൃത്വം നൽകിയ, യഥാർഥ കമ്മീഷനിംഗ് കരാറിൽ ഒപ്പുവച്ചു കേരളം ആഘോഷിച്ച പ്രവൃത്തികൾക്ക് തുടക്കമിട്ട, അന്തരിച്ച മുൻ മുഖ്യമന്ത്രി ഉമ്മൻ ചാണ്ടിയുടെ ശ്രദ്ധേയമായ സംഭാവനകളെ അനുസ്മരിക്കാൻ ഈ അവസരം വിനിയോഗിക്കുന്നുവെന്നും അദ്ദേഹം ഫേസ്ബുക്കിൽ കുറിച്ചു.

Note: This is the tracking till 8.30 AM IST

Adani made a big deal for solar supply in UP, company in profit

अडानी ने की यूपी में सोलर सप्लाई के लिए बड़ी डील, मुनाफे में कंपनी

नईदिल्ली। अडानी ग्रीन एनर्जी (एजीईएल) के शेयर कल सोमवार को कारोबार के दिन फोकस में रह सकते हैं। दरअसल, अडानी ग्रीन एनर्जी की यूनिट अडानी ग्रीन एनर्जी सिक्सटी नाइन ने उत्तर प्रदेश पावर कॉरपोरेशन लिमिटेड (यूपीपीसीएल) को राजस्थान में अपनी परियोजना से 400 मेगावाट सोलर एनर्जी की सप्लाई के लिए एक समझौते पर हस्ताक्षर किए हैं। शेयर बाजारों को भेजी गई एक सूचना के अनुसार, इस बारे में बिजली खरीद समझौता (पीपीए) शनिवार को किया गया। बीते शुक्रवार को यह शेयर 905.05 रुपये पर बंद हुआ था। बता दें कि कंपनी के शेयर इस साल अब तक 14 प्रतिशत तक गिर गए हैं और पिछले छह महीने में इसमें 45 प्रतिशत तक की गिरावट दर्ज की गई है। हालांकि, बीते पांच साल में यह शेयर 350 प्रतिशत तक चढ़ गया है।

क्या है डिटेल

इसमें कहा गया है कि एजीईएल की पूर्ण स्वामित्व वाली सब्सिडियरी की सब्सिडियरी कंपनी अडानी ग्रीन एनर्जी सिक्सटी नाइन लिमिटेड ने राजस्थान में विकसित की जाने वाली ग्रिड से जुड़ी सौर पीवी बिजली परियोजना से 400 मेगावाट सौर ऊर्जा की आपूर्ति के लिए यूपीपीसीएल के साथ एक बिजली खरीद समझौता किया है।

मार्च तिमाही के नतीजे- अडानी ग्रीन एनर्जी ने बीते सोमवार को बताया कि बीते वित्त वर्ष की मार्च तिमाही में उसका एकीकृत शुद्ध लाभ 25.54 फीसदी बढ़कर 383 करोड़ रुपये हो गया।

Note: This is the tracking till 8.30 AM IST

Gautam Adani, Sharad Pawar visit Science and Technology Park

गौतम अदानी, शरद पवार यांची सायन्स अँड टेक्नॉलॉजी पार्कला भेट

पुणे : अदानी ग्रुपचे अध्यक्ष गौतम अदानी आणि राष्ट्रवादी काँग्रेस (शरदचंद्र पवार) पक्षाचे अध्यक्ष शरद पवार यांनी सावित्रीबाई फुले पुणे विद्यापीठातील सायन्स अँड टेक्नॉलॉजी पार्कला नुकतीच भेट दिली. अदानी आणि पवार यांनी दोन तासांच्या या भेटीमध्ये सायन्स अँड टेक्नॉलॉजी पार्कच्या तंत्रज्ञान, नवउद्यमी, सामाजिक उत्तरदायित्व अशा क्षेत्रात सुरू असलेल्या कामांविषयी जाणून घेतले. अदानी आणि पवार यांच्या भेटीबाबत सायन्स अँड टेक्नॉलॉजी पार्कचे महासंचालक डॉ. राजेंद्र जगदाळे यांनी माहिती दिली. 'अदानी यांची ही सौजन्य भेट होती. बऱ्याच दिवसांपासून अदानी यांच्या भेटीसंदर्भात प्रयत्न सुरू होते. त्यानुसार शरद पवार यांनी ही भेट घडवून आणली. अदानी आणि पवार यांना १३०० हून अधिक नवउद्यमी, कंपन्यांना निधी पुरवणे, विकसित केलेली विविध उत्पादने, सामाजिक उत्तरदायित्व निधीअंतर्गत (सीएसआर) राबवण्यात येणारे विविध उपक्रम याबाबत माहिती दिली. नव्या कल्पना, प्रकल्पही त्यांच्यासमोर मांडण्यात आले.

Note: This is the tracking till 8.30 AM IST

Gautam Adani, Sharad Pawar visit Science and Technology Park

गौतम अदानी, शरद पवार यांची सायन्स अँड टेक्नॉलॉजी पार्कला भेट

लोकसत्ता प्रतिनिधी

पुणे : अदानी ग्रुपचे अध्यक्ष गौतम अदानी आणि राष्ट्रवादी काँग्रेस (शरदचंद्र पवार) पक्षाचे अध्यक्ष शरद पवार यांनी सावित्रीबाई फुले पुणे विद्यापीठातील सायन्स अँड टेक्नॉलॉजी पार्कला नुकतीच भेट दिली. अदानी आणि पवार यांनी दोन तासांच्या या भेटीमध्ये सायन्स अँड टेक्नॉलॉजी पार्कच्या तंत्रज्ञान, नवउद्यमी, सामाजिक उत्तरदायित्व अशा क्षेत्रात सुरू असलेल्या कामांविषयी जाणून घेतले.

अदानी आणि पवार यांच्या भेटीबाबत सायन्स अँड टेक्नॉलॉजी पार्कचे महासंचालक डॉ. राजेंद्र जगदाळे यांनी माहिती दिली. 'अदानी यांची ही सौजन्य भेट होती. बऱ्याच दिवसांपासून अदानी यांच्या भेटीसंदर्भात प्रयत्न सुरू होते. सायन्स अँड टेक्नॉलॉजी पार्क करत असलेले काम त्यांना समजावून देण्यासाठी, तसेच उद्योग क्षेत्राचा पाठिंबा मिळण्याबाबत जाणून घ्यायचे होते. त्यासाठी अदानी यांच्याकडून होकार मिळाला होता. त्यानुसार शरद पवार यांनी ही भेट घडवून आणली.

अदानी आणि पवार यांना १३०० हून अधिक नवउद्यमी, कंपन्यांना निधी पुरवणे, विकसित केलेली विविध उत्पादने, सामाजिक उत्तरदायित्व निधीअंतर्गत (सीएसआर) राबवण्यात येणारे विविध उपक्रम याबाबत माहिती दिली. नव्या कल्पना, प्रकल्पही त्यांच्यासमोर मांडण्यात आले. आम्ही करत असलेले काम त्यांना आवडल्याचा प्रतिसाद त्यांनी दिला. तसेच सहकार्य करण्याची तयारीही दर्शवली आहे,' असेही डॉ. जगदाळे यांनी स्पष्ट केले.

Note: This is the tracking till 8.30 AM IST

Another flight from Kolhapur to Bengaluru, Hyderabad

कोल्हापुरातून बंगळूरु, हैदराबादसाठी आणखी एक विमानसेवा

कोल्हापूर : कोल्हापूर विमानतळावरून बंगळूरु आणि हैदराबाद या दोन शहरांसाठी आणखी एका कंपनीची हवाई सेवा सुरू होणार आहे, अशी माहिती खासदार धनंजय महाडिक यांनी दिली. सध्या कोल्हापूर ते तिरुपती, अहमदाबाद, मुंबई, हैदराबाद आणि बंगळूरु या मार्गावर विमानसेवा दिली जाते. इंडिगो कंपनीच्या बरोबरीने स्टार एअरवेजने कोल्हापूर-हैदराबादही विमानसेवा १५ मे पासून मंगळवारी, बुधवारी सुरू करण्याचे ठरवले आहे.

Note: This is the tracking till 8.30 AM IST

SRA' plaque on Mithagar; anger among Mulundkars

'मिठागरा'वर 'एसआरए'चा फलक; मुलुंडकरांमध्ये संताप

मुंबई, ता. ४ : मुलुंड येथील शासनाच्या मिठागराच्या जागेवर झोपडपट्टी पुनर्वसन प्राधिकरणाचा (एसआरए) फलक लावला आहे. या प्रकारामुळे मुलुंडकरांमध्ये तीव्र संताप निर्माण झाला आहे.

केंद्र सरकारने धारावीकरांचे पुनर्वसन करण्यासाठी मुलुंडमधील मिठागरची कित्येक एकर जागा ताब्यात घेत आहे. याचा मूलुंडकरांनी विरोध केला आहे. राज्य सरकार धारावी पुनर्विकास प्रकल्पाच्या अंतर्गत ही जागा अदानी समूहाला हस्तांतरित करत असल्याचा आरोप नागरिकांनी केला आहे. धारावीकरांचे पुनर्वसन मुलुंडमध्ये केल्यास वाहतूक, आरोग्य आणि नागरी सुविधा यांच्यावर मोठा ताण पडेल, असा इशारा स्थानिकांनी दिला आहे. त्यामुळे धारावीकरांचे पुनर्वसन धारावीतच करावे, अशी मागणी जोर धरत आहे. या पार्श्वभूमीवर नागरिकांच्या वतीने तीव्र आंदोलन करण्यात आले आहे. सामाजिक कार्यकर्ते ॲड. सागर देवरे म्हणाले, हे निर्णय वरच्या पातळीवर घेतले जातात. स्थानिक आमदार, खासदारांना याची माहिती असते. त्यांनी आवाज उठवायला हवा होता. या संदर्भात जनहित याचिका दाखल केली आहे, असे त्यांनी सांगितले.

Note: This is the tracking till 8.30 AM IST

SRA' plaque on Mithagar; anger among Mulundkars

'मिठागरा'वर 'एसआरए'चा फलक; मुलुंडकरांमध्ये संताप

मुंबई, ता. ४ : मुलुंड येथील शासनाच्या मिठागराच्या जागेवर झोपडपट्टी पुनर्वसन प्राधिकरणाचा (एसआरए) फलक लावला आहे. या प्रकारामुळे मुलुंडकरांमध्ये तीव्र संताप निर्माण झाला आहे.

केंद्र सरकारने धारावीकरांचे पुनर्वसन करण्यासाठी मुलुंडमधील मिठागरची कित्येक एकर जागा ताब्यात घेत आहे. याचा मूलुंडकरांनी विरोध केला आहे. राज्य सरकार धारावी पुनर्विकास प्रकल्पाच्या अंतर्गत ही जागा अदानी समूहाला हस्तांतरित करत असल्याचा आरोप नागरिकांनी केला आहे. धारावीकरांचे पुनर्वसन मुलुंडमध्ये केल्यास वाहतूक, आरोग्य आणि नागरी सुविधा यांच्यावर मोठा ताण पडेल, असा इशारा स्थानिकांनी दिला आहे. त्यामुळे धारावीकरांचे पुनर्वसन धारावीतच करावे, अशी मागणी जोर धरत आहे. या पार्श्वभूमीवर नागरिकांच्या वतीने तीव्र आंदोलन करण्यात आले आहे. सामाजिक कार्यकर्ते ॲड. सागर देवरे म्हणाले, हे निर्णय वरच्या पातळीवर घेतले जातात. स्थानिक आमदार, खासदारांना याची माहिती असते. त्यांनी आवाज उठवायला हवा होता. या संदर्भात जनहित याचिका दाखल केली आहे, असे त्यांनी सांगितले.

Note: This is the tracking till 8.30 AM IST

Journalist Arvind Katke passed away

पत्रकार अरविंद कटके यांचे निधन

धारावी (बातमीदार) : धारावीतील सार्वजनिक गणेशोत्सव व अन्य सार्वजनिक कार्यक्रमांमध्ये उत्साहाने सहभागी होणारे पत्रकार अरविंद कटके (६२) यांचे शनिवारी (ता. ३) राहत्या घरी निधन झाले. कटके सकाळी ७.३० वाजता नित्यनियमाने अंघोळीसाठी बाथरूममध्ये गेले असता तिथेच कोसळले. त्यांना तातडीने उपचारासाठी रुग्णालयात हलविण्यात आले, मात्र रुग्णालयात डॉक्टरांनी त्यांना मृत घोषित केले. त्यांच्या पश्चात पत्नी व मुले असा परिवार आहे. एक प्रामाणिक व सचोटीचा पत्रकार म्हणून त्यांचा लौकिक होता.

Note: This is the tracking till 8.30 AM IST

Vizhinjam to being No. 1

ഒന്നാമതാകാൻ വിഴിഞ്ഞം

സുനീഷ് ജോ

തിരുവനന്തപുരം

കാര്യക്ഷമതയിൽ രാജ്യത്തെ ഒന്നാമത് തുറമുഖമായി മാറാൻ വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖം. തുറമുഖത്തെ ഏറ്റവും കാര്യക്ഷമമാക്കി മാറ്റാനും വ്യാപാരികളെ അവരുടെ ലോജിസ്റ്റിക് ചെലവ് കുറയ്ക്കാനും സഹായിക്കുമെന്ന് അദാനി പോർട്സ് എംഡി കരൺ അദാനി പറഞ്ഞു. ചരക്കുനീക്കത്തിനായി വിദേശ തുറമുഖങ്ങളെ ആശ്രയിക്കുന്നത് കുറയ്ക്കും. 20 മീറ്ററോളം ആഴവും ഏറ്റവും തിരക്കേറിയ കടൽ വ്യാപാര പാതകളിലൊന്നിനടുത്തുള്ള സ്ഥാനവും ആഗോള വ്യാപാരത്തിൽ ഇന്ത്യയുടെ സ്ഥാനം കൂടുതൽ ശക്തിപ്പെടുത്തും.

ഓട്ടോമേറ്റഡ് യാർഡ് ക്രെയിനുകളും റിമോട്ട് ഓപ്പറേറ്റഡ് ഷിപ്പ്ടുഷോർ ക്രെയിനുകളും തുറമുഖ പ്രവർത്തനങ്ങൾക്ക് വേഗവും സുരക്ഷയും കൂട്ടുന്നു. രാജ്യത്തെ മൂന്നാമത്തെ തിരക്കേറിയ തുറമുഖമാണ് വിഴിഞ്ഞം. അദാനി കമ്പനിയുടെ ഉടമസ്ഥതയിലുള്ള ഗുജറാത്തിലെ മുന്ദ്രയും കേന്ദ്ര സർക്കാർ ഉടമസ്ഥതയിലുള്ള മുംബൈയിലെ ജവാഹർലാൽ നെഹ്റു പോർട്ട് അതോറിറ്റിയുമാണ് മറ്റുള്ളവ. ഇവ രണ്ടും ആഗോള തലത്തിൽ തിരക്കേറിയ 30 തുറമുഖങ്ങളുടെ പട്ടികയിലുണ്ട്. 70 ലക്ഷം ടിഇയു ആണ് മുന്ദ്രയുടെ വാർഷിക ചരക്ക് കൈകാര്യശേഷി.

നെഹ്റുപോർട്ടിന്റേത് ഒരു കോടി ടിഇയു കണ്ടെയ്നറും. ഇവ പട്ടികയിൽ യഥാക്രമം 26, 27 സ്ഥാനങ്ങളിലാണ്. ഒന്നാം സ്ഥാനത്ത് ഷാങ്ഹായ്യും രണ്ടാംസ്ഥാനത്ത് സിംഗപ്പൂരുമാണ്. 24–ാം സ്ഥാനത്തുള്ള കൊളംബോയിൽനിന്നാണ് ഇന്ത്യയിലേക്കുള്ള ട്രാൻസ്ഷിപ്പ്മെന്റ് ചരക്കുനീക്കത്തിന്റെ 75 ശതമാനവും. ഇത് വിഴിഞ്ഞത്തേക്ക് വരുന്നതോടെ തുറമുഖത്തിന്റെ സ്ഥാനം ഉയരും.

Note: This is the tracking till 8.30 AM IST

BJP in trouble with Chandrasekharan

'ചന്ദ്രനടി'യിൽ പൊള്ളി ബിജെപി

സ്വന്തം ലേഖകൻ

ആലപ്പുഴ

വിഴിഞ്ഞം ഉദ്ഘാടന വേദിയിൽ സ്വയംപരിഹാസ്യരാകാനിറങ്ങി ട്രോളിൽ നിറഞ്ഞതോടെ വിറളിപിടിച്ച് ബിജെപി നേതാക്കൾ. ആലപ്പുഴയിലെ വികസിത കേരളം കൺവൻഷൻ ഉദ്ഘാടന പ്രസംഗത്തിൽ രാജീവ് ചന്ദ്രശേഖറും തുടർന്ന് ശോഭ സുരേന്ദ്രനും മന്ത്രി മുഹമ്മദ് റിയാസിനെതിരെയും ട്രോളൻമാർക്കെതിരെയും പ്രകോപിതരായി. വിഴിഞ്ഞത്ത് നേരത്തെ സ്റ്റേജിലെത്തി ഒറ്റയ്ക്കിരുന്ന് മുദ്രാവാക്യം വിളിച്ച ബിജെപി സംസ്ഥാന പ്രസിഡന്റിന്റെ പ്രവൃത്തിയാണ് വ്യാപക വിമർശം ക്ഷണിച്ചുവരുത്തിയിരുന്നത്. ധനമന്ത്രിയുൾപ്പടെ സംസ്ഥാന മന്ത്രിമാരെല്ലാം സദസ്സിലിരിക്കെയാണ് രാജീവ് ചന്ദ്രശേഖറിന്റെ വിലകുറഞ്ഞ പ്രകടനമുണ്ടായിരുന്നത്. ട്രോളുകളിൽ പ്രകോപിതനായ രാജീവ്, മുഹമ്മദ് റിയാസ് ചികിത്സതേടണമെന്നാണ് പറഞ്ഞത്. മന്ത്രി റിയാസ് കേരളത്തിൽ ഇറങ്ങി നടക്കണോയെന്ന് ബിജെപി തീരുമാനിക്കുമെന്നായിരുന്നു ശോഭാ സുരേന്ദ്രന്റെ ഭീഷണി.

കൊച്ചി മെട്രോ ഉദ്ഘാടന വേളയിൽ പ്രധാനമന്ത്രിയോടൊപ്പം വലിഞ്ഞുകേറിയ അന്നത്തെ ബിജെപി സംസ്ഥാന പ്രസിഡന്റ് കുമ്മനം രാജശേഖരന്റെ നടപടി 'കുമ്മനടി' എന്ന് വിശേഷിപ്പിക്കപ്പെട്ടിരുന്നു. രാജീവ് ചന്ദ്രശേഖറിനെതിരെ 'ചന്ദ്രനടി' എന്ന വാക്കുപയോഗിച്ചാണ് സമൂഹമാധ്യമങ്ങളിൽ ട്രോൾപൂരം. ഇതിനുപുറമെ സിനിമാ പോസ്റ്ററുകളിലും ലോകപ്രശസ്തമായ ചിത്രങ്ങളിലും ഫോട്ടോകളിലും രാജീവ് ചന്ദ്രശേഖറിന്റെ പടം വെട്ടിവച്ചും ട്രോൾ നിറഞ്ഞു. അപ്പോളോ 11 ഉപഗ്രഹം ചന്ദ്രനിലെത്തിയപ്പോഴുള്ള ചിത്രം, അവസാനത്തെ അത്താഴം , അഡോൾഫ് ഹിറ്റ്ലറിന്റെയും നാസികളുടെയും യോഗം, തുടരും, അയ്യപ്പനും കോശിയും സിനിമാ പോസ്റ്ററുകൾ, ഐപിഎൽ ക്യാപ്റ്റൻമാർക്കൊപ്പം, ഡോണാൾഡ് ട്രംപിന്റെ പ്രസംഗവേദി എന്നിവയിലൊക്കെ ട്രോളൻമാർ രാജീവ് ചന്ദ്രശേഖറിനെ പിടിച്ചിരുത്തി.

Note: This is the tracking till 8.30 AM IST

Rajjev Chandrasekhar fearing the question

ചോദ്യംഭയന്ന് രാജീവ് ചന്ദ്രശേഖർ

ആലപ്പുഴ

വിഴിഞ്ഞം വിഷയത്തിൽ മാധ്യമങ്ങളുടെ ചോദ്യം ഭയന്ന് ഒളിച്ചോടി ബിജെപി സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ. ആലപ്പുഴയിലെ 'വികസിത കേരളം' കൺവൻഷൻ ഉദ്ഘാടനച്ചടങ്ങിന് മുമ്പും ശേഷവും മാധ്യമങ്ങളെ കാണാൻ തയ്യാറാകാതെ സ്ഥലംവിട്ടു. വെള്ളിയാഴ്ച ഓഫിസിൽ മാധ്യമപ്രവർത്തകർ ബന്ധപ്പെട്ടപ്പോൾ വിഴിഞ്ഞം വിഷയത്തിൽ രാജീവ് പ്രതികരിക്കുമെന്നായിരുന്നു ആദ്യം അറിയിച്ചത്. പ്രസംഗത്തിൽ പറയുമെന്നായി പിന്നിട്.

Note: This is the tracking till 8.30 AM IST

Satheesan and Rajeev Chandrasekhar becomes alone

വിഴിഞ്ഞം

ഒറ്റപ്പെട്ട് സതീശനും രാജീവ് ചന്ദ്രശേഖറും

പ്രത്യേക ലേഖകൻ

തിരുവനന്തപുരം

വിഴിഞ്ഞം തുറമുഖം കേരളത്തിന് വലിയ നേട്ടമുണ്ടാക്കുമെന്ന് സമ്മതിച്ച് മാധ്യമങ്ങൾ. ഇതിൽ സംസ്ഥാന സർക്കാരിന്റെ പങ്കും ഒടുവിൽ അവർ എടുത്തുപറഞ്ഞു. പദ്ധതി രാജ്യത്തിന് സമർപ്പിച്ച വാർത്തയിൽ യുഡിഎഫ് അനുകൂല മാധ്യമങ്ങളടക്കം വിഴിഞ്ഞം നൽകുന്ന പ്രതീക്ഷകൾ വാനോളം പുകഴ്ത്തി. ഉദ്ഘാടനച്ചടങ്ങിൽനിന്ന് വിട്ടുനിന്നത് പ്രതിപക്ഷ നേതാവ് വി ഡി സതീശന് തിരിച്ചടിയായെന്നും ബിജെപി പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ വേദിയിൽ നടത്തിയത് കോമാളിത്തരമാണെന്നും പലരും തുറന്നുകാണിച്ചു.

പദ്ധതി യാഥാർഥ്യമാക്കാൻ ഏറ്റവും കൂടുതൽ പണം ചെലവഴിച്ചതും വിയർപ്പൊഴുക്കിയതും കേരളമാണെന്നും കഴിഞ്ഞ ഒമ്പതുവർഷം നിർണായകമായെന്നും വാർത്തയും വിശകലനവുമുണ്ടായി. ഒന്നാംഘട്ടത്തിന്റെ ചെലവിൽ 63 ശതമാനം സംസ്ഥാന

വും അദാനി 28 ശതമാനവും വഹിച്ചപ്പോൾ ഗ്രാന്റായി നൽകേണ്ട വയബിലിറ്റി ഗ്യാപ് ഫണ്ട് പോലും വായ്പയാക്കി മാറ്റി ദ്രോഹിക്കുകയായിരുന്നു കേന്ദ്ര സർക്കാർ. ബിജെപി സർക്കാർ നയാപൈസ പദ്ധതിക്കായി നൽകിയില്ലെങ്കിലും സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ ഒട്ടും ഉളുപ്പില്ലാതെ ഉദ്ഘാടന വേദിയിൽ കാണിച്ച അൽപ്പത്തരവും ചർച്ചയാക്കി. മുൻ പ്രസിഡന്റ് കെ സുരേന്ദ്രനും പരോക്ഷമായി രാജീവിന്റെ കോമളിത്തരം സമ്മതിക്കുന്ന പ്രതികരണമാണ് നടത്തിയത്.

പ്രധാനമന്ത്രി പങ്കെടുക്കുന്ന ചടങ്ങിൽ ആരൊക്കെ പങ്കെടുക്കണമെന്ന് തീരുമാനിക്കുന്നത് പിഎം ഓഫീസ് ആണെന്ന വസ്തുത വാർത്തയായി. പട്ടിക അംഗീകരിച്ച് വന്നതോടെ അവരെയെല്ലാം ക്ഷണിച്ചു. കേരളത്തിൽനിന്ന് കേന്ദ്രത്തിലേക്ക് അയച്ച പട്ടികയിൽ പ്രതിപക്ഷ നേതാവ് ഉണ്ടായിരുന്നുവെന്നും ബിജെപി പ്രസിഡന്റിന്റെ പേര് ഇല്ലായിരുന്നുവെന്നും മുഖ്യമന്ത്രി തന്നെ വ്യക്തമാക്കിയതാണ്. സംസ്ഥാന സർക്കാരിനെ കുറ്റപ്പെടുത്തി വിട്ടുനിന്ന സതീശൻ ഫലത്തിൽ സ്വന്തം അവസരമാണ് കളഞ്ഞത്.

Note: This is the tracking till 8.30 AM IST

'ചന്ദ്രനടി'യി പൊള്ളി ബിജെപി സ്വന്തം ലേഖക ഒറ്റപ്പെട്ട് സതീശനും രാജീവ് ചന്ദ്രശേഖറും

'ചന്ദ്രനടി'യിൽ പൊള്ളി ബിജെപി

സ്വന്തം ലേഖകൻ

ആലപ്പുഴ

വിഴിഞ്ഞം

ഒറ്റപ്പെട്ട് സതീശനും രാജീവ് ചന്ദ്രശേഖറും

പ്രത്യേക ലേഖകൻ

തിരുവനന്തപുരം

ചോദ്യംഭയന്ന് രാജീവ് ചന്ദ്രശേഖർ

ആലപ്പുഴ

ബിജെപി കൺവൻഷൻ

ആലപ്പുഴയിലും സുരേന്ദ്രൻ ഔട്ട്

സ്വന്തം ലേഖകൻ

ആലപ്പുഴ

Note: This is the tracking till 8.30 AM IST

ഒന്നാമതാകാ വിഴിഞ്ഞം

ഒന്നാമതാകാൻ വിഴിഞ്ഞം

സുനീഷ് ജോ

തിരുവനന്തപുരം

കാര്യക്ഷമതയിൽ രാജ്യത്തെ ഒന്നാമത് തുറമുഖമായി മാറാൻ വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖം. തുറമുഖത്തെ ഏറ്റവും കാര്യക്ഷമമാക്കി മാറ്റാനും വ്യാപാരികളെ അവരുടെ ലോജിസ്റ്റിക് ചെലവ് കുറയ്ക്കാനും സഹായിക്കുമെന്ന് അദാനി പോർട്സ് എംഡി കരൺ അദാനി പറഞ്ഞു. ചരക്കുനീക്കത്തിനായി വിദേശ തുറമുഖങ്ങളെ ആശ്രയിക്കുന്നത് കുറയ്ക്കും. 20 മീറ്ററോളം ആഴവും ഏറ്റവും തിരക്കേറിയ കടൽ വ്യാപാര പാതകളിലൊന്നിനടുത്തുള്ള സ്ഥാനവും ആഗോള വ്യാപാരത്തിൽ ഇന്ത്യയുടെ സ്ഥാനം കൂടുതൽ ശക്തിപ്പെടുത്തും.

ഓട്ടോമേറ്റഡ് യാർഡ് ക്രെയിനുകളും റിമോട്ട് ഓപ്പറേറ്റഡ് ഷിപ്പ്ടുഷോർ ക്രെയിനുകളും തുറമുഖ പ്രവർത്തനങ്ങൾക്ക് വേഗവും സുരക്ഷയും കൂട്ടുന്നു. രാജ്യത്തെ മൂന്നാമത്തെ തിരക്കേറിയ തുറമുഖമാണ് വിഴിഞ്ഞം. അദാനി കമ്പനിയുടെ ഉടമസ്ഥതയിലുള്ള ഗുജറാത്തിലെ മുന്ദ്രയും കേന്ദ്ര സർക്കാർ ഉടമസ്ഥതയിലുള്ള മുംബൈയിലെ ജവാഹർലാൽ നെഹ്റു പോർട്ട് അതോറിറ്റിയുമാണ് മറ്റുള്ളവ. ഇവ രണ്ടും ആഗോള തലത്തിൽ തിരക്കേറിയ 30 തുറമുഖങ്ങളുടെ പട്ടികയിലുണ്ട്. 70 ലക്ഷം ടിഇയു ആണ് മുന്ദ്രയുടെ വാർഷിക ചരക്ക് കൈകാര്യശേഷി.

നെഹ്റുപോർട്ടിന്റേത് ഒരു കോടി ടിഇയു കണ്ടെയ്നറും. ഇവ പട്ടികയിൽ യഥാക്രമം 26, 27 സ്ഥാനങ്ങളിലാണ്. ഒന്നാം സ്ഥാനത്ത് ഷാങ്ഹായ്യും രണ്ടാംസ്ഥാനത്ത് സിംഗപ്പൂരുമാണ്. 24–ാം സ്ഥാനത്തുള്ള കൊളംബോയിൽനിന്നാണ് ഇന്ത്യയിലേക്കുള്ള ട്രാൻസ്ഷിപ്പ്മെന്റ് ചരക്കുനീക്കത്തിന്റെ 75 ശതമാനവും. ഇത് വിഴിഞ്ഞത്തേക്ക് വരുന്നതോടെ തുറമുഖത്തിന്റെ സ്ഥാനം ഉയരും.

Note: This is the tracking till 8.30 AM IST

കോ ഗ്രസിന് പിആ ; സത്യം പറയില്ലെന്ന് ശപഥം

കോൺഗ്രസിന് പിആർ; സത്യം പറയില്ലെന്ന് ശപഥം

സ്വന്തംലേഖകൻ

തിരുവനന്തപുരം

വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖത്തിന്റെ കമീഷനിങ് വാർത്തയിലും സത്യം പറയില്ലെന്ന ശപഥവുമായി യുഡിഎഫ് അനുകൂലപത്രം. എന്നാൽ, വാർത്തയിലുടനീളം കോൺഗ്രസ് പി ആർ വർക്കിന് ഒരുകുറവുമില്ല. ചടങ്ങിൽ കോൺഗ്രസ് പ്രതിനിധികളായ എം വിൻസന്റ് എംഎൽഎ, ശശി തരൂർ എംപി എന്നിവർക്ക് സംസാരിക്കാൻ അവസരം കൊടുത്തില്ല എന്നാണ് പത്രം പറയുന്നത്. എന്നാൽ, പ്രധാനമന്ത്രിയുടെ ഓഫീസ് നിർദേശിച്ച പ്രകാരം പ്രധാനമന്ത്രി, മുഖ്യമന്ത്രി, തുറമുഖമന്ത്രി എന്നിവർക്കാണ് സംസാരിക്കാൻ അവസരമുണ്ടായത്. മറ്റ് മന്ത്രിമാർക്കോ എംപിമാർക്കോപോലും അനുമതിയുണ്ടായില്ല.

ഇത് മറച്ചുവച്ച് വിഷയം സംസ്ഥാന സർക്കാരിനെതിരെ തിരിക്കാനാകുമോ എന്നാണ് ശ്രമം. ഒപ്പം ഉമ്മൻചാണ്ടിയുണ്ടാക്കിയ കരാറിലെ സംസ്ഥാന വിരുദ്ധത മറച്ചുവയ്ക്കാനും പെടാപ്പാട് പെട്ടു. തുറമുഖ പദ്ധതിയിൽ 60 ശതമാനത്തിൽ കൂടുതൽ നിക്ഷേപം നടത്തുന്ന സംസ്ഥാന സർക്കാരിന് ഉമ്മൻചാണ്ടി അദാനി കമ്പനിയുമായി ഉണ്ടാക്കിയ കരാറിൽ ഒരു അധികാരമുണ്ടായിരുന്നില്ല. 40 വർഷത്തേക്കുള്ള ബിഒടി കരാറിൽ 20 വർഷം സർക്കാരിന്

ഒരു ലാഭവുമില്ല. തുടർന്ന് 1 ശതമാനം ലാഭം. കരാറിൽ നിന്ന് പിന്മാറിയാൽ സർക്കാർ വൻ നഷ്ടപരിഹാരം നൽകുകയും വേണം.

2016ൽ അധികാരത്തിലെത്തിയ എൽഡിഎഫാണ് പദ്ധതിയുമായി മുന്നോട്ടുപോകുകയും ഉപകരാറിലൂടെ സംസ്ഥാനതാൽപ്പര്യം ഉയർത്തിപ്പിടിക്കുകയും ചെയ്തത്. ഇതുപ്രകാരം 2034 മുതൽ സംസ്ഥാനത്തിന് വരുമാനം ലഭിക്കും. കൂടാതെ ഉമ്മൻചാണ്ടി കരാറിൽ തുറമുഖത്തിന്റെ തുടർവികസനം പൂർത്തിയാകുന്നത് 2045ൽ ആയിരുന്നു. അത് 17 വർഷം മുമ്പ് തീരുന്ന നിലയിൽ 2028ലാക്കി. ഇതൊന്നും പറയാൻ ഒരിടത്തും ഈപത്രം തയ്യാറായിട്ടില്ല.

Note: This is the tracking till 8.30 AM IST

വികസനത്തിനുള്ള മൂലധന നിക്ഷേപങ്ങളോട് സഹകരിക്കും

വികസനത്തിനുള്ള മൂലധന നിക്ഷേപങ്ങളോട് സഹകരിക്കും

സ്വന്തം ലേഖകൻ

ന്യൂഡൽഹി

ചങ്ങലയില്ലാതെ ജനങ്ങൾക്ക് മുന്നോട്ടുപോകാൻ സാധിക്കുന്ന ഏതൊരു മൂലധനനിക്ഷേപത്തോടും സഹകരിക്കുമെന്ന് സിപിഐ എം സംസ്ഥാന സെക്രട്ടറി എം വി ഗോവിന്ദൻ. വിഴിഞ്ഞം ഉദ്ഘാടനവേദിയിൽ ബിജെപി സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖറിനെ ഉൾപ്പെടുത്തിയത് ശരിയായ നടപടിയല്ലെന്നും അദ്ദേഹം മാധ്യമങ്ങളോട് പറഞ്ഞു. കോൺഗ്രസുകാർ എപ്പോഴാണ് അംബാനിയെയും ടാറ്റയെയും ബിർളയെയും എതിർത്തിട്ടുള്ളത്. ഇന്ത്യൻ ഭരണകൂടത്തിന്റെ ഭാഗമായി ഇവരെയെല്ലാം ഉയർത്തി കൊണ്ടുവന്ന് ലോകത്തിലെ ഏറ്റവും വലിയ മുതലാളിമാരാക്കാൻ ശ്രമിച്ചവരാണ് കോൺഗ്രസ്. അതിന്റെ തുടർച്ചയാണ് ബിജെപി.

മുഖ്യമന്ത്രി, പ്രധാനമന്ത്രി, വകുപ്പ് കൈകാര്യം ചെയ്യുന്ന മന്ത്രി, എംഎൽഎ തുടങ്ങിയവർക്കൊപ്പമാണ് രാജീവ് ചന്ദ്രശേഖറിനെയും ഇരുത്തിയത്. ജനാധിപത്യരീതിയിൽ ഇത് ശരിയായ പ്രവണതയല്ല. രാജീവ് ചന്ദ്രശേഖർ വളരെ നേരത്തെ വേദിയിൽ വന്നിരുന്നത് ജനങ്ങൾ വിലയിരുത്തുന്നുണ്ട്. വിഴിഞ്ഞം തുറമുഖത്തിനായി കേന്ദ്രം നയാപൈസ നൽകിയിട്ടില്ല. കേന്ദ്രം കടം കൊടുക്കുക മാത്രമാണ് ചെയ്തത്. കടം എവിടെ നിന്നും വാങ്ങാം. പദ്ധതി നടപ്പാക്കാൻ പാടില്ലെന്നും വിമോചന സമരം ആരംഭിക്കുമെന്നും പറഞ്ഞവരാണ് കോൺഗ്രസ്. അവർക്ക് ഈ പരിപാടിയിൽ പങ്കെടുക്കാൻ പറ്റില്ല. കേരളത്തിന്റെ ചരിത്രത്തിലെ ഏറ്റവും പ്രധാനപ്പെട്ട വികസന കുതിപ്പാണ് ഇന്നലെ ഉണ്ടായത്. അത് കോൺഗ്രസിനെ ഉറക്കം കെടുത്തുന്നതാണ്. പ്രധാനമന്ത്രി പറഞ്ഞുവെന്നതിനാൽ അതിനെ എതിർക്കേണ്ട ആവശ്യമില്ല – എം വി ഗോവിന്ദൻ പറഞ്ഞു.

Note: This is the tracking till 8.30 AM IST

Focus on agri-logistics: Karan Adani

कृषि-लॉजिस्टिक पर ध्यान: करण अदाणी

भाषा, नई दिल्ली: अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक जोन (APSEZ) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है। अदाणी ने कहा कि APSEZ विड़िण्णम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपये का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी। अदाणी ने कहा, 'अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए।' लॉजिस्टिक्स के मामले में, अदाणी ने कहा कि APSEZ बहु-मॉडल लॉजिस्टिक्स पार्क बनाने पर विचार कर रही है, जैसा अदाणी समूह ने बंदरगाहों में किया है।

अदाणी पोर्ट्स का ध्यान समुद्री, लॉजिस्टिक्स और कृषि-लॉजिस्टिक्स कारोबार को बढ़ाने पर

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Focus on agri-logistics: Karan Adani

कृषि-लॉजिस्टिक पर ध्यान: करण अदाणी

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Adani and Govt getting ready for second phase

അദാനി 13,000 കോടി നിക്ഷേപിക്കും

രണ്ടാംഘട്ടത്തിനൊരുങ്ങി അദാനിയും സർക്കാരും

- പാരിസ്ഥിതിക അനുമതി നേരത്തേ ലഭിച്ചു
- പരമാവധി ശേഷി 50 ലക്ഷം ടിഇയു വരെ ഉയർന്നേക്കാം

തിരുവനന്തപുരം▸ വിഴിഞ്ഞം തുറമുഖത്തിന്റെ അടുത്തഘട്ട നിർമാണപ്രവർത്തനങ്ങളും ആരംഭിക്കാനൊരുങ്ങി സർക്കാരും അദാനി തുറമുഖ കമ്പനിയും.

വ്യാഴാഴ്ച നടന്ന തുറമുഖസമർപ്പണച്ചടങ്ങിനുശേഷം അദാനി ഗ്രൂപ്പ് തലവൻ ഗൗതം അദാനിയും തുറമുഖവകുപ്പ് മന്ത്രി വി.എൻ. വാസവനും ഇതുസംബന്ധിച്ച് ചർച്ചനടത്തി. 2028-ൽതന്നെ പൂർത്തിയാക്കേണ്ടതിനാൽ നിർമാണപ്രവർത്തനങ്ങളും എത്രയുംപെട്ടെന്ന് ആരംഭിക്കാൻ തയ്യാറാണെന്ന് അദാനി വ്യക്തമാക്കിയതായി മന്ത്രി വാസവൻ പറഞ്ഞു.

അടുത്തഘട്ടത്തിനുള്ള പാരിസ്ഥിതികാനുമതി നേരത്തേ ലഭിച്ചിരുന്നു. പുലിമുട്ടും ബെർത്തും നീട്ടാനുള്ള പ്രാരംഭപ്രവർത്തനങ്ങളും തുറമുഖകമ്പനി ആരംഭിച്ചുകഴിഞ്ഞു.

സർക്കാരുമായി ഉണ്ടാക്കിയ കരാർപ്രകാരം 2028-ൽ രണ്ടുംമൂന്നും ഘട്ട പ്രവർത്തനങ്ങളും ഒരുമിച്ച് പൂർത്തിയാക്കേണ്ടതുണ്ട്. ഇതിനാവശ്യമായ നിക്ഷേപം അദാനി പോർട്ട്സ് ആൻഡ് എസ്ഇ ഇസഡ് ലിമിറ്റഡ് സ്വന്തമായി കണ്ടെത്തേണ്ടതുണ്ട്. ഏതാണ്ട് 12,000-13,000 കോടി രൂപയാണ് അദാനി ഗ്രൂപ്പ് വിഴിഞ്ഞം തുറമുഖവികസനത്തിന് നിക്ഷേപിക്കുന്നത്. ഒന്നാംഘട്ടത്തിൽ 10 ലക്ഷം ടിഇയു ശേഷിയാണ് ഉദ്ദേശിച്ചിരുന്നതെങ്കിലും 15 ലക്ഷം ടിഇയു കൈകാര്യംചെയ്യാനുള്ള സംവിധാനം തുറമുഖത്തിനുണ്ട്. മൂന്നുഘട്ടങ്ങളിലായി ആദ്യം 30 ലക്ഷം ടിഇയു ശേഷിയാണ് പ്രഖ്യാപിച്ചിരുന്നത്. നിലവിലെ ആഗോളസാഹചര്യങ്ങളും തുറമുഖം നേരിടുന്ന തിരക്കും പരിഗണിച്ച് ശേഷി 50 ലക്ഷം ടിഇയു ആയി ഉയർത്താനും ചർച്ചകൾ നടക്കുന്നുണ്ട്.

പുലിമുട്ട് 900 മീറ്ററും ബെർത്ത് 1200 മീറ്ററും നീട്ടുന്ന പ്രവർത്തനമാണ് ആരംഭിക്കാനിരിക്കുന്നത്. നിലവിൽ പുലിമുട്ട് 1950 മീറ്ററും ബെർത്ത് 800 മീറ്ററുമാണ്. സമുദ്രനിരപ്പിൽനിന്ന് 18-20 മീറ്റർ ആഴമുള്ള പുലിമുട്ടിന് ആകെ 28 മീറ്ററാണ് ഉയരം.

ഒന്നാംഘട്ടം പൂർത്തിയായ ഘട്ടത്തിലും വിഴിഞ്ഞത്ത് പാറസംഭരണം നിർത്തിയിരുന്നില്ല. ഇതിനാൽ എപ്പോൾവേണമെങ്കിലും പുലിമുട്ട് നിർമാണം ആരംഭിക്കാൻ കമ്പനിക്ക് തടസ്സമില്ല.

Note: This is the tracking till 8.30 AM IST

Complete credit for Govt - CPM; Sasi Tharoor says feeling shame

തർക്കം തീരുന്നില്ല

പൂർണ ക്രെഡിറ്റ് സർക്കാരിനെന്ന് സിപിഎം; ലജ്ജിക്കുന്നതായി ശശി തരൂർ

സ്വന്തം ലേഖകൻ
തിരുവനന്തപുരം

▸ വിഴിഞ്ഞം തുറമുഖ ഉദ്ഘാടനം കഴിഞ്ഞിട്ടും ക്രെഡിറ്റ് തർക്കം ഒടുങ്ങുന്നില്ല. സർക്കാരും കോൺഗ്രസും ബിജെപിയും 'പിതൃത്വ'ത്തിൽ ഉറച്ചുനിൽക്കുന്നതിനിടെ, പൂർണ ക്രെഡിറ്റ് പിണറായിസർക്കാരിനാണെന്നാണ് സിപിഎം മുഖപത്രം അവകാശപ്പെടുന്നത്. യഥാർഥ കമ്മിഷനിങ് കരാറിൽ ഒപ്പുവെച്ച മുൻമുഖ്യമന്ത്രി ഉമ്മൻചാണ്ടിയുടെ സംഭാവനകളെ പ്രസംഗകരിൽ ആരും പരാമർശിക്കാത്തതിൽ ലജ്ജിക്കുന്നതായി ശശി തരൂർ എംപി സാമൂഹികമാധ്യമക്കുറിപ്പിൽ പറഞ്ഞു.

വിഴിഞ്ഞം നഷ്ടപ്പെടുകയോ സംസ്ഥാനത്തിന്റെ താത്പര്യങ്ങൾ ബലികഴിക്കപ്പെടുകയോ ചെയ്യുമെന്ന ഘട്ടത്തിൽ പ്രതിരോധം തീർത്തത് ഇടതുമുന്നണിയാണെന്ന് സിപിഎം പത്രത്തിലെ മുഖപ്രസംഗത്തിലുണ്ട്. പിണറായിസർക്കാരിന്റെ ഒൻപതുവർഷത്തെ പ്രവർത്തനങ്ങൾക്കുതന്നെയാണ് വിഴിഞ്ഞം പദ്ധതിയുടെ പൂർണ ക്രെഡിറ്റെന്നും മുഖപ്രസംഗം പറയുന്നു. പിണറായി ഭാവനാശാലിയായ രാഷ്ട്രതന്ത്രജ്ഞനാണെന്നാണ് പാർട്ടിപ്പത്രത്തിലെ പ്രയോഗം.ബിജെപി സംസ്ഥാനപ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ പിൻവാതിലിലൂടെ ഇരിപ്പിടം തരപ്പെടുത്തി പ്രവർത്തകർക്ക് മുദ്രാവാക്യം വിളിച്ചുകൊടുത്ത് അല്പത്തം കാട്ടിയെന്നും വിമർശനമുണ്ട്.

ഉമ്മൻചാണ്ടിയോടുള്ള ആദരവ് വെളിപ്പെടുത്തി, വൈകാരികമായിരുന്നു ശശി തരൂരിന്റെ കുറിപ്പ്. ''വിഴിഞ്ഞം തുറമുഖം ഔദ്യോഗികമായി കമ്മിഷൻചെയ്ത ദിവസം, ഈ പദ്ധതിക്ക് നേതൃത്വം നൽകിയ, യഥാർഥ കമ്മിഷനിങ് കരാറിൽ ഒപ്പുവെച്ച്, നമ്മൾ ആഘോഷിച്ച പ്രവൃത്തികൾക്ക് തുടക്കമിട്ട, അന്തരിച്ച മുഖ്യമന്ത്രി ഉമ്മൻചാണ്ടിയുടെ സംഭാവനകളെ അനുസ്മരിക്കുന്നു. ഔദ്യോഗികപ്രഭാഷകരിൽ ആരും അദ്ദേഹത്തിന്റെ പേര് പരാമർശിക്കാത്തതിൽ ലജ്ജിക്കുന്നു. അദ്ദേഹത്തിന്റെ സംഭാവനകളെക്കുറിച്ച് സംസാരിക്കാൻ ഉദ്ദേശിച്ചിരുന്ന എനിക്ക് അവസരം ലഭിച്ചതുമില്ല'' -തരൂർ പറഞ്ഞു.

മരുമകൻ സങ്കടം മാറ്റാൻ ഡോക്ടറെ കാണണം -രാജീവ് ചന്ദ്രശേഖർ

തിരുവനന്തപുരം▸ വിഴിഞ്ഞം തുറമുഖ ഉദ്ഘാടനത്തിന് നേരത്തേ എത്തിയതിനും വേദിയിലിരുന്നതിനും പരിഹസിച്ച മന്ത്രി പി.എ. മുഹമ്മദ് റിയാസിനെ ട്രോളി ബിജെപി അധ്യക്ഷൻ രാജീവ് ചന്ദ്രശേഖർ. 'വിഴിഞ്ഞം പദ്ധതി യാഥാർഥ്യമാക്കിയതിന്റെ സന്തോഷത്തിനിടയിൽ കമ്യൂണിസ്റ്റ് രാജവംശത്തിന്റെ മരുമകനുമാത്രം സങ്കടം-രാജീവ് ചന്ദ്രശേഖർ നേരത്തേ എത്തിയതിന്. ആ സങ്കടം മാറ്റാൻ എന്റെ കൈയിൽ മരുന്നില്ല. അദ്ദേഹം ഏതെങ്കിലും ഡോക്ടറെ കാണട്ടെ' എന്നായിരുന്നു രാജീവ് ചന്ദ്രശേഖറിന്റെ ട്രോൾ.

Note: This is the tracking till 8.30 AM IST

Adani and Govt getting ready for second phase

അദാനി 13,000 കോടി നിക്ഷേപിക്കും

രണ്ടാംഘട്ടത്തിനൊരുങ്ങി അദാനിയും സർക്കാരും

- പാരിസ്ഥിതിക അനുമതി നേരത്തേ ലഭിച്ചു
- പരമാവധി ശേഷി 50 ലക്ഷം ടിഇയു വരെ ഉയർന്നേക്കാം

തിരുവനന്തപുരം▸ വിഴിഞ്ഞം തുറമുഖത്തിന്റെ അടുത്തഘട്ട നിർമാണപ്രവർത്തനങ്ങളും ആരംഭിക്കാനൊരുങ്ങി സർക്കാരും അദാനി തുറമുഖ കമ്പനിയും.

വ്യാഴാഴ്ച നടന്ന തുറമുഖസമർപ്പണച്ചടങ്ങിനുശേഷം അദാനി ഗ്രൂപ്പ് തലവൻ ഗൗതം അദാനിയും തുറമുഖവകുപ്പ് മന്ത്രി വി.എൻ. വാസവനും ഇതുസംബന്ധിച്ച് ചർച്ചനടത്തി. 2028-ൽതന്നെ പൂർത്തിയാക്കേണ്ടതിനാൽ നിർമാണപ്രവർത്തനങ്ങളും എത്രയുംപെട്ടെന്ന് ആരംഭിക്കാൻ തയ്യാറാണെന്ന് അദാനി വ്യക്തമാക്കിയതായി മന്ത്രി വാസവൻ പറഞ്ഞു.

അടുത്തഘട്ടത്തിനുള്ള പാരിസ്ഥിതികാനുമതി നേരത്തേ ലഭിച്ചിരുന്നു. പുലിമുട്ടും ബെർത്തും നീട്ടാനുള്ള പ്രാരംഭപ്രവർത്തനങ്ങളും തുറമുഖകമ്പനി ആരംഭിച്ചുകഴിഞ്ഞു.

സർക്കാരുമായി ഉണ്ടാക്കിയ കരാർപ്രകാരം 2028-ൽ രണ്ടുംമൂന്നും ഘട്ട പ്രവർത്തനങ്ങളും ഒരുമിച്ച് പൂർത്തിയാക്കേണ്ടതുണ്ട്. ഇതിനാവശ്യമായ നിക്ഷേപം അദാനി പോർട്ട്സ് ആൻഡ് എസ്ഇ ഇസഡ് ലിമിറ്റഡ് സ്വന്തമായി കണ്ടെത്തേണ്ടതുണ്ട്. ഏതാണ്ട് 12,000-13,000 കോടി രൂപയാണ് അദാനി ഗ്രൂപ്പ് വിഴിഞ്ഞം തുറമുഖവികസനത്തിന് നിക്ഷേപിക്കുന്നത്. ഒന്നാംഘട്ടത്തിൽ 10 ലക്ഷം ടിഇയു ശേഷിയാണ് ഉദ്ദേശിച്ചിരുന്നതെങ്കിലും 15 ലക്ഷം ടിഇയു കൈകാര്യംചെയ്യാനുള്ള സംവിധാനം തുറമുഖത്തിനുണ്ട്. മൂന്നുഘട്ടങ്ങളിലായി ആദ്യം 30 ലക്ഷം ടിഇയു ശേഷിയാണ് പ്രഖ്യാപിച്ചിരുന്നത്. നിലവിലെ ആഗോളസാഹചര്യങ്ങളും തുറമുഖം നേരിടുന്ന തിരക്കും പരിഗണിച്ച് ശേഷി 50 ലക്ഷം ടിഇയു ആയി ഉയർത്താനും ചർച്ചകൾ നടക്കുന്നുണ്ട്.

പുലിമുട്ട് 900 മീറ്ററും ബെർത്ത് 1200 മീറ്ററും നീട്ടുന്ന പ്രവർത്തനമാണ് ആരംഭിക്കാനിരിക്കുന്നത്. നിലവിൽ പുലിമുട്ട് 1950 മീറ്ററും ബെർത്ത് 800 മീറ്ററുമാണ്. സമുദ്രനിരപ്പിൽനിന്ന് 18-20 മീറ്റർ ആഴമുള്ള പുലിമുട്ടിന് ആകെ 28 മീറ്ററാണ് ഉയരം.

ഒന്നാംഘട്ടം പൂർത്തിയായ ഘട്ടത്തിലും വിഴിഞ്ഞത്ത് പാറസംഭരണം നിർത്തിയിരുന്നില്ല. ഇതിനാൽ എപ്പോൾവേണമെങ്കിലും പുലിമുട്ട് നിർമാണം ആരംഭിക്കാൻ കമ്പനിക്ക് തടസ്സമില്ല.

Note: This is the tracking till 8.30 AM IST

കേരളത്തിലെ ജനമനസ് വിലയ്ക്ക് വാങ്ങാനാകില്ല; രാജീവ് ചന്ദ്രശേഖറിന് മറുപടിയുമായി മന്ത്രി മുഹമ്മദ്

കേരളത്തിലെ ജനമനസ് വിലയ്ക്ക് വാങ്ങാനാകില്ല; രാജീവ് ചന്ദ്രശേഖറിന് മറുപടിയുമായി മന്ത്രി മുഹമ്മദ് റിയാസ്

കോഴിക്കോട് മലിനജല സംസ്കരണ പ്ലാന്റ് പ്രവൃത്തിയാണെന്നും കമ്മീഷനിങ് നടന്നിട്ടില്ലെന്നുമുള്ള രാജീവ് ചന്ദ്രശേഖറിന്റെ പരിഹാസത്തിനുള്ള മറുപടിയുമായി മന്ത്രി പി എ മുഹമ്മദ് റിയാസ്. രാജീവ് ചന്ദ്രശേഖർ നടത്തുന്ന കാട്ടിക്കൂട്ടൽ കണ്ടാൽ ആരെയാണ് ഞെട്ടുക എന്നത് പറഞ്ഞറിയേണ്ടതാണ് എന്ന് മനസിലാക്കാനും രാഷ്ട്രീയത്തിൽ കിടുപ്പന ഏറ്റുപിടിച്ചു ഡൊക്ടർമാരെ പോലും വഞ്ചനാപരമെന്നും റിയാസ് പരിഹസിച്ചു.

നാളെത്ത, പ്രധാനമന്ത്രി നരേന്ദ്ര മോദിയുടെ വരവോടെ കേരളത്തിലും വികസനമുണ്ടാകാൻ പോവുകയാണെന്നും കമ്മീഷനിങ് നടന്നിട്ടില്ലെന്നുമാണ് രാജീവ് പറഞ്ഞതെന്നും റിയാസ് പറഞ്ഞു. ഇല്ലാതായി ബണ്ടപ്പെട്ട മാധ്യമപ്രവർത്തകരുടെ ചോദ്യത്തോട് പ്രതികരിക്കുകയായിരുന്നു മന്ത്രി. രാജീവിന്റേത് രാഷ്ട്രീയ അജ്ഞതയും പ്രതികരണം അപഹാസ്യവുമാണ്. നൂതനമായ ബിസിനസ് ഇടങ്ങൾ, കമ്പനിയെ വരവും, വേണമെങ്കിൽ വലുപ്പമെ രാഷ്ട്രീയ പാർട്ടിയിൽപോലും, അതിനെ വിലയ്ക്ക് വാങ്ങാം എന്നാലോചിക്കുന്നത് അജ്ഞതയിൽനിന്ന് നിന്നാണ്. എന്നാൽ കേരളത്തിലെ ജനമനസ് വിലയ്ക്ക് വാങ്ങാൻ സാധിക്കില്ലെന്നും റിയാസ് പറഞ്ഞു. ഒരു മന്ത്രി എന്ന നിലയിൽ അല്ല, പൗരൻ എന്ന നിലയിലാണ് താൻ അഭിപ്രായം പറഞ്ഞത്. ഒരു രാഷ്ട്രീയ പാർട്ടിയുടെ സംസ്ഥാന അധ്യക്ഷൻ മാത്രം അവിടെ ഇരിക്കുന്നത് ശരിയാണോ? രാഷ്ട്രീയം രാഷ്ട്രീയമായി നേരിടുകയാണ് വേണ്ടതെന്നും റിയാസ് കൂട്ടിച്ചേർത്തു.

വിവിധം ഇവരും ഉൾപ്പെടെ അതിന് പ്രധാനമന്ത്രി നരേന്ദ്ര മോദി വരണമെന്ന് മണിപ്പൂരുകാർക്ക് തോന്നുന്നതിൽ കുഴപ്പമില്ല. രാജീവ് ചന്ദ്രശേഖറിനെതിരെ പരിഹാസവുമായി ആദ്യം രംഗത്തുവന്നത് മന്ത്രി മുഹമ്മദ് റിയാസ് ആയിരുന്നു. മൂന്നിന മന്ത്രിമാർക്ക് പോലും വെറുതെ ഇംഗ്ലീഷോ ഒരു രാഷ്ട്രീയ പാർട്ടിയുടെ അധ്യക്ഷനോ വെറുതെ ഇരുത്തിയ കേന്ദ്രസർക്കാരിന്റെ തീരുമാനത്തിനെതിരെയാണ് മന്ത്രി ഓള്ള വിമർശനം. റിയാസിന് പിന്നാലെ വി ശിവൻകുട്ടിയും മലിനജല സംസ്കരണ പ്ലാന്റിലെ പരിഹാസവുമായി രംഗത്തെത്തിയിരുന്നു.

Note: This is the tracking till 8.30 AM IST

Vizhinjam inaguration: Riyas make worry while iam reached early

വിഴിഞ്ഞം ഉദ്ഘാടനം: താൻ നേരത്തെ എത്തിയതിൽ മരുമകന് സങ്കടം

● ഡോക്ടറെ കാണണമെന്ന് രാജീവ് ചന്ദ്രശേഖർ

ആലപ്പുഴ: വിഴിഞ്ഞം തുറമുഖം ഉദ്ഘാടനത്തിന് താൻ നേരത്തെ എത്തിയതിൽ കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകന് സങ്കടമാണെന്നും ഡോക്ടറെ പോയി കാണുന്നതാണ് ആ സങ്കടത്തിനുള്ള മരുന്നെന്നും ബി.ജെ.പി. സംസ്ഥാന പ്രസിഡന്റ് രാജീവ് ചന്ദ്രശേഖർ.

പ്രവർത്തകർ നേരത്തേ വന്നതുകൊണ്ട് സംസ്ഥാന പ്രസിഡന്റായ ഞാനും അവർക്കൊപ്പം വരണമെന്ന് കരുതിയാണ് നേരത്തെ എത്തിയത്. 8.45ന് എത്തി. എല്ലാവരും വി.ഐ.പി. ലോഞ്ചിലേക്കു പോയപ്പോൾ പ്രവർത്തകരെ കാണാമെന്നു വച്ചാണ് നേരത്തേ വേദിയിൽ കയറിയത്.- ആലപ്പുഴ നോർത്ത് ജില്ലാ തല വികസിത കേരളം കൺവൻഷൻ ഉദ്ഘാടനം ചെയ്ത് രാജീവ് ചന്ദ്രശേഖർ പറഞ്ഞു.

രാജ്യത്തിന്റെ പ്രധാന പദ്ധതി ഉദ്ഘാടനം ചെയ്യുമ്പോൾ പ്രവർത്തകർ ഭാരത് മാതാ കീ ജയ് വിളിച്ചു. ഒപ്പം ഞാനും. ഇതെല്ലാം കാണുമ്പോൾ മരുമകന് സങ്കടം. ഇതിനൊക്കെ സങ്കടപ്പെട്ടാൽ വരുംകാലത്ത് ധാരാളം സങ്കടപ്പെടും. ഇവിടെ ഇനി ഉറക്കം ഉണ്ടാകില്ലെന്ന് മോദിജി പറഞ്ഞു. അത് ശരിയാണ്.

കഴിഞ്ഞ രണ്ടിനു രാത്രി മുഴുവൻ സി.പി.എമ്മുകാർ എന്നെ ട്രോൾ ചെയ്യുകയായിരുന്നു. എത്ര വേണമെങ്കിലും ട്രോളിക്കോളൂ. വികസിത കേരളമാണ് ലക്ഷ്യം, ഈ ട്രെയിൻ നിൽക്കില്ല. ഇതിൽ ഇടതുപക്ഷത്തിനു കയറണമെങ്കിൽ കയറാം. മരുമകനും കയറാം.

ബി.ജെ.പിയെ അധികാരത്തിൽ എത്തിച്ചിട്ടേ ഞാൻ ഇവിടെനിന്ന് പോകൂ. ഗഡ്കരി കൊടുത്ത റോഡിൽ നിന്ന് സെൽഫി എടുത്ത് പോസ്റ്റ് ചെയ്യുകയാണ് റിയാസ്. നാണമുണ്ടോ റിയാസേ ഇങ്ങനെ ചെയ്യാനെന്നും രാജീവ് ചന്ദ്രശേഖർ പരിഹസിച്ചു.

Note: This is the tracking till 8.30 AM IST

It is ridiculous for the state government and the Chief Minister to be arrogant in the name of the Vizhinjam project: Anto Antony MP

വിഴിഞ്ഞം പദ്ധതിയുടെ പേരിൽ സംസ്ഥാന സർക്കാരും മുഖ്യമന്ത്രിയും മേനിനടിക്കുന്നത് അപഹാസ്യം: ആന്റോ ആന്റണി എം.പി.

പത്തനംതിട്ട: വിഴിഞ്ഞം തുറമുഖ പദ്ധതിയിൽ മുഖ്യമന്ത്രിയായിരുന്ന ഉമ്മൻ ചാണ്ടിക്കെതിരെ ആരോപിച്ച കോടി രൂപയുടെ അഴിമതി ആരോപണം ഉന്നയിക്കുകയും കടൽക്കൊള്ളയാണെന്നും അദാനിയുമായി ചേർന്നുള്ള റിയൽഎസ്റ്റേറ്റ് ബിസിനസ് ആണെന്നും ആക്ഷേപം ഉന്നയിച്ച് സഭ നടത്തുകയും ചെയ്ത സി പി എമ്മും മുഖ്യമന്ത്രി പിണറായി വിജയനും അത് യാഥാർത്ഥ്യമായപ്പോൾ മേനി നടിച്ച് ക്രെഡിറ്റ് എടുക്കുവാൻ ശ്രമിക്കുന്നത് അപഹാസ്യവും കേരളത്തിലെ ജനങ്ങളോട് കാട്ടുന്ന വഞ്ചനയും ആണെന്ന് കെ.പി.സി.സി രാഷ്ട്രീയകാര്യ സമിതി അംഗം ആന്റോ ആന്റണി എം പി പറഞ്ഞു.

വിഴിഞ്ഞം തുറമുഖ പദ്ധതിക്ക് അടിവാരം അർപ്പിച്ചു. യാഥാർത്ഥ്യമാക്കുവാൻ അക്ഷീണം പ്രവർത്തിച്ച മുൻ മുഖ്യമന്ത്രി ഉമ്മൻ ചാണ്ടിയെ വിസ്മരിക്കുകയും പ്രതിപക്ഷ നേതാവിനെ ഉദ്ഘാടന സമ്മേളനത്തിന് ക്ഷണിക്കാതിരിക്കുകയും ചെയ്ത നടപടിയിൽ പ്രതിഷേധിച്ചു. മിറ്റ കോൺഗ്രസ് കമ്മിറ്റിയുടെ നേതൃത്വത്തിൽസംഘടിപ്പിച്ച പ്രകടനവും യോഗവും ഉദ്ഘാടനം ചെയ്ത് സംസാരിക്കുകയായിരുന്നു അദ്ദേഹം.

ഡി സി സി പ്രസിഡന്റ് പ്രൊഫ. സതീഷ് കൊച്ചുപറമ്പിൽ അധ്യക്ഷത വഹിച്ചു.

● വിഴിഞ്ഞം അന്താരാഷ്ട്ര തുറമുഖ പദ്ധതിക്ക് അടിവാരം അർപ്പിച്ചു. പദ്ധതിയുടെ ശിൽപ്പിയായ മുൻ മുഖ്യമന്ത്രി ഉമ്മൻ ചാണ്ടിയെ വിസ്മരിച്ചതിലും പ്രതിപക്ഷ നേതാവിനെ ഉദ്ഘാടന സമ്മേളനത്തിന് ക്ഷണിക്കാതിരുന്നതിലും പ്രതിഷേധിച്ചും ഡി.സി.സി. നേതൃത്വത്തിൽ പത്തനംതിട്ടയിൽ സംഘടിപ്പിച്ച പ്രകടനവും യോഗവും. ആന്റോ ആന്റണി എം.പി. ഉദ്ഘാടനം ചെയ്യുന്നു.

കെ പി സി സി ജനറൽ സെക്രട്ടറി അഡ്വ പഴകുളം മധു, കെ പി സി സി അംഗം പി മോഹൻരാജ്, യു ഡി എഫ് കൺവീനർ എ. ഷംസുദ്ദീൻ, ഡി സി സി ഭാരവാഹികളായ എ. സുരേഷ്കുമാർ, അനിൽ തോമസ്, സാമുവൽ കിഴക്കുപുറം, ജി. രഘുനാഥ്, സജി കൊട്ടക്കാട്, കെ. ജാസിംകുട്ടി, ജോൺസൺ വിളവിനാൽ, എം. ഉണ്ണികൃഷ്ണൻ നായർ, റോജി പോൾ ഡാനിയേൽ, സി.കെ ശശി, വിനീത അനിൽ, കെ.ജി അനിത, നേതാക്കളായ ജേറി മാത്യു സാം, രജനി പ്രദീപ്, അമീറുൾ കരീം കുമ്പഴ, പി.കെ ഇബ്രാഹിം, അജിത് മണ്ണിൽ, എ. ഹനുഫ, മെന്റസ് മുഹമ്മദ്, നാസർ തോണ്ടമണ്ണിൽ, പ്രദീപ് കിടങ്ങന്നൂർ, ജോമോൻ പുതുപ്പറമ്പിൽ, ടൈറ്റസ് കാഞ്ഞിരമണ്ണിൽ, പി.കെ ഗോപി, മജു മിസ് കിഴക്കേക്കുട്ട് എന്നിവർ പ്രസംഗിച്ചു.

Note: This is the tracking till 8.30 AM IST

Adani Ports focused on growing maritime, logistics and agri-logistics business: Karan Adani

अदाणी पोर्ट्स का ध्यान समुद्री, लॉजिस्टिक्स और कृषि-लॉजिस्टिक्स कारोबार को बढ़ाने पर : करण अदाणी

एजेंसी

नई दिल्ली . अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक जोन (एपीएसईजेड) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है।

अदाणी ने कहा कि अदाणी समूह की प्रमुख कंपनी एपीएसईजेड विड़िण्गम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपए का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी।

प्रधानमंत्री नरेन्द्र मोदी ने दो मई को विड़िण्गम अंतरराष्ट्रीय बंदरगाह का उद्घाटन किया, जिसका निर्माण 8,867 करोड़ रुपए की अनुमानित लागत से पूरा हुआ है।

उन्होंने कहा कि एपीएसईजेड के भीतर, हमारे पास तीन बड़े कारोबारी क्षेत्र-समुद्री व्यवसाय, लॉजिस्टिक्स व्यवसाय और कृषि-लॉजिस्टिक्स व्यवसाय हैं, जिनपर हम काम कर रहे हैं। उन्होंने इस बात की ओर इशारा किया कि एपीएसईजेड देश में समुद्री व्यापार में सबसे बड़ी संचालक है। अदाणी ने कहा कि

अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए।

लॉजिस्टिक्स के मामले में, अदाणी ने कहा कि एपीएसईजेड बहु-मॉडल लॉजिस्टिक्स पार्क बनाने पर विचार कर रही है, जैसा अदाणी समूह ने बंदरगाहों में किया है।

उन्होंने कहा कि हम बड़े, बहु-मॉडल लॉजिस्टिक्स पार्क बनाना चाहते हैं, और फिर मात्रा बढ़ाने के साथ-साथ दक्षता बढ़ाने में मदद करना चाहते हैं।

कृषि-लॉजिस्टिक्स कारोबार का उल्लेख करते हुए, अदाणी ने कहा कि आज भारत में जो अनाज संग्रहीत किया जाता है, उसका भंडारण उचित तरीके से नहीं किया जाता है। इसलिए हम साइलो बनाने और उन्हें संग्रहीत करने पर विचार कर रहे हैं।

यह पूछे जाने पर कि विड़िण्गम अंतरराष्ट्रीय बंदरगाह एपीएसईजेड के अन्य बंदरगाहों से किस तरह अलग है, अदाणी ने बताया कि अदाणी समूह के बंदरगाह मुख्य रूप से घरेलू माल और आयात-निर्यात माल का कारोबार करते हैं, उनमें से कोई भी पारगमन वाली वस्तुओं का कारोबार नहीं करता है।

उन्होंने कहा कि विड़िण्गम अंतरराष्ट्रीय बंदरगाह देश का पहला बंदरगाह है, जहां 100 प्रतिशत पारगमन कारोबार है। वर्तमान में हमारे बंदरगाहों से आने-जाने वाला सारा माल सिंगापुर और कोलंबो जा रहा है, यही वे (माल) हैं जिन्हें हम विड़िण्गम बंदरगाह पर लाने का लक्ष्य बना रहे हैं।

वर्तमान में, भारत के 75 प्रतिशत पारगमन माल का संचालन भारत के बाहर के बंदरगाहों पर किया जाता है और भारतीय बंदरगाहों को भारत से आने वाले/जाने वाले कार्गो के पारगमन संचालन पर प्रति वर्ष 20-22 करोड़ डॉलर तक के संभावित राजस्व का नुकसान होता है।

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Chief Minister also in Central Govt' advertisement

കണക്കുനിരത്തി; കേന്ദ്ര പരസ്യത്തിൽ മുഖ്യമന്ത്രിയും

തിരുവനന്തപുരം ▸ വിഴിഞ്ഞം പദ്ധതിയുടെ ക്രെഡിറ്റടിക്കാൻ നോക്കിയ കേന്ദ്ര സർക്കാരിന് പദ്ധതി കമ്മിഷനിങ് ചടങ്ങിൽ കണക്കുനിരത്തി മറുപടി പറഞ്ഞതിന് പിന്നാലെ മുഖ്യമന്ത്രിയെ ഉൾപ്പെടുത്തി കേന്ദ്ര പരസ്യം. ഇന്നലെ ദേശീയ മാധ്യമങ്ങളിൽ ഉൾപ്പെടെ ഷിപ്പിങ് മന്ത്രാലയം നൽകിയ നന്ദി പരസ്യത്തിലാണ് പ്രധാനമന്ത്രിക്കൊപ്പം മുഖ്യമന്ത്രി പിണറായി വിജയന്റെയും പടം ഉൾപ്പെടുത്തിയത്. ഉദ്ഘാടനത്തോടനുബന്ധിച്ച് പത്രങ്ങളിൽ നൽകിയ പരസ്യത്തിൽ വികസിത് ഭാരത് 2047ന്റെ ഭാഗമായാണ് പദ്ധതിയെന്ന് കേന്ദ്ര ഷിപ്പിങ് മന്ത്രാലയം പറഞ്ഞിരുന്നു. ഈ പരസ്യത്തിൽ മുഖ്യമന്ത്രിയെ ഒഴിവാക്കി പ്രധാനമന്ത്രിയുടെ ചിത്രം മാത്രമാണ് ഉൾപ്പെടുത്തിയത്. നേട്ടങ്ങൾ എണ്ണിപ്പറയുന്ന പരസ്യത്തിൽ കേരളത്തെക്കുറിച്ച് ഒരു വരിപോലുമില്ലായിരുന്നു. എന്നാൽ, പദ്ധതിയിൽ ക്രെഡിറ്റടിക്കാൻ ഇല്ലെന്നും കേരളമാണ് പണം മുടക്കുന്നതെന്നും മുഖ്യമന്ത്രി വ്യക്തമാക്കിയിരുന്നു. കമ്മിഷനിങ് വേദിയിൽ കേരളം മുടക്കിയ പണത്തിന്റെ കണക്കും വ്യക്തമാക്കിയിരുന്നു.

Note: This is the tracking till 8.30 AM IST

Contraversy continues even after Vizhinjam commissioning

വിഴിഞ്ഞം: കമ്മിഷനിങ് കഴിഞ്ഞിട്ടും വിവാദമൊഴിയാതെ

തിരുവനന്തപുരം ▸ വിഴിഞ്ഞം രാജ്യാന്തര തുറമുഖം കമ്മിഷനിങ് കഴിഞ്ഞിട്ടും വിവാദങ്ങൾക്ക് ശമനമില്ല. ബി.ജെ.പി സംസ്ഥാന അധ്യക്ഷന് വേദിയിൽ സ്ഥാനം നൽകിയത് ജനാധിപത്യപരമായി ശരിയല്ലെന്ന് സി.പി.എം സംസ്ഥാന സെക്രട്ടറി എം.വി ഗോവിന്ദൻ പറഞ്ഞു. വികസനത്തിൽ ആരുമായും സഹകരിക്കും. ചങ്ങലയില്ലാതെ ജനങ്ങൾക്ക് മുന്നോട്ടുപോകാൻ സാധിക്കുന്നരീതിയിലുള്ള ഏതൊരു മുലധന നിക്ഷേപത്തോടും സഹകരിക്കുമെന്നും ഗോവിന്ദൻ പറഞ്ഞു.

പ്രധാനമന്ത്രി നരേന്ദ്ര മോദി കാണുന്ന രൂപത്തിലല്ല അദാനിയെ എൽ.ഡി.എഫ് കാണുന്നതെന്ന് പാർട്ണർ പരാമർശത്തിന് മറുപടിയുമായി മന്ത്രി വി.എൻ വാസവനും രംഗത്തെത്തി. ചടങ്ങിൽ താൻ പങ്കെടുത്തതിൽ കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകന് പ്രശ്നമുണ്ടെങ്കിൽ ഡോക്ടറെ കാണട്ടെ എന്നായിരുന്നു രാജീവ് ചന്ദ്രശേഖറിന്റെ പരിഹാസം. എത്ര വേണമെങ്കിലും ട്രോളിക്കോളൂ. ഈ ടെയിൻ വിട്ടുകഴിഞ്ഞു. മരുമകന് വേണമെങ്കിൽ ഈ ടെയിനിൽ കയറാമെന്നും രാജീവ് ചന്ദ്രശേഖർ കൂട്ടിച്ചേർത്തു.

രാജീവ് ചന്ദ്രശേഖർ ഉദ്ഘാടനത്തിൽ പങ്കെടുത്തത് കേരള സർക്കാരിന്റെ ഔദാര്യത്തിലല്ലെന്ന് ബി.ജെ.പി മുൻ സംസ്ഥാന അധ്യക്ഷൻ കെ. സുരേന്ദ്രനും പറഞ്ഞു. അതേസമയം, രാജീവ് ചന്ദ്രശേഖറിന് മറുപടിയുമായി മന്ത്രി മുഹമ്മദ് റിയാസും രംഗത്തെത്തി. രാജീവ് ചന്ദ്രശേഖർ നടത്തുന്ന കാട്ടിക്കൂട്ടലുകൾ കണ്ടാൽ ആരെയാണ് ഡോക്ടറുടെ അടുത്ത് പറഞ്ഞയക്കേണ്ടതെന്ന് മനസിലാകുമെന്നും ദേശീയതലത്തിൽ കിട്ടാവുന്ന ഏറ്റവും മികച്ച ഡോക്ടർമാരുടെ പാനലിനെ വസ്ത്രാവുന്നതാണെന്നും മുഹമ്മദ് റിയാസ് പറഞ്ഞു. ഉദ്ഘാടന വേദിയിലെ പ്രഭാഷകരിൽ ആരും ഉമ്മൻ ചാണ്ടിയുടെ പേര് പരാമർശിക്കാത്തത് ലജ്ജിപ്പിക്കുന്നതാണെന്ന് ശശി തരൂർ എം.പി ഫേസ്ബുക്കിൽ കുറിച്ചു. ഉമ്മൻചാണ്ടിയുടെ സംഭാവനകളെക്കുറിച്ച് സംസാരിക്കാൻ താൻ ഉദ്ദേശിച്ചിരുന്നെങ്കിലും അവസരം ലഭിച്ചില്ലെന്ന് തരൂർ പറഞ്ഞു.

മുഴുവൻ മന്ത്രിമാരെയും വേദിയിൽ ഇരുത്തണമെന്ന അഭിപ്രായമില്ല: മന്ത്രി റിയാസ്

കോഴിക്കോട് ▸ സംസ്ഥാനത്തെ മുഴുവൻ മന്ത്രിമാരെയും വേദിയിൽ ഇരുത്തണമെന്ന അഭിപ്രായം തനിക്കില്ലെന്ന് മന്ത്രി പി.എ മുഹമ്മദ് റിയാസ്. വിഴിഞ്ഞം സംഭവവുമായി ബന്ധപ്പെട്ട് മാധ്യമങ്ങളുടെ ചോദ്യത്തിന് മറുപടി പറയുകയായിരുന്നു അദ്ദേഹം. ഒരു രാഷ്ട്രീയപാർട്ടിയുടെ സംസ്ഥാന അധ്യക്ഷൻ അത്തരം വേദിയിൽ കയറിയിരിക്കുന്നത് ശരിയാണോയെന്നത് അദ്ദേഹത്തിന് തന്നെ തോന്നേണ്ട കാര്യമാണ്. അതിന്റെ ഭാഗമായാണ് താൻ അത്തരത്തിലൊരു ചോദ്യം ഉന്നയിച്ചത്. താൻ ഉന്നയിച്ച വിഷയത്തിൽ രാഷ്ട്രീയ മറുപടിയാണ് വേണ്ടത്. ഏതൊരാൾക്കും ഒരു കമ്പനി തുടങ്ങുകയോ വലതുപക്ഷ രാഷ്ട്രീയപാർട്ടിയിൽ കടന്നുകയറുകയോ ചെയ്യാം. എന്നാൽ, കേരളത്തിലെ ജനങ്ങളുടെ മനസിൽ ഇടംനേടുക അത്ര എളുപ്പമല്ലെന്നും റിയാസ് പറഞ്ഞു.

Note: This is the tracking till 8.30 AM IST

Companiyo ke timahi natijo par rahegi bazaar ki nazar

कंपनियों के तिमाही नतीजों पर रहेगी बाजार की नजर

-साप्ताहिक समीक्षा-

■ सेंसेक्स 1.63 प्रतिशत की तेजी के साथ सप्ताहांत पर 80,501.99 अंक पर रहा

■ निफ्टी 1.28 प्रतिशत की बढ़त के साथ सप्ताहांत पर 24,346.70 अंक पर बंद

मुंबई, 4 मई (एजेंसियां)। भारत और पाकिस्तान के बीच बचे तनावपूर्ण स्थिति के बीच विदेशी निवेशकों की लिवाली के बल पर शेयर बाजार बीते सप्ताह भी तेजी में रहा। अगले सप्ताह कंपनियों के तिमाही नतीजों से बाजार की चाल तय होने का अनुमान है।

बीएसईका 30 शेयरों वाला संवेदी सूचकांक सेंसेक्स शुक्रवार को समाप्त सप्ताह के दौरान 1289.46 अंकों या 1.63 प्रतिशत की तेजी के साथ 80,501.99 पर बंद हुआ। निफ्टी भी 307.35 अंकों या 1.28 प्रतिशत की बढ़त के साथ 24,346.70 पर बंद हुआ।

बीएसई मिड-कैप इंडेक्स 0.42 प्रतिशत बढ़कर 42,707.87 पर बंद हुआ। बीएसई स्मॉल-कैप इंडेक्स 1.33 प्रतिशत गिरकर 47,365.54 पर बंद हुआ। इसमें मजबूत कॉर्पोरेट आय और सकारात्मक घरेलू आंकड़ों का समर्थन मिला। चार सत्रों में से तीन दिन यह सकारात्मक रहा, जबकि एक सत्र में यह नकारात्मक रहा। गुरूवार को शेयर बाजार में महाराष्ट्र दिवस के अवसर पर अवकाश रहा था।

सप्ताह के पहले दो सत्रों में शेयर बाजार हरे निशान में रहा, क्योंकि सोमवार को बीएसई सेंसेक्स 1,005.84 अंक बढ़कर 80,218.37 पर बंद हुआ। रिलायंस इंडस्ट्रीज की चौथी तिमाही में वित्तीय परिणाम सकारात्मक रहने से बाजार को बल मिला था और सोमवार को निफ्टी 298.75 अंक बढ़कर 24,328.50 पर बंद हुआ।

मंगलवार को बीएसई सेंसेक्स 70.01 अंक बढ़कर 80,288.38 पर बंद हुआ। विदेशी और घरेलू संस्थागत निवेशकों की मजबूत आमद से निफ्टी 7.45 अंक बढ़कर 24,335.95 पर बंद हुआ, जिससे कुल मिलाकर बाजार की धारणा मजबूत रही।

बुधवार को शेयर बाजार में लिवाली देखी गयी जिससे सेंसेक्स 46.14 अंक गिरकर 80,242.24 पर बंद हुआ। निफ्टी 1.75 अंक गिरकर 24,334.20 पर बंद हुआ। महाराष्ट्र दिवस के अवसर पर गुरुवार को शेयर बाजार बंद रहा। शुक्रवार को बीएसई सेंसेक्स 259.75 अंक बढ़कर 80,501.99 पर बंद हुआ। निफ्टी 12.50 अंक बढ़कर 24,346.70 पर बंद हुआ।

अमेरिका-भारत व्यापार वार्ता को लेकर सकारात्मक परिणाम आने की उम्मीद में विदेशी निवेशकों के बाजार में लौटने से शेयर बाजार में तेजी देखी गयी। सप्ताह के दौरान रिलायंस इंडस्ट्रीज (आरआईएल) में 9.38 प्रतिशत की तेजी आई। अडानी पोर्ट्स एंड स्पेशल इकोनॉमिक जोन (एपीएसईजेड) में 4.11 प्रतिशत की तेजी आई और महिंद्रा एंड महिंद्रा में 2.38 प्रतिशत की उछाल आई।

सप्ताह के दौरान शेयरों में गिरावट के बाद टाटा मोटर्स में 2.47 प्रतिशत, अशोक लीलैंड में 2.04 प्रतिशत, आयशर मोटर्स में 2.53 प्रतिशत, बजाज ऑटो में 2.52 प्रतिशत की गिरावट आई। हीरो मोटोकॉर्प में 3.87 प्रतिशत की गिरावट आई।

टीवीएस मोटर कंपनी में 1.09 प्रतिशत, अदानी एंटरप्राइजेज में 0.20 प्रतिशत, अल्ट्राटेक सीमेंट में 1.05 प्रतिशत की गिरावट आई। अदानी टोटल गैस में 1.22 प्रतिशत, बजाज फाइनेंस में 4.99 प्रतिशत और बजाज फिनसर्व में 5.45 प्रतिशत की गिरावट आई।

Note: This is the tracking till 8.30 AM IST

Shilpa, Samantha, Rakulpreet aur Disha airport par hui spot

शिल्पा, समांथा, रकुलप्रीत और दिशा एयरपोर्ट पर हुईं स्पॉट

बांद्रा में कोरियोग्राफर धनश्री वर्मा को देखा गया। कोरियोग्राफर बहुत जल्द फिल्मों की दुनिया में बतौर अभिनेत्री कदम रखने वाली हैं। वह बहुत जल्द तेलुगु फिल्ममेकर दिल राजू की ड्रांस म्यूजिकल फिल्म 'आकाशम दति वास्तव' में नजर आएंगी। मुंबई एयरपोर्ट पर सितारों का जमावड़ा लगा रहता है। वीकैंड पर सैलीब्रिटीज छुट्टियां मनाने जाते हैं तो कुछ वापस लौटते हैं। बॉलीवुड की स्टाइलिश अभिनेत्री शिल्पा शैट्टी बेहद कूल और फंकी लुक में एयरपोर्ट पर स्पॉट हुईं। अभिनेता कार्तिक आर्यन इंटैस लुक में नजर आए। उन्होंने ब्लू शर्ट के साथ मैचिंग जींस पहनी हुई थी। अभिनेत्री समांथा रुथ प्रभु एयरपोर्ट पर कूल लुक में दिखीं। वहीं अभिनेत्री रकुलप्रीत सिंह भी एयरपोर्ट पर नजर आईं। ग्लैमरस अवतार में अभिनेत्री दिशा पटानी को एयरपोर्ट पर देखा गया। दिशा ने ब्लैक लूज जींस के साथ डीपनेक टॉप पहना था। (वीरेंद्र चावला)

Note: This is the tracking till 8.30 AM IST

Sukriti-Prakriti kakkad, Karan airport aur Sara Tendulkar-Neha bandra mein dikhi

सुकृति-प्रकृति कक्कड़, करण एयरपोर्ट और सारा तेंदुलकर-नेहा बांद्रा में दिखीं

सुकृति-प्रकृति

सारा तेंदुलकर

करण टक्कर

नेहा भसीन

सिंगर और जुड़वां बहनें सुकृति कक्कड़ और प्रकृति कक्कड़ एयरपोर्ट पर स्पॉट हुईं। करण टक्कर को भी एयरपोर्ट पर देखा गया। बांद्रा में कैफे के बाहर क्रिकेटर सचिन तेंदुलकर की बेटी सारा तेंदुलकर नजर आईं। नेहा भसीन को भी बांद्रा में देखा गया।

Note: This is the tracking till 8.30 AM IST

Jaipur- Chandigarh flight ke dono engine thodi der ke liye fail

जयपुर-चंडीगढ़ फ्लाइट के दोनों इंजन थोड़ी देर के लिए फेल

- पायलट ने सूझबूझ से प्लेन को सुरक्षित लैंड करवाया
- डीजीसीआई ने दिए मामले की जांच के आदेश

जयपुर। जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 लैंडिंग से पहले ही अचानक खराब हो गई। चंडीगढ़ पहुंचने से महज कुछ देर पहले ही फ्लाइट के दोनों इंजनों ने कुछ समय के लिए काम करना बंद कर दिया था। रिपोर्ट के मुताबिक ऑटो इग्निशन सिस्टम ने दोनों इंजन को तुरंत चालू कर दिया और तब जाकर विमान की लैंडिंग कराई गई। डीजीसीए ने इस पूरे मामले की जांच के आदेश दिए हैं। जानकारी के मुताबिक इंजन में इंधन जलना (फ्लेम आउट) बंद हो गया था। दरअसल, जयपुर एयरपोर्ट से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट ने सुबह 5.50 बजे अपने तय वक्त पर उड़ान भरी थी। इसे लगभग एक घंटे 10 मिनट बाद सुबह सात बजे चंडीगढ़ पहुंचना था, लेकिन लैंडिंग से लगभग 15 मिनट पहले फ्लाइट के एक इंजन में अचानक फ्लेम आउट (इंजन जलना बंद) की समस्या हो गई।

Note: This is the tracking till 8.30 AM IST

Eye on business expansion

సముద్ర, లాజిస్టిక్స్, అగ్రి-లాజిస్టిక్స్ వ్యాపారాల విస్తరణపై దృష్టి

అదానీ పోర్ట్స్ ఎండీ కరణ్ అదానీ

దిల్లీ: దేశీయంగా అతి పెద్ద ప్రైవేటు పోర్ట్ ఆపరేటర్‌గా ఉన్న అదానీ పోర్ట్స్ అండ్ స్పెషల్ ఎకనమిక్ జోన్ (ఏపీఎస్ఈజడ్) తన సముద్ర, లాజిస్టిక్స్, అగ్రి-లాజిస్టిక్స్ వ్యాపారాల విస్తరణపై దృష్టి సారించినట్లు కంపెనీ ఎండీ కరణ్ అదానీ వెల్లడించారు. రెండో దశలో విఝింజమ్ ఇంటర్నేషనల్ సీపోర్ట్ (అంతర్జాతీయ ఓడరేవు)లో రూ.13,000 కోట్ల పెట్టుబడులు పెట్టబోతున్నట్లు తెలిపారు. దీంతో డీప్-వాటర్ పోర్టుల కార్గో నిర్వహణ సామర్థ్యం ప్రస్తుతం ఉన్న 1.2 మిలియన్ టీఈయూల (ట్వంటీ-ఫుట్ ఈక్వివాలెంట్ యూనిట్లు) నుంచి 2028 నాటికి దాదాపు 5 మి.టీఈయూలకు చేరుతుందని అంచనా వేశారు. రూ.8,867 కోట్ల అంచనా వ్యయంతో పూర్తయిన విఝింజమ్ అంతర్జాతీయ ఓడరేవును ప్రధాని మోదీ ఈ నెల 2న ప్రారంభించిన సంగతి విదితమే. ఏపీఎస్ఈజడ్‌లో మూడు పెద్ద విభాగాలను నిర్మిస్తున్నామని, అందులో సముద్ర, లాజిస్టిక్స్, అగ్రి-లాజిస్టిక్స్ వ్యాపారాలు ఉంటాయని కరణ్ తెలిపారు. సముద్ర వ్యాపారంలో దేశంలోనే అతి పెద్ద ఆపరేటర్‌గా ఏపీఎస్ఈజడ్ ఉందని, ఇప్పుడు సముద్ర వ్యాపారాన్ని మన దేశం లోపల, వెలుపల పెంచడం లక్ష్యంగా నిర్దేశించుకున్నామని వెల్లడించారు. లాజిస్టిక్స్ విభాగంలో అదానీ గ్రూప్ పోర్ట్‌లలో చేసినట్లే, ఏపీఎస్ఈజడ్ బహుళ నమూనా లాజిస్టిక్స్ పార్కులను నిర్మించాలని చూస్తోందని అన్నారు. అగ్రి-లాజిస్టిక్స్ వ్యాపారం గురించి ప్రస్తావిస్తూ, నేడు మన దేశంలో నిల్వ చేస్తున్న ధాన్యాలు సరైన పద్ధతిలో నిల్వ చేయడం లేదని పేర్కొన్నారు. అందుకే ధాన్యాన్ని నిల్వ చేసేందుకు పెద్ద గోతులను నిర్మించామని వెల్లడించారు.

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Focus on expansion of maritime, logistics, agri-logistics businesses

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అదానీ పోర్ట్స్ ఎండీ కరణ్ అదానీ

దిల్లీ: దేశీయంగా అతి పెద్ద ప్రైవేటు పోర్ట్ ఆపరేటర్‌గా ఉన్న అదానీ పోర్ట్స్ అండ్ స్పెషల్ ఎకనమిక్ జోన్ (ఏపీఎస్ఈజడ్) తన సముద్ర, లాజిస్టిక్స్, అగ్రి-లాజిస్టిక్స్ వ్యాపారాల విస్తరణపై దృష్టి సారించినట్లు కంపెనీ ఎండీ కరణ్ అదానీ వెల్లడించారు. రెండో దశలో విఝింజమ్ ఇంటర్నేషనల్ సీపోర్ట్ (అంతర్జాతీయ ఓడరేవు)లో రూ.13,000 కోట్ల పెట్టుబడులు పెట్టబోతున్నట్లు తెలిపారు. దీంతో డీప్-వాటర్ పోర్టుల కార్గో నిర్వహణ సామర్థ్యం ప్రస్తుతం ఉన్న 1.2 మిలియన్ టీఈయూల (ట్వంటీ-ఫుట్ ఈక్వివాలెంట్ యూనిట్లు) నుంచి 2028 నాటికి దాదాపు 5 మి.టీఈయూలకు చేరుతుందని అంచనా వేశారు. రూ.8,867 కోట్ల అంచనా వ్యయంతో పూర్తయిన విఝింజమ్ అంతర్జాతీయ ఓడరేవును ప్రధాని మోదీ ఈ నెల 2న ప్రారంభించిన సంగతి విదితమే. ఏపీఎస్ఈజడ్‌లో మూడు పెద్ద విభాగాలను నిర్మిస్తున్నామని, అందులో సముద్ర, లాజిస్టిక్స్, అగ్రి-లాజిస్టిక్స్ వ్యాపారాలు ఉంటాయని కరణ్ తెలిపారు. సముద్ర వ్యాపారంలో దేశంలోనే అతి పెద్ద ఆపరేటర్‌గా ఏపీఎస్ఈజడ్ ఉందని, ఇప్పుడు సముద్ర వ్యాపారాన్ని మన దేశం లోపల, వెలుపల పెంచడం లక్ష్యంగా నిర్దేశించుకున్నామని వెల్లడించారు. లాజిస్టిక్స్ విభాగంలో అదానీ గ్రూప్ పోర్ట్‌లలో చేసినట్లే, ఏపీఎస్ఈజడ్ బహుళ నమూనా లాజిస్టిక్స్ పార్కులను నిర్మించాలని చూస్తోందని అన్నారు. అగ్రి-లాజిస్టిక్స్ వ్యాపారం గురించి ప్రస్తావిస్తూ, నేడు మన దేశంలో నిల్వ చేస్తున్న ధాన్యాలు సరైన పద్ధతిలో నిల్వ చేయడం లేదని పేర్కొన్నారు. అందుకే ధాన్యాన్ని నిల్వ చేసేందుకు పెద్ద గోతులను నిర్మించామని వెల్లడించారు.

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Note: This is the tracking till 8.30 AM IST

Commission to be calculated per kg in drugs

मस्ट READ

ड्रग्जमध्ये किलोमागे मोजायचे कमिशन

कस्टम आणि पोस्ट अधिकाऱ्यांचे साटेलोटे उघड

लोकमत न्यूज नेटवर्क

नवी मुंबई : ड्रग्जमाफियांनी कस्टम, पोलिस यंत्रणाच पोखरल्याचे नवी मुंबई पोलिसांनी नुकतेच उघडकीस आणले. विमानतळावर ड्रग्जचे पार्सल क्लियर करण्यासाठी किलोमागे कमिशन घेतले जात असल्याचे चौकशीत समोर आले. यासाठी ९० टक्के कमिशन कस्टम अधिकाऱ्याला, तर १० टक्के पोस्ट अधिकाऱ्याला दिले जात होते.

नवी मुंबईत ड्रग्ज तस्करीचे रॅकेट चालवणाऱ्यांपैकी एक केके उर्फ कमल चांदवाणी (५६) याला अटक केल्यानंतर अमली पदार्थविरोधी पथकाने ही साखळी उघडकीस आणली. या कारवायामुळे पोलिस दलांमध्ये चर्चा रंगू लागली असून, आणखी किती जणांवर कारवाई होणार याकडे सर्वांचे लक्ष लागले आहे.

मुंबई विमानतळावरील कस्टम अधिकारी, पोलिस अधिकारी यांनाच हाताशी धरून विदेशातून मुंबईत ड्रग्ज आणले जात होते. हे ड्रग्ज विक्रीचे रॅकेट नवी मुंबईत सुरळीत चालवण्यासाठी त्याने काही पोलिसांना हाताशी धरले होते. त्यापैकी दोघांना अमली पदार्थविरोधी पथकाने अटक केली आहे. ड्रग्ज तस्करांना पाठीशी घालणाऱ्या खाकीवरच हात टाकण्याचे धाडस वरिष्ठ निरीक्षक संदीप निगडे यांच्या पथकाने केले.

७ पोलिस पथके तयार

गौरला अटक केल्याचे समजताच रवी सुट्टी टाकून उदयपूर येथे मूळगावी निघून गेला होता. त्याचाही सहभाग निष्पन्न होताच त्याला अटक झाली. या गुन्ह्यात अद्यापपर्यंत ११ जणांना अटक झाली आहे. इतरांवरही कारवाईची टांगती तलवार आहे. पोलिसांनी ७ पथके तयार केली आहेत. दोन पथके राज्याबाहेरील साखळी शोधण्याच्या प्रयत्नात आहेत.

...अशा व्हायच्या वाटाघाटी

अधिक चौकशीत या रॅकेटमध्ये कस्टम अधीक्षक प्रशांत गौर याला मिळालेला पोस्ट अधिकारी रवी श्रीपालला उदयपूरमधून अटक केली आहे.

चांदवणीच्या इशाऱ्यावरून तो थायलंडमधून येणाऱ्या ड्रग्जची माहिती विमानतळावरील गौर याला देऊन ते सुखरूप बाहेर काढले जायचे. यासाठी कस्टम अधीक्षक गौर याला किलोमागे कमिशन मोजले जात होते.

ड्रग्ज कोणत्या प्रकारचे आहे, त्यावरून हा आकडा निश्चित व्हायचा. त्यानुसार गौर याने किलोमागे ५० हजार ते ८० हजार घेऊन लाखो रुपये खिशात घातल्याचे समोर आले आहे.

Note: This is the tracking till 8.30 AM IST

Possibility of bird strikes on planes, stop open slaughter of animals

विमानांना पक्षी धडकण्याची शक्यता, उघड्यावरील प्राण्यांची कत्तल थांबवा

नवी मुंबई विमानतळ कंपनीला 'डीजीसीए'चे आदेश

लोकमत न्यूज नेटवर्क

नवी मुंबई : नवी मुंबई आंतरराष्ट्रीय विमानतळाजवळ प्राण्यांची बेकायदेशीरपणे उघड्यावर कत्तल होत आहे. यामुळे पक्ष्यांची संख्या मोठ्या प्रमाणात वाढून ते विमानांना धडकण्याची शक्यता आहे. ही भीती लक्षात घेऊन नागरी विमान वाहतूक महासंचालनालयाने (डीजीसीए) विमानतळ संचालकांना उलवे आणि विमानतळ परिसरातील कत्तलखाने, मांस विक्रेते यांना उघड्यावरील कत्तल बंद करण्यास सांगितले आहे.

नवी मुंबई आंतरराष्ट्रीय विमानतळ एका महिन्यात कार्यान्वित होणार असल्याने डीजीसीएने हे पाऊल उचलले आहे. विमानतळाच्या धावपट्टीपासून तीन किमी अंतरावर असलेल्या उलवे परिसरात शेळ्या आणि कोंबड्यांच्या होणाऱ्या कत्तलीची तक्रार नॅटकनेक्ट फाउंडेशनचे संचालक बी. एन. कुमार यांनी २४ फेब्रुवारी रोजी पंतप्रधानांच्या सार्वजनिक तक्रार पोर्टलद्वारे डीजीसीएकडे केली होती. हे विमान नियमांचे उल्लंघन आहे, ज्यामध्ये कोणत्याही विमानतळाच्या १० किमीच्या परिघात प्राण्यांची कत्तल होऊ नये, असे कुमार यांनी त्यांच्या तक्रारीत नमूद केले आहे.

एरोड्रोम पर्यावरण व्यवस्थापन समिती (एईएमसी)चे प्रमुख असलेले सिडको उलवे नोडचे व्यवस्थापन करते. नॅटकनेक्टच्या तक्रारीला उत्तर देताना डीजीसीएचे संचालक अमित गुप्ता यांनी एरोड्रोम ऑपरेटरला एरोड्रोमच्या परिसरात पक्ष्यांच्या हालचालींना आकर्षित करणाऱ्या प्राण्यांच्या कत्तलीसह सर्व क्रियाकलाप थांबवण्यासाठी पावले उचलण्यास सांगितले आहे.

Note: This is the tracking till 8.30 AM IST

Adani Port Introduces Automated Road Sweeping Machine

ଆଦାନୀ ପୋର୍ଟ ପକ୍ଷରୁ ସ୍ୱୟଂଚାଳିତ ରାସ୍ତା ସଫେଇ ମେସିନ୍‌ର ଶୁଭାରମ୍ଭ

ଧାମରା: ଅକ୍ଷୟ ତୃତୀୟାର ପବିତ୍ର ଅବସରରେ, ଧାମରା ପୋର୍ଟ ପକ୍ଷରୁ ସ୍ୱୟଂଚାଳିତ ରାସ୍ତା ସଫେଇ ମେସିନ ଆରମ୍ଭ କରିଛି । ଏହା ସ୍ଥାନୀୟ ଅଞ୍ଚଳରେ ପରିବେଶଗତ ସ୍ଥିରତା ଏବଂ ପରିଷ୍କାର ପରିଚ୍ଛନ୍ନତା ବୃଦ୍ଧି ଦିଗରେ ଏକ ଗୁରୁତ୍ୱପୂର୍ଣ୍ଣ ପଦକ୍ଷେପ । ଏହି ଅତ୍ୟାଧୁନିକ ଉପକରଣରେ ଦୁଆଇ ସାଇଡ୍ ବ୍ରଶ୍, ଏକ ଅତିରିକ୍ତ ରିଅର୍ ବ୍ରଶ୍ ଏବଂ ପାଣି ସିଞ୍ଚନ ବ୍ୟବସ୍ଥା ସହିତ ଏକ ଶକ୍ତିଶାଳୀ ସକ୍ସନ୍ ସିଷ୍ଟମ ରହିଛି । ୨୪ ଘଣ୍ଟା କାର୍ଯ୍ୟ କରିବା ପାଇଁ ଡିଜାଇନ୍ ହୋଇଥିବା ଏହି ମେସିନ ରାସ୍ତା ତଥା ପରିବେଶରେ ଥିବା ଧୂଳିକଣାକୁ ହ୍ରାସ କରିବାରେ ସକ୍ଷମ ହେବ । ଏହାଦ୍ୱାରା ବାୟୁର ସ୍ୱଚ୍ଛତାରେ ଉନ୍ନତି ହେବ ଏବଂ ପୋର୍ଟ ତଥା ଏହାର ଆଖପାଖରେ ପ୍ରଦୂଷଣ ନିୟନ୍ତ୍ରଣରେ ଯୋଗଦାନ ରହିବ ।

'ଏହି ପଦକ୍ଷେପ ପୋର୍ଟ ତଥା ଏହାର ଆଖପାଖ ଅଞ୍ଚଳ ପାଇଁ ଏକ ସ୍ୱଚ୍ଛ, ସୁସ୍ଥ ପରିବେଶ ସୃଷ୍ଟି କରିବା ସହ ଏହାକୁ ବଜାୟ ରଖିବା ପାଇଁ ଆମର ପ୍ରତିବଦ୍ଧତାକୁ ସୁଦୃଢ଼ କରେ ଏବଂ ପରିବେଶଗତ ପରିଚାଳନାକୁ ସମର୍ଥନ କରିବା ପାଇଁ ପ୍ରଯୁକ୍ତି ଶକ୍ତିର ଉପଯୋଗ ଉପରେ ଗୁରୁତ୍ୱ ଦିଆଯାଉଛି' ବୋଲି ପୋର୍ଟର ଜଣେ ଅଧିକାରୀ କହିଛନ୍ତି । ବର୍ଷ ବର୍ଷ ଧରି, ଧାମରା ପୋର୍ଟ ଏହାର ପାର୍ଶ୍ୱବର୍ତ୍ତୀ ଅଞ୍ଚଳରେ ନିରନ୍ତର ଭାବରେ ବିଭିନ୍ନ ସ୍ୱଚ୍ଛତା ଅଭିଯାନ ଚଳାଇ ଆସିଛି । ଏହା ସହିତ ଏହା ପ୍ରାୟତଃ ଜଳବାୟୁ ପରିବର୍ତ୍ତନ ସମ୍ବନ୍ଧୀୟ ବିଷୟବସ୍ତୁ ଉପରେ ସେମିନାର, ଚିତ୍ରାଙ୍କନ, କୁଇଜ୍, ଇତ୍ୟାଦି କାର୍ଯ୍ୟକ୍ରମମାନ ଆୟୋଜନ କରିଆସୁଅଛି, ଯାହାର ଲକ୍ଷ୍ୟ ଯୁବପିଢୀଙ୍କ ମଧ୍ୟରେ ସଚେତନତା ବାର୍ତ୍ତା ପ୍ରସାର କରିବା ଏବଂ ସମୁଦାୟର ଅଂଶଗ୍ରହଣକୁ ଉତ୍ସାହିତ କରିବା । ଏହି ନୂତନ ବିକାଶ ଧାମରା ପୋର୍ଟ ପରିବେଶଗତ ଦାୟିତ୍ୱ ସହିତ ନବସୃଜନକୁ ସମନ୍ୱିତ କରିବା ପାଇଁ ଚାଲିଥିବା ପ୍ରୟାସକୁ

Note: This is the tracking till 8.30 AM IST

Dhamara land and water path security tighten after high alert in POK

ପିଓକେରେ ହାଇଆଲର୍ଟ ପରେ ଧାମରା ସ୍ଥଳପଥ ଏବଂ ଜଳପଥରେ ସୁରକ୍ଷା କଡ଼ାକଡ଼ି

ଉତ୍କଳ, ନ୍ୟୁଜ୍‌ବ୍ୟୁରୋ

ପାକିସ୍ତାନ ଅଧିକୃତ କାଶ୍ମୀରରେ ହାଇ ଆଲର୍ଟ ପରେ ରାଜ୍ୟରେ ସୁରକ୍ଷା ବ୍ୟବସ୍ଥା ସଂପୂର୍ଣ୍ଣ କଡ଼ାକଡ଼ି ହୋଇଛି। କେନ୍ଦ୍ର ଗୃହମନ୍ତ୍ରୀଙ୍କ ନିର୍ଦେଶରେ ସୁରକ୍ଷା ବ୍ୟବସ୍ଥାକୁ ଦୃଷ୍ଟିରେ ରଖି ଓଡ଼ିଶା ସୀମାନ୍ତ ଅଂଚଳରେ ଅନୁପ୍ରବେଶକୁ ରୋକିବା ପାଇଁ ରାଜ୍ୟ ସରକାରଙ୍କ ଗୃହ ବିଭାଗ ପକ୍ଷରୁ ହାଇ ଆଲର୍ଟ ଜାରି କରାଯାଇଛି। ଧାମରାରୁ ଉତ୍ତରରେ ବାଲେଶ୍ୱର ଏବଂ ଦକ୍ଷିଣରେ ଥିବା କେନ୍ଦ୍ରାପଡ଼ା, ପାରାଦ୍ୱୀପ ଜମ୍ବୁ, ଖରନାସୀ ଉପକୂଳ ଅଞ୍ଚଳକୁ ଧାମରା ଜଳପଥ ଦେଇ ବାଂଲାଦେଶୀ ଅନୁପ୍ରବେଶ କାରୀ ମାନେ ପ୍ରବେଶ କରୁଥିବା ନେଇ ଖବର ରାଜ୍ୟ ସରକାରଙ୍କ ହସ୍ତଗତ ହୋଇଛି। ଏହାକୁ ଆଧାର କରି ବାଂଲାଦେଶୀ ଅନୁପ୍ରବେଶ କାରୀଙ୍କୁ ବୈଶୀସି ପରିସ୍ଥିତିରେ ରାଜ୍ୟରେ ପୁରାଇ ଦିଆଯିବ ନାହିଁ ଏଥିପାଇଁ ଧାମରା ସାମୁଦ୍ରିକ ଥାନା ଏବଂ ରାଜ୍ୟରେ ଥିବା ସମସ୍ତ ଉପକୂଳ ଅଞ୍ଚଳରେ ଥିବା ସାମୁଦ୍ରିକ ଥାନାକୁ ଏହି ନିର୍ଦେଶ ଦିଆଯିବା ସହ ଜଳପଥରେ ମଧ୍ୟ ସୁରକ୍ଷା ବ୍ୟବସ୍ଥା କୁ କଡ଼ାକଡ଼ି କରାଯାଇଛି। ଏହି ପରିପ୍ରେକ୍ଷୀରେ ଧାମରା ସାମୁଦ୍ରିକ ଥାନା ତରଫରୁ ଜଳପଥରେ ସ୍ପିଡ୍ ବୋଟ୍‌ରେ ବଙ୍ଗୋପସାଗର ଏବଂ ତଟବର୍ତ୍ତୀ ଇଲାକାରେ ମାଛ ମାରୁଥିବା ସମସ୍ତ ବୋଟକୁ କଡ଼ାକଡ଼ି ଭାବେ ଯାଞ୍ଚ କରାଯିବା ସହ ଏଥିରେ ଥିବା ସମସ୍ତ ଧୀବରମାନଙ୍କ ରୋଟ ପରିଚୟପତ୍ର ତଥା ଆଧାର କାର୍ଡ ଏବଂ ମତ୍ସ୍ୟ ବିଭାଗ ତରଫରୁ ଦିଆଯାଇଥିବା କାର୍ଡ ଗୁଡିକ ମଧ୍ୟ ଟିକିନିଖି ଯାଞ୍ଚ କରାଯାଉଛି। ତଟ ସୁରକ୍ଷା ପାଇଁ ଧାମରାରେ ପର୍ଯ୍ୟାପ୍ତ ପରିମାଣରେ ଷ୍ଟାଫ ନଥିବା ବେଳେ ମାତ୍ର କେତେଜଣ ହାତଗଣତି ଷ୍ଟାଫ ମାନଙ୍କୁ ନେଇ ଚାଲିଛି ତଟ ସୁରକ୍ଷା। ଗୋଟିଏ ପଟରେ ତଟ ସୁରକ୍ଷା ପାଇଁ ନିର୍ଦେଶ ଦେଉଥିବା କେନ୍ଦ୍ର/ରାଜ୍ୟ ସରକାରଙ୍କ ପାଖରେ କେଉଁ ସାମୁଦ୍ରିକ ଥାନାରେ କେତେ ପଦ ପଦବୀ ଫାଙ୍କା ପଡିଛି ତାହାର ସମସ୍ତ ତଥ୍ୟ /ହିସାବ ଥିବା ବେଳେ ଏହି ତଟ ସୁରକ୍ଷା ଏକ ପ୍ରଶ୍ନବନ୍ଦ ବୋଲି ମଧ୍ୟ ଚର୍ଚ୍ଚା ଚାଲିଛି। ଅନ୍ୟପଟରେ ବିଗତ ଦିନ ମାନଙ୍କରେ ଧାମରାରେ ୩ଟି ସ୍ପିଡ୍ ବୋଟ୍ ତଟ ସୁରକ୍ଷା ପାଇଁ ନିୟୋଜିତ ହେଉଥିବା ବେଳେ ସେହି ବୋଟ୍‌ରୁ ଗୋଟିଏ ବୋଟକୁ ଗୋପାଳ ପୁରକୁ ପଠାଇ ଦିଆଯାଇଥିବା ବେଳେ ଆଉ ୨ଟି ବୋଟ ମଧ୍ୟରୁ ଗୋଟିଏ ସଂପୂର୍ଣ୍ଣ ଅକାମୀ ହୋଇ ଯାଇଛି। ବାକି ଥିବା ଗୋଟିଏ ୧୨ଟନ ବିଶିଷ୍ଟ ବୋଟ ର ଇଞ୍ଜିନ ଜେତେବେଳେ ଅଚଳ ହୋଇ ପଡୁଛିତ ପୁନଶ୍ଚ ବୋଟ୍‌ର ବଡି ମଧ୍ୟ ଫୁଟି ଯାଇ ପାଣି ପଶି ଏହାକୁ ସ୍ଥାଣୁ କରି ଦେଉଛି। ଧାମରା ନିକଟରେ ଥିବା ଧାମରା ଆଦାନୀ ବନ୍ଦର ଏବଂ କେନ୍ଦ୍ର ସରକାରଙ୍କ ପ୍ରତିରକ୍ଷା ବିଭାଗର ଅବଦୁଲ କଲାମ ଘାଟି ପ୍ରତି ଦୃଷ୍ଟି ତଥା ଏହାର ସୁରକ୍ଷା ପାଇଁ ତଟ ସୁରକ୍ଷା ଅତ୍ୟନ୍ତ ଜରୁରୀ ହୋଇପଡିଛି। ତୁରନ୍ତ ଜଳପଥରେ ସୁରକ୍ଷା କଡ଼ାକଡ଼ି କରିବାକୁ ହେଲେ କେନ୍ଦ୍ର ତଥା ରାଜ୍ୟ ସରକାର ଏଥିପ୍ରତି ସଜାଗ ହେବା ସହ ସାମୁଦ୍ରିକ ଥାନାମାନଙ୍କରେ ପର୍ଯ୍ୟାପ୍ତ ପରିମାଣରେ ଷ୍ଟାଫ ନିୟୋଜିତ କରିବା ସହ ଜଳପଥରେ ପଇଁତରା ପାଇଁ ସ୍ପିଡ ବୋଟ ଯୋଗାଇ ଦେବା ମଧ୍ୟ ଜରୁରୀ ହୋଇ ପଡିଛି।

Note: This is the tracking till 8.30 AM IST

Adani Ports will invest Rs 13,000 crore

अदाणी पोर्ट्स 13,000 करोड़ का निवेश करेगी

महानगर नेटवर्क

विड़िण्गम

अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक जोन (एपीएसईजेड) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है। अदाणी ने कहा कि अदाणी समूह की प्रमुख कंपनी एपीएसईजेड विड़िण्गम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपये का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस

फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी। प्रधानमंत्री नरेन्द्र मोदी ने दो मई को विड़िण्गम अंतरराष्ट्रीय बंदरगाह का उद्घाटन किया, जिसका निर्माण 8,867 करोड़ रुपये की अनुमानित लागत से पूरा हुआ है। उन्होंने कहा कि एपीएसईजेड के भीतर, हमारे पास तीन बड़े कारोबारी क्षेत्र-समुद्री व्यवसाय, लॉजिस्टिक्स व्यवसाय और कृषि-लॉजिस्टिक्स व्यवसाय हैं, जिनपर हम काम कर रहे हैं।" उन्होंने इस बात की ओर इशारा किया कि एपीएसईजेड देश में समुद्री व्यापार में सबसे बड़ी संचालक है। अदाणी ने कहा, "अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए।" उन्होंने कहा, "हम बड़े, बहु-मॉडल लॉजिस्टिक्स पार्क बनाना चाहते हैं, और फिर मात्रा बढ़ाने के साथ-साथ दक्षता बढ़ाने में मदद करना चाहते हैं।" कृषि-लॉजिस्टिक्स कारोबार का उल्लेख करते हुए, अदाणी ने कहा कि आज भारत में जो अनाज संग्रहीत किया जाता है, उसका भंडारण उचित तरीके से नहीं किया जाता है। उन्होंने कहा, "इसलिए हम साइलो बनाने और उन्हें संग्रहीत करने पर विचार कर रहे हैं।"

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Adani Ports will invest Rs 13,000 crore

अदाणी पोर्ट्स 13,000 करोड़ का निवेश करेगी

महानगर नेटवर्क

विड़िण्गम

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Conspiracy to build second BKC in Dharavi

धारावी में दूसरा बीकेसी बनाने की साजिश

शिवराज मैदान में धारावी बचाओ आंदोलन की सभा

महानगर संवाददाता

मुंबई

धारावी बचाव आंदोलन की तरफ से धारवी के शिवराज मैदान में एक बड़ी सभा का आयोजन किया गया। सभा को संबोधित करते हुए पूर्व विधायक और धारावी बचाव आंदोलन के नेता बाबूराव माने ने आरोप लगाया कि धारावी के एक लाख झोपड़े, दुकान और गालों को अपात्र ठहरा कर अडानी कंपनी यहां दूसरा बांद्रा-कुर्ला कांप्लेक्स (बीकेसी) बनाने की साजिश कर रही है। माने ने कहा कि आंदोलन से जुड़े नामचीन इंजीनियर ने छाती ठोक कर कहा कि धारावी 540 एकड़ भूमि पर फैली है। इस क्षेत्र में 1 लाख 10 हजार झुग्गियां, मकान, दुकानें और झोपड़ियां हैं। अगर इन झुग्गियों, घरों, दुकानों और झोपड़ियों को 500 वर्ग फीट जगह भी दे दी जाए, तो भी पूरी धारावी की आबादी का पुनर्वास यही पर हो सकता है। उन्होंने चुनौती देते हुए कहा कि अडानी के इंजीनियर को हमारे इंजीनियर के सामने यह बात कहनी चाहिए कि धारावी में ही सभी धारावी के निवासियों का पुर्नवास नहीं हो सकता। माने ने कहा कि वर्ली में राज्य सरकार 140-150 वर्ग फुट के घर मालिकों को 500 वर्ग फुट का घर दे रही है, लेकिन यहां 150, 200 और 300 वर्ग फुट से अधिक के घरों, गालों को 500 वर्ग फुट का घर क्यों नहीं दिया जा रहा है? उन्होंने आरोप लगाया कि धारावी के एक लाख निवासियों को हटाकर यहां दूसरा बीकेसी बनाने की बात अब छिपी नहीं रह गई है। सभा में स्थानीय विधायक ज्योति गायकवाड, उबाठा के सुरेश सावंत, जोसेफ कोली, सतीश कटके, आनंद भोसले सहित बड़ी संख्या में स्थानीय लोग उपस्थित थे।

Note: This is the tracking till 8.30 AM IST

Conspiracy to build second BKC in Dharavi

धारावी में दूसरा बीकेसी बनाने की साजिश

शिवराज मैदान में धारावी बचाओ आंदोलन की सभा

महानगर संवाददाता

मुंबई

धारावी बचाव आंदोलन की तरफ से धारवी के शिवराज मैदान में एक बड़ी सभा का आयोजन किया गया। सभा को संबोधित करते हुए पूर्व विधायक और धारावी बचाव आंदोलन के नेता बाबूराव माने ने आरोप लगाया कि धारावी के एक लाख झोपड़े, दुकान और गालों को अपात्र ठहरा कर अडानी कंपनी यहां दूसरा बांद्रा-कुर्ला कांप्लेक्स (बीकेसी) बनाने की साजिश कर रही है। माने ने कहा कि आंदोलन से जुड़े नामचीन इंजीनियर ने छाती ठोक कर कहा कि धारावी 540 एकड़ भूमि पर फैली है। इस क्षेत्र में 1 लाख 10 हजार झुग्गियां, मकान, दुकानें और झोपड़ियां हैं। अगर इन झुग्गियों, घरों, दुकानों और झोपड़ियों को 500 वर्ग फीट जगह भी दे दी जाए, तो भी पूरी धारावी की आबादी का पुनर्वास यही पर हो सकता है। उन्होंने चुनौती देते हुए कहा कि अडानी के इंजीनियर को हमारे इंजीनियर के सामने यह बात कहनी चाहिए कि धारावी में ही सभी धारावी के निवासियों का पुर्नवास नहीं हो सकता। माने ने कहा कि वर्ली में राज्य सरकार 140-150 वर्ग फुट के घर मालिकों को 500 वर्ग फुट का घर दे रही है, लेकिन यहां 150, 200 और 300 वर्ग फुट से अधिक के घरों, गालों को 500 वर्ग फुट का घर क्यों नहीं दिया जा रहा है? उन्होंने आरोप लगाया कि धारावी के एक लाख निवासियों को हटाकर यहां दूसरा बीकेसी बनाने की बात अब छिपी नहीं रह गई है। सभा में स्थानीय विधायक ज्योति गायकवाड, उबाठा के सुरेश सावंत, जोसेफ कोली, सतीश कटके, आनंद भोसले सहित बड़ी संख्या में स्थानीय लोग उपस्थित थे।

Note: This is the tracking till 8.30 AM IST

Sale of meat banned within Navi Mumbai airport limits!

नई मुंबई हवाई अड्डे की हद में मांस की बिक्री पर प्रतिबंध!

सामना संवाददाता / मुंबई

नई मुंबई अंतर्राष्ट्रीय हवाई अड्डे के रनवे से सिर्फ ३ किमी दूर उल्वे क्षेत्र में मांस की बिक्री और पशु वध के बारे में पिछले महीने पर्यावरणविदों ने शिकायत की थी। इस शिकायत का संज्ञान लेते हुए नागरिक विमानन महानिदेशालय (डीजीसीए) ने हवाईअड्डा परिसर में मांस की बिक्री पर प्रतिबंध लगाने का आदेश दिया है। पर्यावरणविदों ने यह शिकायत दर्ज कराई थी कि विमानन नियमों का उल्लंघन किया जा रहा है। पर्यावरणविदों ने अपनी शिकायत में उल्लेख किया था कि मांस की बिक्री से कौवे और कौओं जैसे पक्षी इस क्षेत्र की ओर आकर्षित हो रहे हैं। नियम यह है कि किसी भी हवाई अड्डे के १० किलोमीटर के दायरे में पशुओं का वध नहीं किया जाना चाहिए। इसके अलावा एयरोड्रम पर्यावरण

प्रबंधन समिति (एईएमसी) के नियमों में यह नियम भी शामिल है कि हवाई अड्डे के १० किलोमीटर के दायरे में पशुओं का वध नहीं किया जाना चाहिए। पर्यादरणविद् और नैटकनेक्ट फाउंडेशन के बी. एन. कुमार ने २४ फरवरी को नागरिक उड्डयन मंत्रालय में शिकायत दर्ज कराई थी। इस शिकायत का संज्ञान लेते हुए डीजीसीए की विमानन सुरक्षा शाखा ने मार्च में जांच शुरू की थी। यह शिकायत डीजीसीए के तहत हवाई सुरक्षा निदेशक ए. एक्स. के समक्ष दर्ज कराई गई थी। इसे जोसेफ के पास भेजा गया था।

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Sale of meat banned within Navi Mumbai airport limits!

नई मुंबई हवाई अड्डे की हद में मांस की बिक्री पर प्रतिबंध!

सामना संवाददाता / मुंबई

नई मुंबई अंतर्राष्ट्रीय हवाई अड्डे के रनवे से सिर्फ ३ किमी दूर उल्वे क्षेत्र में मांस की बिक्री और पशु वध के बारे में पिछले महीने पर्यावरणविदों ने शिकायत की थी। इस शिकायत का संज्ञान लेते हुए नागरिक विमानन महानिदेशालय (डीजीसीए) ने हवाईअड्डा परिसर में मांस की बिक्री पर प्रतिबंध लगाने का आदेश दिया है। पर्यावरणविदों ने यह शिकायत दर्ज कराई थी कि विमानन नियमों का उल्लंघन किया जा रहा है। पर्यावरणविदों ने अपनी शिकायत में उल्लेख किया था कि मांस की बिक्री से कौवे और कौओं जैसे पक्षी इस क्षेत्र की ओर आकर्षित हो रहे हैं। नियम यह है कि किसी भी हवाई अड्डे के १० किलोमीटर के दायरे में पशुओं का वध नहीं किया जाना चाहिए। इसके अलावा एयरोड्रम पर्यावरण

प्रबंधन समिति (एईएमसी) के नियमों में यह नियम भी शामिल है कि हवाई अड्डे के १० किलोमीटर के दायरे में पशुओं का वध नहीं किया जाना चाहिए। पर्यादरणविद् और नैटकनेक्ट फाउंडेशन के बी. एन. कुमार ने २४ फरवरी को नागरिक उड्डयन मंत्रालय में शिकायत दर्ज कराई थी। इस शिकायत का संज्ञान लेते हुए डीजीसीए की विमानन सुरक्षा शाखा ने मार्च में जांच शुरू की थी। यह शिकायत डीजीसीए के तहत हवाई सुरक्षा निदेशक ए. एक्स. के समक्ष दर्ज कराई गई थी। इसे जोसेफ के पास भेजा गया था।

Note: This is the tracking till 8.30 AM IST

Adani Power will invest Rs 1.2 lakh crore in 6 years

अडाणी पावर 6 सालों में 1.2 लाख करोड़ निवेश करेगी

मुंबई। देश में निजी क्षेत्र की सबसे बड़ी विद्युत उत्पादक कंपनी अडाणी पावर लिमिटेड (एपीएल) अगले छह सालों में 1.2 लाख करोड़ रुपए का पूंजीगत निवेश करेगा ताकि अपनी बिजली उत्पादन क्षमता को बढ़ाकर वर्ष 2030 तक 30.67 गीगावॉट (जीडब्ल्यू) कर सके। वर्तमान में कंपनी की ऑपरेशनल क्षमता 17.55 जीडब्ल्यू है। यह विस्तार निजी क्षेत्र में अब तक का सबसे बड़ा होगा। वहीं, सरकारी कंपनी एनटीपीसी वर्ष 2032 तक 30 जीडब्ल्यू थर्मल पावर क्षमता जोड़ने की योजना पर कार्य कर रही है, जो इसके पहले से मौजूद 26 गीगावॉट के अतिरिक्त होगी। कंपनी ने 11.2 गीगावॉट अल्ट्रा सुपरक्रिटिकल बॉयलर, टरबाइन और जेनरेटर की आपूर्ति के लिए अग्रिम ऑर्डर दे दिए हैं।

Note: This is the tracking till 8.30 AM IST

Adani power 6 saalo me 1.2 lakh crore nivesh karegi

अडाणी पावर 6 सालों में 1.2 लाख करोड़ निवेश करेगी

मुंबई। देश में निजी क्षेत्र की सबसे बड़ी विद्युत उत्पादक कंपनी अडाणी पावर लिमिटेड (एपीएल) अगले छह सालों में 1.2 लाख करोड़ रुपए का पूंजीगत निवेश करेगा ताकि अपनी बिजली उत्पादन क्षमता को बढ़ाकर वर्ष 2030 तक 30.67 गीगावॉट (जीडब्ल्यू) कर सके। वर्तमान में कंपनी की ऑपरेशनल क्षमता 17.55 जीडब्ल्यू है। यह विस्तार निजी क्षेत्र में अब तक का सबसे बड़ा होगा। वहीं, सरकारी कंपनी एनटीपीसी वर्ष 2032 तक 30 जीडब्ल्यू थर्मल पावर क्षमता जोड़ने की योजना पर कार्य कर रही है, जो इसके पहले से मौजूद 26 गीगावॉट के अतिरिक्त होगी। कंपनी ने 11.2 गीगावॉट अल्ट्रा सुपरक्रिटिकल बॉयलर, टरबाइन और जेनरेटर की आपूर्ति के लिए अग्रिम ऑर्डर दे दिए हैं।

Note: This is the tracking till 8.30 AM IST

Chip manufacturing project suspended by Adani

চিপ নির্মাণ প্রকল্প স্থগিত আদানিদের

এই সময়: চাহিদা নিয়ে নিশ্চিত না হওয়ায় ইজরায়েলের টাওয়ার সেমিকন্ডাক্টরের সঙ্গে ভারতে ১০ বিলিয়ন ইউএস ডলারের চিপ প্রকল্প নিয়ে আলোচনা আপাতত স্থগিত করে দিল আদানি গোষ্ঠী। দুই সূত্রকে উদ্ধৃত করে এ খবর জানিয়েছে রয়টার্স।

গত বছরের সেপ্টেম্বরে মহারাষ্ট্র সরকার ঘোষণা করেছিল যে আদানি ও টাওয়ারের প্রস্তাবিত যৌথ প্রকল্পকে তারা অনুমোদন দিয়েছে। মহারাষ্ট্র সরকার আরও জানিয়েছিল, প্রস্তাবিত চিপ কারখানায় মাসে ৮০ হাজার ওয়েফার উৎপাদিত হবে এবং সেখানে সৃষ্টি হবে ৫ হাজার কর্মসংস্থান।

আদানি গোষ্ঠী আগে জানিয়েছিল তারা প্রকল্পটি পর্যালোচনা করছে। এখন টাওয়ারের সঙ্গে তারা আলোচনা স্থগিত করেছে। কারণ, আদানি গোষ্ঠীর নিজেদের পর্যালোচনাতে এই ব্যবসা কতটা চাহিদা তৈরি করবে, বিশেষ করে ভারতে তা নিয়ে অনিশ্চয়তা রয়েছে।

প্রথম সূত্র বলেন, 'এটা কৌশলগত সিদ্ধান্ত। আদানিরা পর্যালোচনা করে সিদ্ধান্ত নিয়েছে। এখন অপেক্ষা করতে হবে।' তবে তিনি এ-ও জানিয়েছেন যে পরবর্তীকালে আলোচনা ফের শুরু হতে পারে।

দ্বিতীয় সূত্র জানিয়েছেন, প্রস্তাবিত প্রকল্পে টাওয়ারের লগ্নির পরিমাণ নিয়ে সন্তুষ্ট নয় আদানি গোষ্ঠী। তিনি বলেন, 'প্রকল্পে টাওয়ার প্রযুক্তিগত সহায়তা দেবে বলে জানিয়েছে। তবে আদানি গোষ্ঠী চাইছে তারা আর্থিক লগ্নি করুক।'

এ বাপারে আদানি গোষ্ঠী ও টাওয়ারের কোনও প্রতিক্রিয়া মেলেনি।

ইজরায়েলের চুক্তি ভিত্তিক চিপ নির্মাতা সংস্থাটি অ্যানালগ ও মিক্সড-সিগন্যাল সেমিকন্ডাক্টর তৈরি করে, যা মূলত গাড়িতে ব্যবহৃত হয়।

বিশেষজ্ঞমহলের মতে, আদানি গোষ্ঠীর এই সিদ্ধান্ত সেমিকন্ডাক্টর ক্ষেত্রে প্রধানমন্ত্রী নরেন্দ্র মোদীর 'মেক ইন ইন্ডিয়া' পরিকল্পনায় একটি বড় ধাক্কা। প্রসঙ্গত, ইলেকট্রনিক্স উৎপাদনে ভারতকে বিশ্বের অন্যতম হাব হিসেবে গড়ে তুলতে মোদীর অগ্রাধিকারের তালিকায় চিপ নির্মাণ অন্যতম।

তবে ভারতে এখনও কোনও চিপ কারখানা গড়ে ওঠেনি। বেদান্ত ও তাইওয়ানের ফক্সকন ১৯.৫ বিলিয়ন ইউএস ডলারের চিপ নির্মাণ প্রকল্পের ঘোষণা করলেও ২০২৩ সালের জুলাইতে তা বাতিল হয়ে যায়। তবে এখন টাটা গোষ্ঠীর একটি ১১ বিলিয়ন ইউএস ডলারের চিপ নির্মাণ কারখানা ও আরও একটি চিপ টেস্টিং প্লান্ট তৈরির কাজ চলছে। এ ছাড়া ইউএস সংস্থা মাইক্রনও ভারতে ২.৭ বিলিয়ন ইউএস ডলারের চিপ প্যাকেজিং ইউনিট গড়ে তোলার ঘোষণা করেছে।

প্রথম সূত্র জানিয়েছেন, আদানিদের পর্যালোচনা অনুযায়ী, ভারতে চিপ তৈরি করার পর তার প্যাকেজিং করে বিক্রি করার ক্ষেত্রে চাহিদা তেমন একটা না-ও হতে পারে, বিশেষ করে ঘরোয়া বাজারে। ওই সূত্র বলেন, 'চিনের তুলনায় ভারতের বাজার এখনও অত্যন্ত প্রাথমিক পর্যায়ে রয়েছে।'

বিশ্বে সেমিকন্ডাক্টরের সবথেকে বেশি চাহিদা রয়েছে ইউএস ও চিনে। বিশ্বে মোট উৎপাদিত সেমিকন্ডাক্টরের ৫৪% এই দুই দেশে বিক্রি হয়। ইউবিএস-এর হিসেবে, সেখানে এ বছর বিশ্বের সেমিকন্ডাক্টর বাজারে ভারতের অংশীদারি হবে ৬.৫%।

ফক্সকন

এই সময়: উত্তরপ্রদেশে কারখানা তৈরি করার পরিকল্পনা করছে ফক্সকন। সূত্র উদ্ধৃত করে সংবাদসংস্থা জানিয়েছে, ফক্সকনের প্রস্তাবিত ইলেকট্রনিক্স ম্যানুফ্যাকচারিং ইউনিট গড়ে তুলতে যমুনা এক্সপ্রেসওয়ে ইন্ডাস্ট্রিয়াল অথরিটির আওতায় ৩০০ একর জমি দেওয়ার প্রস্তাব দিয়েছে উত্তরপ্রদেশ সরকার। ওই সূত্র বলেন, 'আলোচনা একেবারেই প্রাথমিক পর্যায়ে রয়েছে। কী ধরনের পণ্যের উৎপাদন হবে, তা নিয়ে ফক্সকনের সঙ্গে কোনও আলোচনা হয়নি।' ভারতে আইফোনের বৃহত্তম নির্মাতা সংস্থা ফক্সকন। কেন্দ্রীয় তথ্যপ্রযুক্তি মন্ত্রী অশ্বিনী বৈষ্ণব জানিয়েছেন, গত অর্থবছরে ভারত থেকে মোট দেড় লক্ষ কোটি টাকা মূল্যের আইফোন রপ্তানি হয়েছে।

Note: This is the tracking till 8.30 AM IST

Job change : dont forget this work

ಉದ್ಯೋಗ ಬದಲಾವಣೆ: ಈ ಕೆಲಸ ಮರೆಯಬೇಡಿ

ಬಂಡವಾಳ ಮಾರುಕಟ್ಟೆ
ಕಾವ್ಯ ಡಿ.

ಈಗ ಇರುವ ಕೆಲಸಕ್ಕಿಂತ ಉತ್ತಮ ವೇತನ ಇರುವ ಮತ್ತೊಂದು ಕೆಲಸ ಸಿಕ್ಕಿದರೆ ಉದ್ಯೋಗಿಗಳು ಖುಷಿಯ ಅಲೆಯಲ್ಲಿ ತೇಲುತ್ತಾರೆ. ಆದರೆ ಹೊಸ ಕೆಲಸ ಸಿಕ್ಕಿದೆ, ಸಂಬಳವೂ ಹೆಚ್ಚಾಗಿದೆ ಎನ್ನುವ ಖುಷಿಯಲ್ಲಿ ತೆರಿಗೆ ನಿರ್ವಹಣೆ, ವಿಮೆ ಖಾತರಿ, ಕಾರ್ಮಿಕರ ಭವಿಷ್ಯ ನಿಧಿ (ಇಪಿಎಫ್) ವರ್ಗಾವಣೆ, ಸಾಲ ನಿರ್ವಹಣೆಯಂತಹ ಪ್ರಮುಖ ವಿಚಾರವನ್ನು ಮರೆತು ಬಿಡುತ್ತಾರೆ. ಬನ್ನಿ, ಉದ್ಯೋಗ ಬದಲಿಸುವಾಗ ಯಾವೆಲ್ಲಾ ಅಂಶಗಳು ಗಮನದಲ್ಲಿ ಇರಬೇಕು ಎಂಬ ಬಗ್ಗೆ ತಿಳಿಯೋಣ.

ತೆರಿಗೆ ನಿರ್ವಹಣೆ ಮರೆಯಬೇಡಿ: ಕೆಲಸ ಬದಲಾಯಿಸಿದಾಗ ನಿಮ್ಮ ಹೊಸ ಉದ್ಯೋಗದಾತ ಸಂಸ್ಥೆಗೆ ಹಳೆಯ ಕಂಪನಿಯಲ್ಲಿ ಎಷ್ಟು ತೆರಿಗೆ ಕಡಿತ ಮಾಡುತ್ತಿದ್ದರು ಎನ್ನುವ ವಿವರ ಒದಗಿಸಿ. ಈ ಮಾಹಿತಿ ಕೊಡದಿದ್ದರೆ ಹೊಸ ಉದ್ಯೋಗದಾತ ಸಂಸ್ಥೆಯು ಅಗತ್ಯಕ್ಕಿಂತ ಹೆಚ್ಚಿನ ತೆರಿಗೆ ಕಡಿತ ಮಾಡಲು ಮುಂದಾಗಬಹುದು. ಕೆಲಸ ಬದಲಾಯಿಸಿದಾಗ ಸಂಬಳವೂ ಹೆಚ್ಚಳವಾಗಿರುತ್ತದೆ. ಈ ವೇಳೆ ಹಳೆಯ ವೇತನ ಎಷ್ಟಿತ್ತು? ಅದಕ್ಕೆ ತಕ್ಕಂತೆ ಪಾವತಿಸುತ್ತಿದ್ದ ಆದಾಯ ತೆರಿಗೆ ಎಷ್ಟು? ಎನ್ನುವ ವಿವರ ಒದಗಿಸುವುದು ಆತ್ಮಗತ್ಯ.

ಈ ಮಾಹಿತಿ ಸಿಕ್ಕಾಗ ನಿಮ್ಮ ವೇತನಕ್ಕೆ ತಕ್ಕಂತೆ ಪ್ರಸ್ತುತ ಉದ್ಯೋಗದಾತ ಸಂಸ್ಥೆಯು ತೆರಿಗೆ ಕಡಿತ ಮಾಡುತ್ತದೆ. ತೆರಿಗೆ ಕಡಿತವು ನಿಮ್ಮ ಆದಾಯಕ್ಕೆ ತಕ್ಕಂತೆ ಆಗುತ್ತಿದೆ ಎನ್ನುವುದನ್ನು ಖಾತರಿಪಡಿಸಿಕೊಳ್ಳಲು ಫಾರಂ 12ಬಿ ಅನ್ನು ಭರ್ತಿ ಮಾಡಿಕೊಡಿ. ಇಲ್ಲದಿದ್ದರೆ ನಿಮ್ಮ ಹಿಂದಿನ ಸಂಸ್ಥೆಯ ಸ್ಯಾಲರಿ ಸ್ಲಿಪ್ (ವೇತನ ಚೀಟಿ) ಕೊಡಿ. ಕೆಲಸ ಬದಲಾಯಿಸಿದಾಗ ಹಳೆಯ ಸಂಸ್ಥೆಯಿಂದ ಮತ್ತು ಹೊಸ ಸಂಸ್ಥೆಯಿಂದ ನಿಮ್ಮ ಫಾರಂ 16 ಪಡೆದುಕೊಳ್ಳುವುದನ್ನು ಮರೆಯದಿರಿ.

ಫಾರಂ 16 ಇದ್ದರೆ ಆದಾಯ ತೆರಿಗೆ ವಿವರ ಸಲ್ಲಿಕೆ ಸುಲಭ. ಇನ್ನು ವೇತನ ಹೆಚ್ಚಳವಾದಾಗ ತೆರಿಗೆ ಬಾಬ್ತು ಹೆಚ್ಚಾಗುತ್ತದೆ. ಆದಾಯ ತೆರಿಗೆ ಇಲಾಖೆ ನೀಡಿರುವ ವಿನಾಯಿತಿ ಬಳಸಿಕೊಂಡು ತೆರಿಗೆ ಉಳಿತಾಯ ಹೆಚ್ಚಿಸಿಕೊಳ್ಳುವುದು ಹೇಗೆ ಎನ್ನುವುದನ್ನು ಯೋಜಿಸಿ. ನಿಮ್ಮ ಮಾನವ ಸಂಪನ್ಮೂಲ ಅಧಿಕಾರಿ ಜೊತೆಗೆ ಮಾತನಾಡಿ. ಅಗತ್ಯವಿದ್ದರೆ ತೆರಿಗೆ ತಜ್ಞರ ನೆರವು ಪಡೆಯಿರಿ.

ಆರೋಗ್ಯ ವಿಮೆ ಕವರೇಜ್ ಬಗ್ಗೆ ಗಮನಕೊಡಿ: ಕೆಲಸ ಬದಲಾಯಿಸುವ ವೇಳೆ ಗಮನಿಸಿಕೊಳ್ಳಬೇಕಾದ ಪ್ರಮುಖ ವಿಚಾರ ಆರೋಗ್ಯ ವಿಮೆ. ಸಾಮಾನ್ಯವಾಗಿ ಬಹುತೇಕ ಕಂಪನಿಗಳು ಆರೋಗ್ಯ ವಿಮೆ ಕವರೇಜ್ ಒದಗಿಸಿರುತ್ತವೆ. ಆದರೆ, ಕೆಲಸ ಬದಲಿಸುವಾಗ ಹೊಸ ಕಂಪನಿಯು ನಿಮಗೆ ಮತ್ತು ನಿಮ್ಮ ಕುಟುಂಬಕ್ಕೆ ಸೂಕ್ತ ಮೊತ್ತದ ಹೆಲ್ತ್ ಇನ್ಶೂರೆನ್ಸ್ ಕವರೇಜ್ ಒದಗಿಸುತ್ತಿದೆಯೇ ಎಂಬುದನ್ನು ನೋಡಿಕೊಳ್ಳಿ. ಒಂದೊಮ್ಮೆ ಹೊಸ ಕಂಪನಿಯಲ್ಲಿ ಉತ್ತಮ ಕವರೇಜ್ ಸಿಗುತ್ತಿಲ್ಲ ಎನ್ನುವುದು ಗಮನಕ್ಕೆ ಬಂದರೆ ನಿಮ್ಮ ವೈಯಕ್ತಿಕ ಆರೋಗ್ಯ ವಿಮೆಯ ಕವರೇಜ್ ಮೊತ್ತವನ್ನು ಹೆಚ್ಚಿಸಿಕೊಳ್ಳಬೇಕಾಗುತ್ತದೆ.

ಇಪಿಎಫ್ ನಗದೀಕರಣ ಬೇಡ: ಕೆಲಸ ಬದಲಾಯಿಸುವಾಗ ಕಾರ್ಮಿಕರ ಭವಿಷ್ಯ ನಿಧಿಯ ಬಾಕಿ ಮೊತ್ತವನ್ನು ನಗದೀಕರಣ ಮಾಡಬೇಡಿ. ಬದಲಿಗೆ ಹೊಸ ಖಾತೆಗೆ ಅದನ್ನು ವರ್ಗಾಯಿಸಿಕೊಳ್ಳಿ. ಇಪಿಎಫ್ ವರ್ಗಾವಣೆ ಸುಗಮಗೊಳಿಸಿಕೊಳ್ಳಲು ನಿಮ್ಮ ಯುಎಎನ್ ನಂಬರ್ ನೀಡಿ. ಕೆಲಸ ಬದಲಾಯಿಸಿದ ಸಂದರ್ಭದಲ್ಲೆಲ್ಲಾ ಕಾರ್ಮಿಕರ ಭವಿಷ್ಯ ನಿಧಿಯಲ್ಲಿರುವ ಮೊತ್ತವನ್ನು ವಿಡಿಸಿಕೊಂಡರೆ ತೆರಿಗೆ ಹೊರೆ ಹೆಚ್ಚಾಗುವ ಜೊತೆಗೆ ನಿವೃತ್ತಿ ಜೀವನಕ್ಕೆ ಉಳಿತಾಯ ಇಲ್ಲವಾಗುತ್ತದೆ.

ಸಾಲ ನಿರ್ವಹಣೆ: ಕೆಲಸ ಬದಲಾಯಿಸಿದಾಗ ಸಿಗುವ ವೇತನ ಹೆಚ್ಚಳವನ್ನು ಹೆಚ್ಚು ಬಡ್ಡಿ ಇರುವ ಸಾಲಗಳನ್ನು ತೀರಿಸಲು ಬಳಸಿಕೊಳ್ಳಿ. ಹೆಚ್ಚು ಬಡ್ಡಿ ಇರುವ ಸಾಲಗಳನ್ನು ತೀರಿಸಿದಾಗ ಆರ್ಥಿಕ ಪರಿಸ್ಥಿತಿ ಸುಧಾರಿಸುತ್ತದೆ. ಒಂದೊಮ್ಮೆ ಯಾವುದೇ ಸಾಲ ಇಲ್ಲ ಎಂದಾದಲ್ಲಿ ಆದಾಯ ಹೆಚ್ಚಳದ ಮೊತ್ತವನ್ನು ತುರ್ತು ನಿಧಿ ನಿರ್ಮಿಸಿಕೊಳ್ಳಲು ಬಳಸಿ. ನಿಮ್ಮ ಮೂರರಿಂದ ಆರು ತಿಂಗಳ ಖರ್ಚಿನ ಬಾಬ್ತು ತುರ್ತು ನಿಧಿಯಲ್ಲಿ ಇದ್ದಾಗ ಧುತ್ತೆಂದು ಬರುವ ಆರ್ಥಿಕ ಖರ್ಚುಗಳನ್ನು ನಿಭಾಯಿಸುವುದು ಸುಲಭ.

ಖರ್ಚು ಹೆಚ್ಚಿಸಿಕೊಳ್ಳಬೇಡಿ: ಒಂದು ಕಂಪನಿ ತೊರೆದು ಮತ್ತೊಂದು ಕಂಪನಿಗೆ ಸೇರಿದಾಗ ಸಾಮಾನ್ಯವಾಗಿ ವೇತನ ಹೆಚ್ಚಳವಾಗುತ್ತದೆ. ಆದರೆ, ವೇತನ ಹೆಚ್ಚಳಕ್ಕೆ ತಕ್ಕಂತೆ ಜೀವನ ಮಟ್ಟವನ್ನು ಏರಿಸಿಕೊಳ್ಳಬೇಡಿ. ಜೀವನ ಶೈಲಿಯ ಖರ್ಚುಗಳನ್ನು ಹೆಚ್ಚಿಸಿಕೊಂಡಾಗ ಕೈಯಲ್ಲಿ ಹಣ ನಿಲ್ಲುವುದಿಲ್ಲ. ಹೀಗಾದಾಗ ವೇತನ ಹೆಚ್ಚಿದರೂ ಉಳಿತಾಯ ಮತ್ತು ಹೂಡಿಕೆಯನ್ನು ಸುಧಾರಿಸಲು ಸಾಧ್ಯವಾಗುವುದಿಲ್ಲ.

(ಲೇಖಕಿ: ಚಾರ್ಟರ್ಡ್ ಅಕೌಂಟೆಂಟ್)

ಸತತ ಮೂರನೇ ವಾರ ಗಳಿಕೆ ಕಂಡ ಸೂಚ್ಯಂಕಗಳು

ಮೇ 2ಕ್ಕೆ ಕೊನಗೊಂಡ ವಾರದಲ್ಲಿ ಷೇರು ಸೂಚ್ಯಂಕಗಳು ಉತ್ತಮ ಗಳಿಕೆ ದಾಖಲಿಸಿವೆ. ಸೆನ್ಸೆಕ್ಸ್ ಮತ್ತು ನಿಫ್ಟಿ ಸತತ ಮೂರನೇ ವಾರ ಗಳಿಕೆ ಕಂಡಿವೆ. 80,501 ಅಂಕಗಳಲ್ಲಿ ವಹಿವಾಟು ಪೂರ್ಣಗೊಳಿಸಿದ ಸೆನ್ಸೆಕ್ಸ್ ವಾರದ ಅವಧಿಯಲ್ಲಿ ಶೇ 1.63ರಷ್ಟು ಜಿಗಿದಿದೆ. 24,346 ಅಂಕಗಳಲ್ಲಿ ವಹಿವಾಟು ಮುಗಿಸಿರುವ ನಿಫ್ಟಿ ಶೇ 1.28ರಷ್ಟು ಹೆಚ್ಚಳ ಕಂಡಿದೆ.

ಇನ್ನು ನಿಫ್ಟಿ ಮಿಡ್‌ಕ್ಯಾಪ್ ಸೂಚ್ಯಂಕ ಶೇ 0.25ರಷ್ಟು ಗಳಿಸಿಕೊಂಡಿದ್ದರೆ, ಸ್ಮಾಲ್‌ಕ್ಯಾಪ್ ಸೂಚ್ಯಂಕ ಶೇ 0.64ರಷ್ಟು ತಗ್ಗಿದೆ. ವಿದೇಶಿ ಹೂಡಿಕೆದಾರರಿಂದ ಖರೀದಿ ಉತ್ಸಾಹ, ಅಮೆರಿಕ ಮತ್ತು ಭಾರತದ ನಡುವೆ ದ್ವಿಪಕ್ಷೀಯ ವ್ಯಾಪಾರ ಒಪ್ಪಂದ ಫಲಪ್ರದವಾಗುವ ನಿರೀಕ್ಷೆ, ರಿಲಯನ್ಸ್ ಹಾಗೂ ಕೆಲ ಕಂಪನಿಗಳ ತ್ರೈಮಾಸಿಕ ಸಾಧನೆ ಉತ್ತಮವಾಗಿರುವುದು ಸೇರಿ ಹಲವು ಅಂಶಗಳು ಮಾರುಕಟ್ಟೆ ಪುಟಿದೇಳಲು ಕಾರಣವಾಗಿವೆ.

ವಾರದ ಅಂದಾಜಿನಲ್ಲಿ ವಲಯವಾರು ಪ್ರಗತಿ ನೋಡಿದಾಗ ರಿಯಲ್ ಎಸ್ಟೇಟ್ ಶೇ 2.58, ಮಾಹಿತಿ ತಂತ್ರಜ್ಞಾನ ಶೇ 0.93, ಬ್ಯಾಂಕ್ ನಿಫ್ಟಿ ಶೇ 0.83, ಸೇವಾ ವಲಯ ಶೇ 0.69, ಫಾರ್ಮಾ ಶೇ 0.67, ಎನರ್ಜಿ ಶೇ 0.54, ಫೈನಾನ್ಸ್ ಶೇ 0.44, ಸರ್ಕಾರಿ ಸ್ವಾಮ್ಯದ ಬ್ಯಾಂಕ್ ಶೇ 0.29ರಷ್ಟು ಗಳಿಸಿಕೊಂಡಿವೆ. ನಿಫ್ಟಿ ಮಾಧ್ಯಮ ಶೇ 1.71, ಲೋಹ ಶೇ 0.6, ಎಫ್‌ಎಂಜಿ ಶೇ 0.5ರಷ್ಟು ಕುಸಿದಿವೆ.

ಇಳಿಕೆ-ಗಳಿಕೆ: ವಾರದ ಲೆಕ್ಕಾಚಾರ ನೋಡಿದಾಗ ನಿಫ್ಟಿಯಲ್ಲಿ ಶ್ರೀರಾಮ್ ಫೈನಾನ್ಸ್ ಶೇ 7.91, ಜೆಎಸ್‌ಡಬ್ಲ್ಯು ಸ್ಟೀಲ್ ಶೇ 5.11, ಅಲ್ಟ್ರಾಟೆಕ್ ಸಿಮೆಂಟ್ ಶೇ 4.7, ಬಜಾಜ್ ಫಿನ್‌ಸರ್ವ್ ಶೇ 4.42, ಹೀರೊ ಮೋಟೊಕಾರ್ಪ್ ಶೇ 3.87, ಸೆಪ್ಲೆ ಇಂಡಿಯಾ ಶೇ 3.21, ಬಜಾಜ್ ಫೈನಾನ್ಸ್ ಶೇ 2.73, ಬಜಾಜ್ ಆಟೊ ಶೇ 2.52, ಅದಾನಿ ಎಂಟರ್ ಪ್ರೈಸಸ್ ಶೇ 2.31, ಐಷರ್ ಮೋಟಾರ್ಸ್ ಶೇ 2.26, ಕೋಲ್ ಇಂಡಿಯಾ ಶೇ 2.11, ಎಸ್‌ಬಿಐ ಶೇ 2.1ರಷ್ಟು ಕುಸಿದಿವೆ.

ರಿಲಯನ್ಸ್ ಇಂಡಸ್ಟ್ರೀಸ್ ಶೇ 9.38, ಅದಾನಿ ಪೋರ್ಟ್ಸ್ ಶೇ 6.28, ಮಾರುತಿ ಸುಜುಕಿ ಶೇ 6.19, ಭಾರತ್ ಎಲೆಕ್ಟ್ರಾನಿಕ್ಸ್ ಶೇ 4.66, ಎಸ್‌ಬಿಐ ಲೈಫ್ ಇನ್ಶೂರೆನ್ಸ್ ಶೇ 4.27, ಇಂಡಸ್ ಇಂಡ್ ಬ್ಯಾಂಕ್ ಶೇ 3.65, ಎಚ್‌ಡಿಎಫ್‌ಸಿ ಲೈಫ್ ಇನ್ಶೂರೆನ್ಸ್ ಶೇ 3.6, ಎಟರ್ನಲ್ ಲಿಮಿಟೆಡ್ ಶೇ 2.58, ಮಹೀಂದ್ರ ಆ್ಯಂಡ್ ಮಹೀಂದ್ರ ಶೇ 2.38, ಬಿಯೊ ಫೈನಾನ್ಸಿಯಲ್ ಶೇ 2.25, ಎಲ್ ಆ್ಯಂಡ್ ಟಿ ಶೇ 2.1 ಮತ್ತು ಏರ್‌ಟೆಲ್ ಶೇ 2.08ರಷ್ಟು ಗಳಿಸಿಕೊಂಡಿವೆ.

ಮುನ್ನೋಟ: ಈ ವಾರ ಮಹೀಂದ್ರ ಆ್ಯಂಡ್ ಮಹೀಂದ್ರ, ಸಿಎಎಂಎಸ್, ಜೀ ಮೀಡಿಯಾ, ಬಾಂಬೆ ಡೈಯಿಂಗ್, ಬ್ಯಾಂಕ್ ಆಫ್ ಬರೋಡಾ, ಪೇಟಿಎಂ, ಪಾಲಿಕ್ಯಾಬ್, ಎಚ್‌ಪಿಸಿಎಲ್, ಬಿಎಸ್‌ಇ ಲಿಮಿಟೆಡ್, ಗೋದ್ರೇಜ್ ಕನ್ಸ್ಯೂಮರ್ ಪ್ರಾಡಕ್ಟ್ಸ್, ಕೋಲ್ ಇಂಡಿಯಾ, ಡಾಬರ್, ಎಂಆರ್‌ಎಫ್, ಎಲ್ ಆ್ಯಂಡ್ ಟಿ, ಟೈಟನ್, ಏಷ್ಯನ್ ಪೇಂಟ್ಸ್, ಪಿಡಿಲೈಟ್ ಇಂಡಸ್ಟ್ರೀಸ್, ಕೆನರಾ ಬ್ಯಾಂಕ್, ಕಲ್ಯಾಣ್ ಜುವೆಲರ್ಸ್, ಸ್ವಿಗ್ಗಿ, ಬ್ಯಾಂಕ್ ಆಫ್ ಇಂಡಿಯಾ ಸೇರಿ ಪ್ರಮುಖ ಕಂಪನಿಗಳು ತ್ರೈಮಾಸಿಕ ಫಲಿತಾಂಶ ವರದಿ ಪ್ರಕಟಿಸುತ್ತಿವೆ. ಉಳಿದಂತೆ ಜಾಗತಿಕ ವಿದ್ಯಮಾನಗಳು ಹಾಗೂ ದೇಶೀಯ ಬೆಳವಣಿಗೆಗಳು ಷೇರುಪೇಟೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರಲಿವೆ.

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मुंबई, 4 मई (एजेंसियां)। भारत और पाकिस्तान के बीच बचे तनावपूर्ण स्थिति के बीच विदेशी निवेशकों की लिवाली के बल पर शेयर बाजार बीते सप्ताह भी तेजी में रहा। अगले सप्ताह कंपनियों के तिमाही नतीजों से बाजार की चाल तय होने का अनुमान है। बीएसईका 30 शेयरों वाला संवेदी सूचकांक सेंसेक्स शुक्रवार को समाप्त सप्ताह के दौरान 1289.46 अंकों या 1.63 प्रतिशत की तेजी के साथ 80,501.99 पर बंद हुआ। निफ्टी भी 307.35 अंकों या 1.28 प्रतिशत की बढ़त के साथ 24,346.70 पर बंद हुआ। बीएसई मिड-कैप इंडेक्स 0.42 प्रतिशत बढ़कर 42,707.87 पर बंद हुआ। बीएसई स्मॉल-कैप इंडेक्स 1.33 प्रतिशत गिरकर 47,365.54 पर बंद हुआ। इसमें मजबूत कॉर्पोरेट आय और सकारात्मक घरेलू आंकड़ों का समर्थन मिला। चार सत्रों में से तीन दिन यह सकारात्मक रहा, जबकि एक सत्र में यह नकारात्मक रहा। गुरूवार को शेयर बाजार में महाराष्ट्र दिवस के अवसर पर अवकाश रहा था। सप्ताह के पहले दो सत्रों में शेयर बाजार हरे निशान में रहा, क्योंकि सोमवार को बीएसई सेंसेक्स 1,005.84 अंक बढ़कर 80,218.37 पर बंद हुआ। रिलायंस इंडस्ट्रीज की चौथी तिमाही में वित्तीय परिणाम सकारात्मक रहने से बाजार को बल मिला था और सोमवार को निफ्टी 298.75 अंक बढ़कर 24,328.50 पर बंद हुआ। मंगलवार को बीएसई सेंसेक्स 70.01 अंक बढ़कर 80,288.38 पर बंद हुआ। विदेशी और घरेलू संस्थागत निवेशकों की मजबूत आमद से निफ्टी 7.45 अंक बढ़कर 24,335.95 पर बंद हुआ, जिससे कुल मिलाकर बाजार की धारणा मजबूत रही। बुधवार को शेयर बाजार में लिवाली देखी गयी जिससे सेंसेक्स 46.14 अंक गिरकर 80,242.24 पर बंद हुआ। निफ्टी 1.75 अंक गिरकर 24,334.20 पर बंद हुआ। महाराष्ट्र दिवस के अवसर पर गुरुवार को शेयर बाजार बंद रहा। शुक्रवार को बीएसई सेंसेक्स 259.75 अंक बढ़कर 80,501.99 पर बंद हुआ। निफ्टी 12.50 अंक बढ़कर 24,346.70 पर बंद हुआ। अमेरिका-भारत व्यापार वार्ता को लेकर सकारात्मक परिणाम आने की उम्मीद में विदेशी निवेशकों के बाजार में लौटने से शेयर बाजार में तेजी देखी गयी। सप्ताह के दौरान रिलायंस इंडस्ट्रीज (आरआईएल) में 9.38 प्रतिशत की तेजी आई। अडानी पोर्ट्स एंड स्पेशल इकोनॉमिक जोन (एपीएसईजेड) में 4.11 प्रतिशत की तेजी आई और महिंद्रा एंड महिंद्रा में 2.38 प्रतिशत की उछाल आई। सप्ताह के दौरान शेयरों में गिरावट के बाद टाटा मोटर्स में 2.47 प्रतिशत, अशोक लीलैंड में 2.04 प्रतिशत, आयशर मोटर्स में 2.53 प्रतिशत, बजाज ऑटो में 2.52 प्रतिशत की गिरावट आई। हीरो मोटोकॉर्प में 3.87 प्रतिशत की गिरावट आई। टीवीएस मोटर कंपनी में 1.09 प्रतिशत, अदानी एंटरप्राइजेज में 0.20 प्रतिशत, अल्ट्राटेक सीमेंट में 1.05 प्रतिशत की गिरावट आई। अदानी टोटल गैस में 1.22 प्रतिशत, बजाज फाइनेंस में 4.99 प्रतिशत और बजाज फिनसर्व में 5.45 प्रतिशत की गिरावट आई।

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मुंबई, 4 मई (एजेंसियां)। भारत और पाकिस्तान के बीच बचे तनावपूर्ण स्थिति के बीच विदेशी निवेशकों की लिवाली के बल पर शेयर बाजार बीते सप्ताह भी तेजी में रहा। अगले सप्ताह कंपनियों के तिमाही नतीजों से बाजार की चाल तय होने का अनुमान है। बीएसईका 30 शेयरों वाला संवेदी सूचकांक सेंसेक्स शुक्रवार को समाप्त सप्ताह के दौरान 1289.46 अंकों या 1.63 प्रतिशत की तेजी के साथ 80,501.99 पर बंद हुआ। निफ्टी भी 307.35 अंकों या 1.28 प्रतिशत की बढ़त के साथ 24,346.70 पर बंद हुआ। बीएसई मिड-कैप इंडेक्स 0.42 प्रतिशत बढ़कर 42,707.87 पर बंद हुआ। बीएसई स्मॉल-कैप इंडेक्स 1.33 प्रतिशत गिरकर 47,365.54 पर बंद हुआ। इसमें मजबूत कॉर्पोरेट आय और सकारात्मक घरेलू आंकड़ों का समर्थन मिला। चार सत्रों में से तीन दिन यह सकारात्मक रहा, जबकि एक सत्र में यह नकारात्मक रहा। गुरूवार को शेयर बाजार में महाराष्ट्र दिवस के अवसर पर अवकाश रहा था। सप्ताह के पहले दो सत्रों में शेयर बाजार हरे निशान में रहा, क्योंकि सोमवार को बीएसई सेंसेक्स 1,005.84 अंक बढ़कर 80,218.37 पर बंद हुआ। रिलायंस इंडस्ट्रीज की चौथी तिमाही में वित्तीय परिणाम सकारात्मक रहने से बाजार को बल मिला था और सोमवार को निफ्टी 298.75 अंक बढ़कर 24,328.50 पर बंद हुआ। मंगलवार को बीएसई सेंसेक्स 70.01 अंक बढ़कर 80,288.38 पर बंद हुआ। विदेशी और घरेलू संस्थागत निवेशकों की मजबूत आमद से निफ्टी 7.45 अंक बढ़कर 24,335.95 पर बंद हुआ, जिससे कुल मिलाकर बाजार की धारणा मजबूत रही। बुधवार को शेयर बाजार में लिवाली देखी गयी जिससे सेंसेक्स 46.14 अंक गिरकर 80,242.24 पर बंद हुआ। निफ्टी 1.75 अंक गिरकर 24,334.20 पर बंद हुआ। महाराष्ट्र दिवस के अवसर पर गुरुवार को शेयर बाजार बंद रहा। शुक्रवार को बीएसई सेंसेक्स 259.75 अंक बढ़कर 80,501.99 पर बंद हुआ। निफ्टी 12.50 अंक बढ़कर 24,346.70 पर बंद हुआ। अमेरिका-भारत व्यापार वार्ता को लेकर सकारात्मक परिणाम आने की उम्मीद में विदेशी निवेशकों के बाजार में लौटने से शेयर बाजार में तेजी देखी गयी। सप्ताह के दौरान रिलायंस इंडस्ट्रीज (आरआईएल) में 9.38 प्रतिशत की तेजी आई। अडानी पोर्ट्स एंड स्पेशल इकोनॉमिक जोन (एपीएसईजेड) में 4.11 प्रतिशत की तेजी आई और महिंद्रा एंड महिंद्रा में 2.38 प्रतिशत की उछाल आई। सप्ताह के दौरान शेयरों में गिरावट के बाद टाटा मोटर्स में 2.47 प्रतिशत, अशोक लीलैंड में 2.04 प्रतिशत, आयशर मोटर्स में 2.53 प्रतिशत, बजाज ऑटो में 2.52 प्रतिशत की गिरावट आई। हीरो मोटोकॉर्प में 3.87 प्रतिशत की गिरावट आई। टीवीएस मोटर कंपनी में 1.09 प्रतिशत, अदानी एंटरप्राइजेज में 0.20 प्रतिशत, अल्ट्राटेक सीमेंट में 1.05 प्रतिशत की गिरावट आई। अदानी टोटल गैस में 1.22 प्रतिशत, बजाज फाइनेंस में 4.99 प्रतिशत और बजाज फिनसर्व में 5.45 प्रतिशत की गिरावट आई।

Note: This is the tracking till 8.30 AM IST

Sensex jumped 1289.46 points last week

सेंसेक्स ने बीते सप्ताह लगाई 1289.46 अंकों की छलांग

मुंबई, 4 मई (एजेंसियां)। भारत और पाकिस्तान के बीच बचे तनावपूर्ण स्थिति के बीच विदेशी निवेशकों की लिवाली के बल पर शेयर बाजार बीते सप्ताह भी तेजी में रहा। अगले सप्ताह कंपनियों के तिमाही नतीजों से बाजार की चाल तय होने का अनुमान है। बीएसईका 30 शेयरों वाला संवेदी सूचकांक सेंसेक्स शुक्रवार को समाप्त सप्ताह के दौरान 1289.46 अंकों या 1.63 प्रतिशत की तेजी के साथ 80,501.99 पर बंद हुआ। निफ्टी भी 307.35 अंकों या 1.28 प्रतिशत की बढ़त के साथ 24,346.70 पर बंद हुआ। बीएसई मिड-कैप इंडेक्स 0.42 प्रतिशत बढ़कर 42,707.87 पर बंद हुआ। बीएसई स्मॉल-कैप इंडेक्स 1.33 प्रतिशत गिरकर 47,365.54 पर बंद हुआ। इसमें मजबूत कॉर्पोरेट आय और सकारात्मक घरेलू आंकड़ों का समर्थन मिला। चार सत्रों में से तीन दिन यह सकारात्मक रहा, जबकि एक सत्र में यह नकारात्मक रहा। गुरूवार को शेयर बाजार में महाराष्ट्र दिवस के अवसर पर अवकाश रहा था। सप्ताह के पहले दो सत्रों में शेयर बाजार हरे निशान में रहा, क्योंकि सोमवार को बीएसई सेंसेक्स 1,005.84 अंक बढ़कर 80,218.37 पर बंद हुआ। रिलायंस इंडस्ट्रीज की चौथी तिमाही में वित्तीय परिणाम सकारात्मक रहने से बाजार को बल मिला था और सोमवार को निफ्टी 298.75 अंक बढ़कर 24,328.50 पर बंद हुआ। मंगलवार को बीएसई सेंसेक्स 70.01 अंक बढ़कर 80,288.38 पर बंद हुआ। विदेशी और घरेलू संस्थागत निवेशकों की मजबूत आमद से निफ्टी 7.45 अंक बढ़कर 24,335.95 पर बंद हुआ, जिससे कुल मिलाकर बाजार की धारणा मजबूत रही। बुधवार को शेयर बाजार में लिवाली देखी गयी जिससे सेंसेक्स 46.14 अंक गिरकर 80,242.24 पर बंद हुआ। निफ्टी 1.75 अंक गिरकर 24,334.20 पर बंद हुआ। महाराष्ट्र दिवस के अवसर पर गुरुवार को शेयर बाजार बंद रहा। शुक्रवार को बीएसई सेंसेक्स 259.75 अंक बढ़कर 80,501.99 पर बंद हुआ। निफ्टी 12.50 अंक बढ़कर 24,346.70 पर बंद हुआ। अमेरिका-भारत व्यापार वार्ता को लेकर सकारात्मक परिणाम आने की उम्मीद में विदेशी निवेशकों के बाजार में लौटने से शेयर बाजार में तेजी देखी गयी। सप्ताह के दौरान रिलायंस इंडस्ट्रीज (आरआईएल) में 9.38 प्रतिशत की तेजी आई। अडानी पोर्ट्स एंड स्पेशल इकोनॉमिक जोन (एपीएसईजेड) में 4.11 प्रतिशत की तेजी आई और महिंद्रा एंड महिंद्रा में 2.38 प्रतिशत की उछाल आई। सप्ताह के दौरान शेयरों में गिरावट के बाद टाटा मोटर्स में 2.47 प्रतिशत, अशोक लीलैंड में 2.04 प्रतिशत, आयशर मोटर्स में 2.53 प्रतिशत, बजाज ऑटो में 2.52 प्रतिशत की गिरावट आई। हीरो मोटोकॉर्प में 3.87 प्रतिशत की गिरावट आई। टीवीएस मोटर कंपनी में 1.09 प्रतिशत, अदानी एंटरप्राइजेज में 0.20 प्रतिशत, अल्ट्राटेक सीमेंट में 1.05 प्रतिशत की गिरावट आई। अदानी टोटल गैस में 1.22 प्रतिशत, बजाज फाइनेंस में 4.99 प्रतिशत और बजाज फिनसर्व में 5.45 प्रतिशत की गिरावट आई।

Note: This is the tracking till 8.30 AM IST

Market Rupture if India-Pak war begins

ಮಾರ್ಕೆಟ್ ಸ್ಕ್ಯಾನ್

ಭಾರತ-ಪಾಕ್ ಯುದ್ಧ ಶುರುವಾದರೆ ಮಾರುಕಟ್ಟೆ ಛಿದ್ರ

ಡಾ.ಭರತ್ ಚಂದ್ರ, ರೋಹನ್ ಚಂದ್ರ
ಷೇರುಪೇಟೆ ತರಬೇತುದಾರರು

ಜಮ್ಮು-ಕಾಶ್ಮೀರದ ಪಹಲ್ಗಾಮ್‌ನಲ್ಲಿ ಉಗ್ರರು ದಾಳಿ ನಡೆಸಿದ ಬಳಿಕ ಉಂಟಾದ ಭಾರತ-ಪಾಕಿಸ್ತಾನ ಸಂಘರ್ಷದ ನಡುವೆಯೂ ಮಾರುಕಟ್ಟೆ ಕಳೆದ ವಾರ 1.3% ಏರಿಕೆ ದಾಖಲಿಸಿದೆ. ಇದಕ್ಕೂ ಹಿಂದಿನ ವಾರಾಂತ್ಯದಲ್ಲಿ ನಿಫ್ಟಿ50 ಇದ್ದದ್ದು 24,039, ವಾರಾಂತ್ಯ ಮುಕ್ತಾಯ ಕಂಡಿದ್ದು 24,347ಕ್ಕೆ. ಈ ಮಟ್ಟ ಕಳೆದ ನಾಲ್ಕು ತಿಂಗಳಲ್ಲೇ ಅತಿ ಗರಿಷ್ಠ ಮಟ್ಟವಾಗಿದೆ. ಕಳೆದ ವಾರ ನಿಫ್ಟಿ 50ಯು 24,000ರಿಂದ 24,500 ಸೀಮಿತ ಮಟ್ಟದಲ್ಲಿ ಟ್ರೇಡ್ ಆಯಿತು.

ಅಮೆರಿಕದ ಜಿಡಿಪಿಯಲ್ಲಿ ಜನವರಿ-ಮಾರ್ಚ್ ಅವಧಿಯಲ್ಲಿ 0.3% ಕುಸಿತ ಕಂಡಿದ್ದರಿಂದಾಗಿ, ಇಡೀ ಪ್ರಪಂಚದ ಎಲ್ಲಾ ಮಾರುಕಟ್ಟೆಗಳಲ್ಲಿಯೂ ಒಂದಷ್ಟು ತಲ್ಲಣ ಉಂಟಾಯಿತು. ಆದರೂ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಬಹಳಷ್ಟು ಧನಾತ್ಮಕ ಸಂಕೇತಗಳನ್ನು ಹೂಡಿಕೆದಾರರಿಗೆ ಧೈರ್ಯ ತುಂಬಿದೆ.

ಕಳೆದ ಎರಡು ತಿಂಗಳಿಂದ ಭಾರತದ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಅಡ್ವಾನ್ಸ್-ಡಿಕ್ಲೈನ್ ಅನುಪಾತ ಧನಾತ್ಮಕವಾಗಿತ್ತು. ಈ ಮಾರ್ಚ್‌ನಲ್ಲಿ1.05 ಮತ್ತು ಏಪ್ರಿಲ್‌ನಲ್ಲಿ 1.26 ಇತ್ತು. ಇದು ಮಾರುಕಟ್ಟೆ ಚೇತರಿಕೆಯ ಸಂಕೇತ. ಕಳೆದ ಮೂರ್ನಾಲ್ಕು ವಾರಗಳಿಂದ ಭಾರತದ ಮಾರುಕಟ್ಟೆ ಬಹಳಷ್ಟು ಏರಿಕೆ ಕಂಡಿದ್ದರೂ, ಜಾಗತಿಕ ಮಾರುಕಟ್ಟೆಗಳಲ್ಲಿ ಒಂದಷ್ಟು ಅನಿಶ್ಚಿತತೆ ಇದೆ. ಆದ್ದರಿಂದ ಮುಂದಿನ ದಿನಗಳಲ್ಲೂ ಇದೇ ಪರಿಸ್ಥಿತಿ ಮುಂದುವರಿಯುವ ಸಾಧ್ಯತೆಗಳೇ ಅಧಿಕವಾಗಿವೆ.

ಷೇರುಪೇಟೆ ಮೇಲೆ ಕಳೆದ ವಾರ ಪ್ರಭಾವ ಬೀರಿದ, ಮುಂದಿನ ದಿನಗಳಲ್ಲೂ ಪ್ರಭಾವ ಬೀರುವಂಥ ಪ್ರಮುಖ ಆರ್ಥಿಕ ಬೆಳವಣಿಗೆಗಳು ಇಲ್ಲಿವೆ.

1 ಏಪ್ರಿಲ್‌ನಲ್ಲಿ ಜಿಎಸ್‌ಟಿ ಸಂಗ್ರಹ ದಾಖಲೆ ಬರೆದಿದ್ದು 2.37 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಗ್ರಹಿಸಲಾಗಿದೆ. ಇದು ಕಳೆದ ವರ್ಷದ ಏಪ್ರಿಲ್‌ಗಿಂತ 12.6% ಜಾಸ್ತಿ ಆಗಿದೆ. 2025ರ ಮಾರ್ಚ್‌ನಲ್ಲಿ 1.96 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಗ್ರಹಿಸಲಾಗಿತ್ತು. ದೇಶದ ನಿವ್ವಳ ನೇರ ತೆರಿಗೆ 2024-25 ವಿತ್ತೀಯ ವರ್ಷದಲ್ಲಿ13.57% ಹೆಚ್ಚಳ ಕಂಡು, 22.26 ಲಕ್ಷ ಕೋಟಿ ರೂ. ತಲುಪಿದೆ. ಕಳೆದ ವರ್ಷ ಇದು 19.6 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಇತ್ತು. ಕಾರ್ಪೊರೇಟ್ ತೆರಿಗೆಯಿಂದ 9.86 ಲಕ್ಷ ಕೋಟಿ ರೂ., ಇತರ 11.82 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಮತ್ತು ಕೇವಲ ಸೇರು ಮಾರುಕಟ್ಟೆಯು ಎಸ್‌ಟಿಟಿಯಿಂದ 53,296 ಕೋಟಿ ರೂ. ಸಂಗ್ರಹ ಆಗಿದೆ. ವಿಲೇಕಯಾಗಿರುವ ಜಿಎಸ್‌ಟಿ ಸಂಗ್ರಹವು ದೇಶದ ಆರ್ಥಿಕತೆಯ ಸಶಕ್ತತೆಯನ್ನು ಬಿಂಬಿಸಿದೆ.

2 ಈ ವರ್ಷ ಚಿನ್ನ ಮತ್ತು ಬೆಳ್ಳಿಯ ದರ ವಿಲೇಯ ಬಳಕೆವು ಆಕ್ಷಯ ತೃತೀಯ ಶುಭದಿನದಂದು 12 ಸಾವಿರ ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ ಮತ್ತು 4 ಸಾವಿರ ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ ಬೆಳ್ಳಿ ಆಭರಣ ಹಾಗೂ ಸಂಬಂಧಿತ ವಸ್ತುಗಳ ಮಾರಾಟ ಆಗಿದೆ. ಕಳೆದ ವರ್ಷಕ್ಕೆ ಹೋಲಿಸಿದರೆ ಈ ವರ್ಷ ಮಾರಾಟ ಕಡಿಮೆ.

3 ರಿಲಯನ್ಸ್ ಇಂಡಸ್ಟ್ರೀಸ್ ಕಂಪನಿಯು ಅಂದಾಜು 75 ಸಾವಿರ ಕೋಟಿ ರೂಪಾಯಿಯನ್ನು ತಮ್ಮ ಹೊಸ ಇಂಧನ ಮತ್ತು ಪೆಟ್ರೋ ರಾಸಾಯನಿಕ ಮೂಲ ಸೌಕರ್ಯಗಳಿಗಾಗಿ ವ್ಯಯ ಮಾಡಲಿದೆ. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ಮುಕೇಶ್ ಅಂಬಾನಿ ಅವರ ಕಿರಿಯ ಮಗ ಅನಂತ್ ಅವರನ್ನು ಮುಂದಿನ 5 ವರ್ಷಗಳ ಅವಧಿಗೆ ಪೂರ್ಣ ಸಮಯದ ನಿರ್ದೇಶಕರನ್ನಾಗಿ ಮೇ ಒಂದರಿಂದ ನೇಮಕ ಮಾಡಲಾಗಿದೆ.

4 ಫ್ರಾನ್ಸ್ ದೇಶವು 63,000 ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ 26 ರಫೇಲ್ ಯುದ್ಧ ವಿಮಾನಗಳನ್ನು ಭಾರತಕ್ಕೆ ರವಾನಿಸಲಿದೆ. ಇದು ಚರಿತ್ರೆಯಲ್ಲಿ ಸರಕಾರಗಳ ನಡುವೆ ನಡೆದ ಬೃಹತ್ ಒಪ್ಪಂದವಾಗಿದೆ. 2031ರೊಳಗೆ ಎಲ್ಲ ವಿಮಾನಗಳ ಪೂರೈಕೆ ಆಗಲಿದ್ದು, ಈ ಹಣದಲ್ಲಿ ವಿಮಾನ ಖರೀದಿ ಜೊತೆಗೆ, ವಿಮಾನದ ನಿರ್ವಹಣೆ, ಲಾಜಿಸ್ಟಿಕ್ ಬೆಂಬಲ ಮತ್ತು ಸ್ಥಿರಾಭಿವೃದ್ಧಿಯ ತರಬೇತಿಯನ್ನು ಕೂಡ ಸೇರಿಸಲಾಗಿದೆ.

5 ಕೆನರಾ ಎಚ್‌ಎಸ್‌ಬಿಸಿ ಜೀವಮಿಮಾ ಕಂಪನಿಯು ತಮ್ಮಲ್ಲಿ ಈಗಾಗಲೇ ಇರುವ ಪೇರುದಾರರಿಗೆ ಆದ್ಯತೆಯಾಗುವಂತೆ ತಮ್ಮ ಐಪಿಒವನ್ನು ಈ ವರ್ಷ ಮಾರುಕಟ್ಟೆಗೆ ತರಲಿದ್ದಾರೆ. 2023-24 ರಲ್ಲಿ 113 ಕೋಟಿ ರೂ. ಲಾಭ ಮಾಡಿದ್ದು, ಕಂಪನಿಯು ಒಟ್ಟು 40 ಸಾವಿರ ಕೋಟಿ ರೂ. ನಿರ್ವಹಣೆ ಮಾಡಲಿದೆ.

6 ಪಹಲ್ಗಾಮ್‌ನಲ್ಲಿ ಉಗ್ರರ ದಾಳಿ ನಂತರ ಪಾಕಿಸ್ತಾನ ತನ್ನ ವಾಯುಪ್ರದೇಶವನ್ನು ಭಾರತೀಯ ವಿಮಾನಗಳಿಗೆ ಮುಚ್ಚಿದ್ದು, ಏರ್‌ಇಂಡಿಯಾ ಮತ್ತು ಇಂಡಿಗೋ ವಿಮಾನಗಳು ಸುತ್ತಿ ಬಳಸಿ ಯುರೋಪ್ ಮತ್ತು ಅಮೆರಿಕಕ್ಕೆ ಹಾರಾಟ ನಡೆಸಬೇಕಿದೆ. ಇದರಿಂದಾಗಿ, ಇಂಧನಕ್ಕೆ ಜಾಸ್ತಿ ಹಣವನ್ನು ವ್ಯಯ ಮಾಡಲಿದೆ. ವಿಮಾನ ಪ್ರಯಾಣವು ಅಂದಾಜು 15 ನಿಮಿಷದಿಂದ ಒಂದೂವರೆ ಗಂಟೆವರೆಗೆ ಹೆಚ್ಚಾಗಲಿದೆ. ಇದರಿಂದ ಏರ್‌ಲೈನ್ಸ್‌ಗಳಿಗೆ ನಷ್ಟವಾಗಿದ್ದು, ಇದು ಗ್ರಾಹಕರಿಗೆ ವರ್ಗವಾಗುವ ಸಾಧ್ಯತೆಗಳಿವೆ.

7 ಜಪ್ತಿಗೆ ನಡದ ಸಮೀಕ್ಷೆಯಂತೆ ಮುಕೇಶ್ ಅಂಬಾನಿಯವರು ಮತ್ತೊಮ್ಮೆ 100 ಶತಕೋಟಿ ಡಾಲರ್ ಕ್ಲಬ್ ಸೇರಿಕೊಂಡಿದ್ದಾರೆ. ಅವರ ಒಟ್ಟು ಸಂಪತ್ತಿನ ಮೌಲ್ಯ 8.50 ಲಕ್ಷ ಕೋಟಿ ರೂಪಾಯಿ. 6.58 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಪತ್ತನ್ನು ಹೂಡಿರುವ ಅದಾನಿ, 2.45 ಲಕ್ಷ ಕೋಟಿಯ ಸನ್ ಫಾರ್ಮಾ ಕಂಪನಿಯ ದಿಲೀಪ್ ಸಂಘ್ವಿ 2.32 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಹೊಂದಿರುವ ಏರ್‌ಟೆಲ್‌ನ ಸುನಿಲ್ ಮಿತ್ತಲ್ ಅವರ ಸಂಪತ್ತಿನಲ್ಲಿ ಕೂಡ ಭಾರಿ ಏರಿಕೆಯಾಗಿದೆ.

8 ಬಿಮರ್ಸನಲ್ 2 ಪ್ರಾರಂಭದ ಬಳಿಕ ಬೆಂಗಳೂರು ಅಂತಾರಾಷ್ಟ್ರೀಯ ವಿಮಾನ ನಿಲ್ದಾಣವು 2024-25 ವಿತ್ತೀಯ ವರ್ಷದಲ್ಲಿ 510 ಕೋಟಿ ರೂ. ನಿವ್ವಳಲಾಭ ಕಂಡಿದೆ. ಕಳೆದ ವರ್ಷ 23 ಕೋಟಿ ರೂ. ನಷ್ಟ ಅನುಭವಿಸಿತ್ತು. ಈ ವರ್ಷದ ಒಟ್ಟು ವ್ಯವಹಾರ 43% ಹೆಚ್ಚಳದೊಂದಿಗೆ 3,732 ಕೋಟಿ ರೂ. ತಲುಪಿದೆ. ಇದು ಭಾರತದ ಮೂರನೆಯ ಅತೀ ದೊಡ್ಡ ವಿಮಾನ ನಿಲ್ದಾಣವಾಗಿದ್ದು 2024-25 ರಲ್ಲಿ 4.18 ಕೋಟಿ ಪ್ರಯಾಣಿಕರಿಗೆ ಸೇವೆಯನ್ನು ಒದಗಿಸಿತ್ತು.

9 ಮಾರುಕಟ್ಟೆಗೆ ಪರಿಚಯವಾದ ಒಂದು ವರ್ಷದ ಒಳಗಾಗಿ ಜೆಎಸ್‌ಡಬ್ಲ್ಯೂ ಎಂಜಿ ಮೋಟಾರ್ಸ್‌ನ ಪಿಂಡ್ಡರ್ ಕಾರುಗಳು ಟಾಟಾ ಮೋಟರ್ಸ್‌ನ ನೆಕ್ಸಾನ್ ಇವಿಯಿಂದ ಮೊದಲನೇ ಸ್ಥಾನವನ್ನು ಕಿತ್ತುಕೊಂಡಿದ್ದು, ಕೇವಲ ಆರು ತಿಂಗಳಲ್ಲಿ 20 ಸಾವಿರ ಕಾರುಗಳನ್ನು ಮಾರಾಟ ಮಾಡಿದೆ. ಮುಂದಿನ ದಿನಗಳಲ್ಲಿ ಭಾರತದಲ್ಲಿ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರ ಸಹಾಯದಿಂದ ಅಂದಾಜು 2,980 ಕೋಟಿ ರೂ. ಅಧಿಕ ಬಂಡವಾಳವನ್ನು ಹೂಡಿಕೆ ಮಾಡುವ ಗುರಿಯನ್ನು ಜೆಎಸ್‌ಡಬ್ಲ್ಯೂ ಎಂಜಿ ಮೋಟರ್ಸ್‌ಇಟ್ಟುಕೊಂಡಿದೆ.

Week's Top Nifty 50 & Nifty Next 50 Gainers & Losers

Top Nifty 50 Gainers	% Change
Reliance Industries	9.4%
Adani Ports	6.2%
Maruti Suzuki	6.1%

Top Nifty Next 50 Gainers	% Change
HAL	7.1%
IOC	5.9%
Bosch	5.7%

Top Nifty 50 Losers	% Change
Shriram Finance	-7.8%
JSW Steel	-5.4%
Bajaj Finserv	-4.3%

Top Nifty Next 50 Losers	% Change
Avenue Supermart	-7.2%
Swiggy	-5.0%
Adani Power	-4.4%

Nifty 50 - Opening, High, Low & Close details for the Week

Nifty was down 308 points this week and closed at 24,347 (+1.3%)

Nifty Weekly	Level Points
Previous Close	24,039
Open	24,070
High	24,589
Low	24,054
Close	24,347

ಮುಂದಿನ ವಾರ ಏನಾಗಬಹುದು?

1. ಪಾಕಿಸ್ತಾನದ ಭೂಪ್ರದೇಶದಲ್ಲಿ ಪಹಲ್ಗಾಮ್ ದಾಳಿಯಿಂದಾಗಿ ಭಾರತ ಮತ್ತು ಪಾಕಿಸ್ತಾನದ ಮಧ್ಯೆ ಯುದ್ಧದ ಸ್ಪುವೇಶ ನಿರ್ಮಾಣವಾಗಿದೆ. ಈ ಎರಡೂ ದೇಶಗಳ ಸರಕಾರಗಳು ಹೇಳಿಕೆಗಳನ್ನು ನೀಡುತ್ತಾ ಗೊಂದಲ ಸೃಷ್ಟಿ ಮಾಡಿದೆ. ಯುದ್ಧ ಪ್ರಾರಂಭ ಆದರೆ ಮಾರುಕಟ್ಟೆಗೆ ಮಾರಕ. ಉಭಯ ದೇಶಗಳ ನಡುವೆ ಸಂಘರ್ಷ ಮುಂದುವರಿದರೆ ಮಾರುಕಟ್ಟೆ ಮೇಲೆ ನಕಾರಾತ್ಮಕ ಪರಿಣಾಮ ನಿಶ್ಚಿತ.
2. ಆಕ್ಟೋಬರ್ 2024 ರಿಂದ ವಿದೇಶಿ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರು ನಿವ್ವಳ ಮಾರಾಟಗಾರರಾಗಿದ್ದರು. ಈ ಮಾರ್ಚ್‌ನಲ್ಲಿ ಕೇವಲ 2,000 ಕೋಟಿಯ ಮಟ್ಟಿಗೆ ಮತ್ತು ಏಪ್ರಿಲ್‌ನಲ್ಲಿ2,700 ಮಟ್ಟಿಗೆ ನಿವ್ವಳ ಖರೀದಿದಾರರಾಗಿದ್ದಾರೆ. ಏಪ್ರಿಲ್ ತಿಂಗಳನ್ನು ದೇಶೀಯ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರು ನಿವ್ವಳ ಖರೀದಿದಾರರಾಗಿದ್ದು ಅಂದಾಜು 28,000 ಕೋಟಿ ಮೌಲ್ಯದ ಷೇರುಗಳನ್ನು ಭಾರತೀಯ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಖರೀದಿ ಮಾಡಿದ್ದಾರೆ. ಫೆಬ್ರುವರಿ ಅಂತ್ಯದಿಂದ ಇಂದಿನವರೆಗೆ ವಿದೇಶೀ ಮತ್ತು ದೇಶೀಯ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರಿಂದಾಗಿ ಮಾರುಕಟ್ಟೆ 10% ಏರಿಕೆಯನ್ನು ಕಂಡಿದೆ.
3. ಇಂಡಿಯಾ VIX: ಇಂಡಿಯಾ VIX 6% ಏರಿಕೆಯನ್ನು ಕಂಡು 17.15 ಯಿಂದ 18.25ಗೆ ತಲುಪಿದೆ. ಸಾಮಾನ್ಯವಾಗಿ VIX ಇರುವುದು 12 ರಿಂದ 15. ಹೂಡಿಕೆದಾರರಿಗೆ ಭಯದ ವಾತಾವರಣ ಇದ್ದರೆ ಈ ಆಂಕಗಳು ಮೇಲಕ್ಕೆ ಹೋಗುತ್ತವೆ.
4. ಮಾರುಕಟ್ಟೆ ಟೆಕ್ನಿಕಲ್ಸ್: ಕಳೆದ ವಾರ ನಿಫ್ಟಿ50 ಬಹಳಷ್ಟು ಏರಿಕೆಯನ್ನು ಕಂಡಿತು. 200 ಡಿಎಂಎ ಮಟ್ಟ ನಿಫ್ಟಿ 50, 24,051 ಆಂಕಗಳನ್ನು ಅದಕ್ಕಿಂತ ಅಂದಾಜು 1.2% ಮೇಲೆಯೇ ಟ್ರೇಡ್ ಆಯಿತು. ಇದು ದೀರ್ಘ ಅವಧಿಯ ಹೂಡಿಕೆದಾರರಿಗೆ ಶುಭ ಸಂಕೇತ. ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಪ್ರಣ ಹೂಡಬಹುದು ಎನ್ನುವ ಭರವಸೆ ನೀಡುತ್ತದೆ. ಇದಕ್ಕೆ ಹೋಲಿಸಿದರೆ 30 ಡಿಎಂಎ ಮಟ್ಟ 23,472 ಇದೆ. ಸದ್ಯಕ್ಕೆ ಮಾರುಕಟ್ಟೆ ಈ ಮಟ್ಟಕ್ಕಿಂತ 4% ಮೇಲೆಯೇ 24,347 ಮಟ್ಟದಲ್ಲಿ ಟ್ರೇಡ್ ಆಯಿತು.

Note: This is the tracking till 8.30 AM IST

Market Rupture if India-Pak war begins

ಮಾರ್ಕೆಟ್ ಸ್ಕ್ಯಾನ್

ಭಾರತ-ಪಾಕ್ ಯುದ್ಧ ಶುರುವಾದರೆ ಮಾರುಕಟ್ಟೆ ಛಿದ್ರ

ಡಾ.ಭರತ್ ಚಂದ್ರ, ರೋಹನ್ ಚಂದ್ರ
ಷೇರುಪೇಟೆ ತರಬೇತುದಾರರು

ಜಮ್ಮು-ಕಾಶ್ಮೀರದ ಪಹಲ್ಗಾಮ್‌ನಲ್ಲಿ ಉಗ್ರರು ದಾಳಿ ನಡೆಸಿದ ಬಳಿಕ ಉಂಟಾದ ಭಾರತ-ಪಾಕಿಸ್ತಾನ ಸಂಘರ್ಷದ ನಡುವೆಯೂ ಮಾರುಕಟ್ಟೆ ಕಳೆದ ವಾರ 1.3% ಏರಿಕೆ ದಾಖಲಿಸಿದೆ. ಇದಕ್ಕೂ ಹಿಂದಿನ ವಾರಾಂತ್ಯದಲ್ಲಿ ನಿಫ್ಟಿ50 ಇದ್ದದ್ದು 24,039, ವಾರಾಂತ್ಯ ಮುಕ್ತಾಯ ಕಂಡಿದ್ದು 24,347ಕ್ಕೆ. ಈ ಮಟ್ಟ ಕಳೆದ ನಾಲ್ಕು ತಿಂಗಳಲ್ಲೇ ಅತಿ ಗರಿಷ್ಠ ಮಟ್ಟವಾಗಿದೆ. ಕಳೆದ ವಾರ ನಿಫ್ಟಿ 50ಯು 24,000ರಿಂದ 24,500 ಸೀಮಿತ ಮಟ್ಟದಲ್ಲಿ ಟ್ರೇಡ್ ಆಯಿತು.

ಅಮೆರಿಕದ ಜಿಡಿಪಿಯಲ್ಲಿ ಜನವರಿ-ಮಾರ್ಚ್ ಅವಧಿಯಲ್ಲಿ 0.3% ಕುಸಿತ ಕಂಡಿದ್ದರಿಂದಾಗಿ, ಇಡೀ ಪ್ರಪಂಚದ ಎಲ್ಲಾ ಮಾರುಕಟ್ಟೆಗಳಲ್ಲಿಯೂ ಒಂದಷ್ಟು ತಲ್ಲಣ ಉಂಟಾಯಿತು. ಆದರೂ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಬಹಳಷ್ಟು ಧನಾತ್ಮಕ ಸಂಕೇತಗಳನ್ನು ಹೂಡಿಕೆದಾರರಿಗೆ ಧೈರ್ಯ ತುಂಬಿದೆ.

ಕಳೆದ ಎರಡು ತಿಂಗಳಿಂದ ಭಾರತದ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಅಡ್ವಾನ್ಸ್-ಡಿಕ್ಲೈನ್ ಅನುಪಾತ ಧನಾತ್ಮಕವಾಗಿತ್ತು. ಈ ಮಾರ್ಚ್‌ನಲ್ಲಿ1.05 ಮತ್ತು ಏಪ್ರಿಲ್‌ನಲ್ಲಿ 1.26 ಇತ್ತು. ಇದು ಮಾರುಕಟ್ಟೆ ಚೇತರಿಕೆಯ ಸಂಕೇತ. ಕಳೆದ ಮೂರ್ನಾಲ್ಕು ವಾರಗಳಿಂದ ಭಾರತದ ಮಾರುಕಟ್ಟೆ ಬಹಳಷ್ಟು ಏರಿಕೆ ಕಂಡಿದ್ದರೂ, ಜಾಗತಿಕ ಮಾರುಕಟ್ಟೆಗಳಲ್ಲಿ ಒಂದಷ್ಟು ಅನಿಶ್ಚಿತತೆ ಇದೆ. ಆದ್ದರಿಂದ ಮುಂದಿನ ದಿನಗಳಲ್ಲೂ ಇದೇ ಪರಿಸ್ಥಿತಿ ಮುಂದುವರಿಯುವ ಸಾಧ್ಯತೆಗಳೇ ಅಧಿಕವಾಗಿವೆ.

ಷೇರುಪೇಟೆ ಮೇಲೆ ಕಳೆದ ವಾರ ಪ್ರಭಾವ ಬೀರಿದ, ಮುಂದಿನ ದಿನಗಳಲ್ಲೂ ಪ್ರಭಾವ ಬೀರುವಂಥ ಪ್ರಮುಖ ಆರ್ಥಿಕ ಬೆಳವಣಿಗೆಗಳು ಇಲ್ಲಿವೆ.

1 ಏಪ್ರಿಲ್‌ನಲ್ಲಿ ಜಿಎಸ್‌ಟಿ ಸಂಗ್ರಹ ದಾಖಲೆ ಬರೆದಿದ್ದು 2.37 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಗ್ರಹಿಸಲಾಗಿದೆ. ಇದು ಕಳೆದ ವರ್ಷದ ಏಪ್ರಿಲ್‌ಗಿಂತ 12.6% ಜಾಸ್ತಿ ಆಗಿದೆ. 2025ರ ಮಾರ್ಚ್‌ನಲ್ಲಿ 1.96 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಗ್ರಹಿಸಲಾಗಿತ್ತು. ದೇಶದ ನಿವ್ವಳ ನೇರ ತೆರಿಗೆ 2024-25 ವಿತ್ತೀಯ ವರ್ಷದಲ್ಲಿ13.57% ಹೆಚ್ಚಳ ಕಂಡು, 22.26 ಲಕ್ಷ ಕೋಟಿ ರೂ. ತಲುಪಿದೆ. ಕಳೆದ ವರ್ಷ ಇದು 19.6 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಇತ್ತು. ಕಾರ್ಪೊರೇಟ್ ತೆರಿಗೆಯಿಂದ 9.86 ಲಕ್ಷ ಕೋಟಿ ರೂ., ಇತರ 11.82 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಮತ್ತು ಕೇವಲ ಸೇರು ಮಾರುಕಟ್ಟೆಯು ಎಸ್‌ಟಿಟಿಯಿಂದ 53,296 ಕೋಟಿ ರೂ. ಸಂಗ್ರಹ ಆಗಿದೆ. ವಿಲೇಕಯಾಗಿರುವ ಜಿಎಸ್‌ಟಿ ಸಂಗ್ರಹವು ದೇಶದ ಆರ್ಥಿಕತೆಯ ಸಶಕ್ತತೆಯನ್ನು ಬಿಂಬಿಸಿದೆ.

2 ಈ ವರ್ಷ ಚಿನ್ನ ಮತ್ತು ಬೆಳ್ಳಿಯ ದರ ವಿಲೇಯ ಬಳಕೆವು ಆಕ್ಷಯ ತೃತೀಯ ಶುಭದಿನದಂದು 12 ಸಾವಿರ ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ ಮತ್ತು 4 ಸಾವಿರ ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ ಬೆಳ್ಳಿ ಆಭರಣ ಹಾಗೂ ಸಂಬಂಧಿತ ವಸ್ತುಗಳ ಮಾರಾಟ ಆಗಿದೆ. ಕಳೆದ ವರ್ಷಕ್ಕೆ ಹೋಲಿಸಿದರೆ ಈ ವರ್ಷ ಮಾರಾಟ ಕಡಿಮೆ.

3 ರಿಲಯನ್ಸ್ ಇಂಡಸ್ಟ್ರೀಸ್ ಕಂಪನಿಯು ಅಂದಾಜು 75 ಸಾವಿರ ಕೋಟಿ ರೂಪಾಯಿಯನ್ನು ತಮ್ಮ ಹೊಸ ಇಂಧನ ಮತ್ತು ಪೆಟ್ರೋ ರಾಸಾಯನಿಕ ಮೂಲ ಸೌಕರ್ಯಗಳಿಗಾಗಿ ವ್ಯಯ ಮಾಡಲಿದೆ. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ಮುಕೇಶ್ ಅಂಬಾನಿ ಅವರ ಕಿರಿಯ ಮಗ ಅನಂತ್ ಅವರನ್ನು ಮುಂದಿನ 5 ವರ್ಷಗಳ ಅವಧಿಗೆ ಪೂರ್ಣ ಸಮಯದ ನಿರ್ದೇಶಕರನ್ನಾಗಿ ಮೇ ಒಂದರಿಂದ ನೇಮಕ ಮಾಡಲಾಗಿದೆ.

4 ಫ್ರಾನ್ಸ್ ದೇಶವು 63,000 ಕೋಟಿ ರೂ. ಮೌಲ್ಯದ 26 ರಫೇಲ್ ಯುದ್ಧ ವಿಮಾನಗಳನ್ನು ಭಾರತಕ್ಕೆ ರವಾನಿಸಲಿದೆ. ಇದು ಚರಿತ್ರೆಯಲ್ಲಿ ಸರಕಾರಗಳ ನಡುವೆ ನಡೆದ ಬೃಹತ್ ಒಪ್ಪಂದವಾಗಿದೆ. 2031ರೊಳಗೆ ಎಲ್ಲ ವಿಮಾನಗಳ ಪೂರೈಕೆ ಆಗಲಿದ್ದು, ಈ ಹಣದಲ್ಲಿ ವಿಮಾನ ಖರೀದಿ ಜೊತೆಗೆ, ವಿಮಾನದ ನಿರ್ವಹಣೆ, ಲಾಜಿಸ್ಟಿಕ್ ಬೆಂಬಲ ಮತ್ತು ಸ್ಥಿರಾಭಿವೃದ್ಧಿಯ ತರಬೇತಿಯನ್ನು ಕೂಡ ಸೇರಿಸಲಾಗಿದೆ.

5 ಕೆನರಾ ಎಚ್‌ಎಸ್‌ಬಿಸಿ ಜೀವಮಿಮಾ ಕಂಪನಿಯು ತಮ್ಮಲ್ಲಿ ಈಗಾಗಲೇ ಇರುವ ಪೇರುದಾರರಿಗೆ ಆದ್ಯತೆಯಾಗುವಂತೆ ತಮ್ಮ ಐಪಿಒವನ್ನು ಈ ವರ್ಷ ಮಾರುಕಟ್ಟೆಗೆ ತರಲಿದ್ದಾರೆ. 2023-24 ರಲ್ಲಿ 113 ಕೋಟಿ ರೂ. ಲಾಭ ಮಾಡಿದ್ದು, ಕಂಪನಿಯು ಒಟ್ಟು 40 ಸಾವಿರ ಕೋಟಿ ರೂ. ನಿರ್ವಹಣೆ ಮಾಡಲಿದೆ.

6 ಪಹಲ್ಗಾಮ್‌ನಲ್ಲಿ ಉಗ್ರರ ದಾಳಿ ನಂತರ ಪಾಕಿಸ್ತಾನ ತನ್ನ ವಾಯುಪ್ರದೇಶವನ್ನು ಭಾರತೀಯ ವಿಮಾನಗಳಿಗೆ ಮುಚ್ಚಿದ್ದು, ಏರ್‌ಇಂಡಿಯಾ ಮತ್ತು ಇಂಡಿಗೋ ವಿಮಾನಗಳು ಸುತ್ತಿ ಬಳಸಿ ಯುರೋಪ್ ಮತ್ತು ಅಮೆರಿಕಕ್ಕೆ ಹಾರಾಟ ನಡೆಸಬೇಕಿದೆ. ಇದರಿಂದಾಗಿ, ಇಂಧನಕ್ಕೆ ಜಾಸ್ತಿ ಹಣವನ್ನು ವ್ಯಯ ಮಾಡಲಿದೆ. ವಿಮಾನ ಪ್ರಯಾಣವು ಅಂದಾಜು 15 ನಿಮಿಷದಿಂದ ಒಂದೂವರೆ ಗಂಟೆವರೆಗೆ ಹೆಚ್ಚಾಗಲಿದೆ. ಇದರಿಂದ ಏರ್‌ಲೈನ್ಸ್‌ಗಳಿಗೆ ನಷ್ಟವಾಗಿದ್ದು, ಇದು ಗ್ರಾಹಕರಿಗೆ ವರ್ಗವಾಗುವ ಸಾಧ್ಯತೆಗಳಿವೆ.

7 ಜಪ್ತಿಗೆ ನಡದ ಸಮೀಕ್ಷೆಯಂತೆ ಮುಕೇಶ್ ಅಂಬಾನಿಯವರು ಮತ್ತೊಮ್ಮೆ 100 ಶತಕೋಟಿ ಡಾಲರ್ ಕ್ಲಬ್ ಸೇರಿಕೊಂಡಿದ್ದಾರೆ. ಅವರ ಒಟ್ಟು ಸಂಪತ್ತಿನ ಮೌಲ್ಯ 8.50 ಲಕ್ಷ ಕೋಟಿ ರೂಪಾಯಿ. 6.58 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಸಂಪತ್ತನ್ನು ಹೂಡಿರುವ ಅದಾನಿ, 2.45 ಲಕ್ಷ ಕೋಟಿಯ ಸನ್ ಫಾರ್ಮಾ ಕಂಪನಿಯ ದಿಲೀಪ್ ಸಂಘ್ವಿ 2.32 ಲಕ್ಷ ಕೋಟಿ ರೂ. ಹೊಂದಿರುವ ಏರ್‌ಟೆಲ್‌ನ ಸುನಿಲ್ ಮಿತ್ತಲ್ ಅವರ ಸಂಪತ್ತಿನಲ್ಲಿ ಕೂಡ ಭಾರಿ ಏರಿಕೆಯಾಗಿದೆ.

8 ಬಿಮರ್ಸನಲ್ 2 ಪ್ರಾರಂಭದ ಬಳಿಕ ಬೆಂಗಳೂರು ಅಂತಾರಾಷ್ಟ್ರೀಯ ವಿಮಾನ ನಿಲ್ದಾಣವು 2024-25 ವಿತ್ತೀಯ ವರ್ಷದಲ್ಲಿ 510 ಕೋಟಿ ರೂ. ನಿವ್ವಳಲಾಭ ಕಂಡಿದೆ. ಕಳೆದ ವರ್ಷ 23 ಕೋಟಿ ರೂ. ನಷ್ಟ ಅನುಭವಿಸಿತ್ತು. ಈ ವರ್ಷದ ಒಟ್ಟು ವ್ಯವಹಾರ 43% ಹೆಚ್ಚಳದೊಂದಿಗೆ 3,732 ಕೋಟಿ ರೂ. ತಲುಪಿದೆ. ಇದು ಭಾರತದ ಮೂರನೆಯ ಅತೀ ದೊಡ್ಡ ವಿಮಾನ ನಿಲ್ದಾಣವಾಗಿದ್ದು 2024-25 ರಲ್ಲಿ 4.18 ಕೋಟಿ ಪ್ರಯಾಣಿಕರಿಗೆ ಸೇವೆಯನ್ನು ಒದಗಿಸಿತ್ತು.

9 ಮಾರುಕಟ್ಟೆಗೆ ಪರಿಚಯವಾದ ಒಂದು ವರ್ಷದ ಒಳಗಾಗಿ ಜೆಎಸ್‌ಡಬ್ಲ್ಯೂ ಎಂಜಿ ಮೋಟಾರ್ಸ್‌ನ ಪಿಂಡ್ಡರ್ ಕಾರುಗಳು ಟಾಟಾ ಮೋಟರ್ಸ್‌ನ ನೆಕ್ಸಾನ್ ಇವಿಯಿಂದ ಮೊದಲನೇ ಸ್ಥಾನವನ್ನು ಕಿತ್ತುಕೊಂಡಿದ್ದು, ಕೇವಲ ಆರು ತಿಂಗಳಲ್ಲಿ 20 ಸಾವಿರ ಕಾರುಗಳನ್ನು ಮಾರಾಟ ಮಾಡಿದೆ. ಮುಂದಿನ ದಿನಗಳಲ್ಲಿ ಭಾರತದಲ್ಲಿ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರ ಸಹಾಯದಿಂದ ಅಂದಾಜು 2,980 ಕೋಟಿ ರೂ. ಅಧಿಕ ಬಂಡವಾಳವನ್ನು ಹೂಡಿಕೆ ಮಾಡುವ ಗುರಿಯನ್ನು ಜೆಎಸ್‌ಡಬ್ಲ್ಯೂ ಎಂಜಿ ಮೋಟರ್ಸ್‌ಇಟ್ಟುಕೊಂಡಿದೆ.

Week's Top Nifty 50 & Nifty Next 50 Gainers & Losers

Top Nifty 50 Gainers	% Change
Reliance Industries	9.4%
Adani Ports	6.2%
Maruti Suzuki	6.1%

Top Nifty Next 50 Gainers	% Change
HAL	7.1%
IOC	5.9%
Bosch	5.7%

Top Nifty 50 Losers	% Change
Shriram Finance	-7.8%
JSW Steel	-5.4%
Bajaj Finserv	-4.3%

Top Nifty Next 50 Losers	% Change
Avenue Supermart	-7.2%
Swiggy	-5.0%
Adani Power	-4.4%

Nifty 50 - Opening, High, Low & Close details for the Week

Nifty was down 308 points this week and closed at 24,347 (+1.3%)

Nifty Weekly	Level Points
Previous Close	24,039
Open	24,070
High	24,589
Low	24,054
Close	24,347

ಮುಂದಿನ ವಾರ ಏನಾಗಬಹುದು?

1. ಪಾಕಿಸ್ತಾನದ ಭೂಪ್ರದೇಶದಲ್ಲಿ ಪಹಲ್ಗಾಮ್ ದಾಳಿಯಿಂದಾಗಿ ಭಾರತ ಮತ್ತು ಪಾಕಿಸ್ತಾನದ ಮಧ್ಯೆ ಯುದ್ಧದ ಸ್ಪುವೇಶ ನಿರ್ಮಾಣವಾಗಿದೆ. ಈ ಎರಡೂ ದೇಶಗಳ ಸರಕಾರಗಳು ಹೇಳಿಕೆಗಳನ್ನು ನೀಡುತ್ತಾ ಗೊಂದಲ ಸೃಷ್ಟಿ ಮಾಡಿದೆ. ಯುದ್ಧ ಪ್ರಾರಂಭ ಆದರೆ ಮಾರುಕಟ್ಟೆಗೆ ಮಾರಕ. ಉಭಯ ದೇಶಗಳ ನಡುವೆ ಸಂಘರ್ಷ ಮುಂದುವರಿದರೆ ಮಾರುಕಟ್ಟೆ ಮೇಲೆ ನಕಾರಾತ್ಮಕ ಪರಿಣಾಮ ನಿಶ್ಚಿತ.
2. ಆಕ್ಟೋಬರ್ 2024 ರಿಂದ ವಿದೇಶಿ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರು ನಿವ್ವಳ ಮಾರಾಟಗಾರರಾಗಿದ್ದರು. ಈ ಮಾರ್ಚ್‌ನಲ್ಲಿ ಕೇವಲ 2,000 ಕೋಟಿಯ ಮಟ್ಟಿಗೆ ಮತ್ತು ಏಪ್ರಿಲ್‌ನಲ್ಲಿ2,700 ಮಟ್ಟಿಗೆ ನಿವ್ವಳ ಖರೀದಿದಾರರಾಗಿದ್ದಾರೆ. ಏಪ್ರಿಲ್ ತಿಂಗಳನ್ನು ದೇಶೀಯ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರು ನಿವ್ವಳ ಖರೀದಿದಾರರಾಗಿದ್ದು ಅಂದಾಜು 28,000 ಕೋಟಿ ಮೌಲ್ಯದ ಷೇರುಗಳನ್ನು ಭಾರತೀಯ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಖರೀದಿ ಮಾಡಿದ್ದಾರೆ. ಫೆಬ್ರುವರಿ ಅಂತ್ಯದಿಂದ ಇಂದಿನವರೆಗೆ ವಿದೇಶೀ ಮತ್ತು ದೇಶೀಯ ಸಾಂಸ್ಥಿಕ ಹೂಡಿಕೆದಾರರಿಂದಾಗಿ ಮಾರುಕಟ್ಟೆ 10% ಏರಿಕೆಯನ್ನು ಕಂಡಿದೆ.
3. ಇಂಡಿಯಾ VIX: ಇಂಡಿಯಾ VIX 6% ಏರಿಕೆಯನ್ನು ಕಂಡು 17.15 ಯಿಂದ 18.25ಗೆ ತಲುಪಿದೆ. ಸಾಮಾನ್ಯವಾಗಿ VIX ಇರುವುದು 12 ರಿಂದ 15. ಹೂಡಿಕೆದಾರರಿಗೆ ಭಯದ ವಾತಾವರಣ ಇದ್ದರೆ ಈ ಆಂಕಗಳು ಮೇಲಕ್ಕೆ ಹೋಗುತ್ತವೆ.
4. ಮಾರುಕಟ್ಟೆ ಟೆಕ್ನಿಕಲ್ಸ್: ಕಳೆದ ವಾರ ನಿಫ್ಟಿ50 ಬಹಳಷ್ಟು ಏರಿಕೆಯನ್ನು ಕಂಡಿತು. 200 ಡಿಎಂಎ ಮಟ್ಟ ನಿಫ್ಟಿ 50, 24,051 ಆಂಕಗಳನ್ನು ಅದಕ್ಕಿಂತ ಅಂದಾಜು 1.2% ಮೇಲೆಯೇ ಟ್ರೇಡ್ ಆಯಿತು. ಇದು ದೀರ್ಘ ಅವಧಿಯ ಹೂಡಿಕೆದಾರರಿಗೆ ಶುಭ ಸಂಕೇತ. ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಪ್ರಣ ಹೂಡಬಹುದು ಎನ್ನುವ ಭರವಸೆ ನೀಡುತ್ತದೆ. ಇದಕ್ಕೆ ಹೋಲಿಸಿದರೆ 30 ಡಿಎಂಎ ಮಟ್ಟ 23,472 ಇದೆ. ಸದ್ಯಕ್ಕೆ ಮಾರುಕಟ್ಟೆ ಈ ಮಟ್ಟಕ್ಕಿಂತ 4% ಮೇಲೆಯೇ 24,347 ಮಟ್ಟದಲ್ಲಿ ಟ್ರೇಡ್ ಆಯಿತು.

Note: This is the tracking till 8.30 AM IST

Paradip port award for Krishnapatnam

కృష్ణపట్నం థర్మల్‌కు పారాదీప్ పోర్టు పురస్కారం

అమరావతి, మే 8(ఆంధ్రజ్యోతి): బొగ్గు నిల్వలు, గరిష్ఠ స్థాయి విద్యుదుత్పత్తి విభాగాల్లో కృష్ణపట్నం దామోదరం సంజీవయ్య థర్మల్ పవర్ ప్రాజెక్టుకు పారాదీప్ పోర్టు వార్షిక పుర స్కారం లభించింది. ప్లాంట్ లిలీఫ్ (పీఎల్ఎఫ్) ఏకంగా 20 శాతం పెరిగి 80శాతానికి చేరుకో వడం, వది నుంచి 13 రోజుల పాటు బొగ్గు నిల్వలు సమకూర్చుకోవడంతో ఈ అవార్డు దక్కింది. ఏపీ జెన్కో ఎండీ కేవీఎన్ చక్రధర బాబు థర్మల్ విద్యుత్తు ప్లాంట్లలో ఉత్పత్తి గరి ష్ఠస్థాయిలో ఉండేలా తీసుకుంటున్న చర్యల్లో భాగంగా ఈ అవార్డు దక్కిందని జెన్కోవర్గాలు శనివారం ప్రకటించాయి.

పారాదీప్ పోర్టు నుంచి ఏపీ జెన్కో అధికారులు అందుకున్న అవార్డు

Note: This is the tracking till 8.30 AM IST

Adani Ports ka dhyan sumudri, logistics aur krishi logistrics karobar ko barane par : Karan Adani

अदाणी पोर्ट्स का ध्यान समुद्री, लॉजिस्टिक्स और कृषि-लॉजिस्टिक्स कारोबार को बढ़ाने पर: करण अदाणी

नयी दिल्ली : अदाणी पोर्ट्स एंड स्पेशल इकनॉमिक ज़ोन (एपीएसईज़ेड) के प्रबंध निदेशक करण अदाणी ने कहा है कि भारत की सबसे बड़ी निजी बंदरगाह परिचालक अपने समुद्री, लॉजिस्टिक और कृषि-लॉजिस्टिक कारोबार को बढ़ाने पर ध्यान केंद्रित कर रही है।अदाणी ने पीटीआई-भाषा को दिए साक्षात्कार में कहा कि अदाणी समूह की प्रमुख कंपनी एपीएसईज़ेड विड़िण्गम अंतरराष्ट्रीय बंदरगाह में दूसरे चरण में 13,000 करोड़ रुपये का निवेश करेगी, जिससे इस गहरे पानी वाले बंदरगाह की माल ढुलाई क्षमता मौजूदा 12 लाख टीईयू (बीस फुट समकक्ष इकाइयों) से बढ़कर 2028 तक लगभग 50 लाख टीईयू हो जाएगी। प्रधानमंत्री नरेन्द्र मोदी ने दो मई को विड़िण्गम अंतरराष्ट्रीय बंदरगाह का उद्घाटन किया, जिसका निर्माण 8,867 करोड़ रुपये की अनुमानित लागत से पूरा हुआ है। उन्होंने कहा, एप-ीएसईज़ेड के भीतर, हमारे पास तीन बड़े कारोबारी क्षेत्र-समुद्री व्यवसाय, लॉजिस्टिक्स व्यवसाय और

कृषि-लॉजिस्टिक्स व्यवसाय हैं, जिनपर हम काम कर रहे हैं। उन्होंने इस बात की ओर इशारा किया कि एपीएसईज़ेड देश में समुद्री व्यापार में सबसे बड़ी संचालक है। अदाणी ने कहा, अब विचार यह है कि भारत के भीतर और साथ ही भारत के बाहर भी उस (समुद्री व्यापार) व्यवसाय को बढ़ाया जाए। लॉजिस्टिक्स के मामले में, अदाणी ने कहा कि एपीएसईज़ेड बहु-मॉडल लॉजिस्टिक्स पार्क बनाने पर विचार कर रही है, जैसा अदाणी समूह ने बंदरगाहों में किया है।उन्होंने कहा, हम बड़े, बहु-मॉडल लॉजिस्टिक्स पार्क बनाना चाहते हैं, और फिर मात्रा बढ़ाने के साथ-साथ दक्षता बढ़ाने में मदद करना चाहते हैं।कृषि-लॉजिस्टिक्स कारोबार का उल्लेख करते हुए, अदाणी ने कहा कि आज भारत में जो अनाज संग्रहीत किया जाता है, उसका भंडारण उचित तरीके से नहीं किया जाता है। उन्होंने कहा, इसलिए हम साइलो बनाने और उन्हें संग्रहीत करने पर विचार कर रहे हैं। यह पूछे जाने पर कि विड़िण्गम अंतरराष्ट्रीय बंदरगाह एपीएसईज़ेड के अन्य बंदरगाहों से किस तरह अलग है, अदाणी ने बताया कि अदाणी समूह के बंदरगाह मुख्य रूप से घरेलू माल और आयात-निर्यात माल का कारोबार करते हैं, उनमें से कोई भी पारगमन वाली वस्तुओं का कारोबार नहीं करता है।

Note: This is the tracking till 8.30 AM IST

Behtar port se bharat jald banega 5 trillion dollar ki arthvyavastha: Karan Adani

बेहतर पोर्ट से भारत जल्द बनेगा पांच ट्रिलियन डालर की अर्थव्यवस्था : करण अदाणी

साक्षात्कार

केरल के विझिंजम में देश के पहले ट्रांस-शिपमेंट बंदरगाह का उद्घाटन करते हुए प्रधानमंत्री नरेन्द्र मोदी ने कहा है कि जब भारतीय इकोनमी की दुनिया में सबसे ज्यादा हिस्सेदारी थी, तब इसके लिए भारत की समुद्री शक्ति ही कारण थी। अब जबकि केंद्र सरकार ने वर्ष 2047 तक विकसित भारत का लक्ष्य रखा है, तो इसमें समुद्री शक्ति की क्या भूमिका होगी? इन विषयों पर विझिंजम बंदरगाह का निर्माण करने वाली देश की सबसे बड़ी पोर्ट कंपनी अदाणी पोर्ट एंड एसईजेड के एमडी **करण अदाणी** से दैनिक जागरण के सह्यक संपादक **जयप्रकाश रंजन** ने विशेष बात की। अदाणी पोर्ट की योजना सिर्फ भारत की ही नहीं, बल्कि विश्व की एक दिग्गज पोर्ट डेवलपमेंट और मैनेजमेंट कंपनी बनने की है।

● विकसित भारत के लक्ष्य के लिए बंदरगाह सेक्टर की क्या भूमिका होगी?

-विकसित भारत के लिए समुद्र से व्यापार करना सबसे महत्वपूर्ण साबित होगा। और इसके लिए हमें बंदरगाह सेक्टर पर सबसे ज्यादा ध्यान देना होगा। बंदरगाह और विकास का पुराना इतिहास रहा है, जिसका जिक्र पीएम नरेन्द्र मोदी भी कई बार कर चुके हैं। बंदरगाह निर्माण से शहरों का विकास होता है, रोजगार के अवसर बढ़ते हैं। आप देखेंगे कि दुनिया के विकसित देशों के इतिहास में इन देशों के बंदरगाह केंद्रित शहरों का योगदान सबसे ज्यादा रहा है। एक अच्छा प्रभावशाली पोर्ट उद्योग जगत को कम लागत पर कच्चा माल उपलब्ध कराता है और तैयार माल को वैश्विक बाजार में भेजता है। इससे देश के उत्पाद वैश्विक स्तर पर ज्यादा प्रतिस्पर्धी होते हैं। भारत में भी ऐसा होता हम देख रहे हैं। विझिंजम डीप-वाटर बंदरगाह एक बड़ी उपलब्धि है। यह बंदरगाह भारतीय उद्यमियों के लिए माल तैयार करने या तैयार माल बाहर भेजने की लागत घटाएगा। भारत को तेजी से पांच ट्रिलियन डालर की इकोनमी बनाने में पोर्ट की भूमिका अहम होगी।

● अदाणी पोर्ट एंड एसईजेड की भावी योजना क्या है? ट्रांस-शिपमेंट बंदरगाह की क्या अहमियत है?

-ट्रांस-शिपमेंट बंदरगाह वे होते हैं, जहां कई देशों का माल लेकर जाने वाली दुनिया की बड़ी-बड़ी शिपमेंट कंपनियों के मालवाहक जहाज डेरा डालते हैं। यहां बहुत ही कम समय में माल अनलोड किया जाता है या फिर लोड किया जाता है। मान लीजिए, दक्षिण पूर्वी एशिया या चीन की तरफ से आने वाला जहाज भारत के पश्चिमी हिस्से में स्थित बंदरगाहों पर सामान उतारता है तो उसमें ज्यादा समय लगता है। अब ये जहाज केरल के इस पोर्ट पर सामान उतारेंगे और सीधे खाड़ी देशों की तरफ या यूरोप की तरफ बढ़ जाएंगे। इस तरह के जहाज भारत भेजने वाले माल को भी कोलंबो में अनलोड करते हैं और फिर वहां से उन्हें भारत लाया जाता है। इसमें ज्यादा वक्त लगता है। अब केरल के विझिंजम में ट्रांस-शिपमेंट पोर्ट पर ये उत्पाद उतरेंगे तो भारतीय कंपनियों के लिए लागत घटेगी। हम इसकी मौजूदा क्षमता को वर्ष 2028 तक पांच गुणा बढ़ाएंगे। अभी इस पोर्ट में सात हजार करोड़ रुपये का निवेश हुआ है, अदाणी पोर्ट 13 हजार करोड़ रुपये का नया निवेश और करेगी। हम इसे दुनिया का सबसे किफायती अत्याधुनिक पोर्ट बनाने की मंशा रखते हैं।

● अदाणी समूह दुनिया के कुछ दूसरे देशों में भी बंदरगाह स्थापित कर चुका है। आफ्की वैश्विक आकांक्षाएं क्या हैं?

-हमारी कंपनी अभी तीन अंतरराष्ट्रीय बंदरगाह के निर्माण व संचालन से जुड़ी हुई है। ये तीन देश हैं श्रीलंका (कोलंबो), तंजानिया और इजरायल (हाईफा)। ये तीनों पोर्ट काफी महत्वपूर्ण होंगे। दक्षिण पूर्वी एशिया और पूर्वी अफ्रीकी क्षेत्रों में विस्तार करने में हमारी रुचि है। कोलंबो वेस्टर्न पोर्ट का भी हम विस्तार करेंगे। हमारी कंपनी भारत की विकास यात्रा का ही एक महत्वपूर्ण हिस्सा है। घरेलू स्तर पर भी बंदरगाहों के विस्तार करने पर काम कर चल रहा है। हमारी कंपनी सिर्फ पोर्ट विकास करने तक सीमित नहीं रहना चाहती। हम समूचे लाजिस्टिक्स चेन स्थापित करना चाहते हैं, जिसमें रेलवे, वेयरहाउसिंग, सड़कों से माल भेजना, समुद्री रास्ते से ढुलाई सब शामिल हो। यह प्रगति अगले 10-15 वर्षों में दिखाई देगी।

● सरकार ने भारत-मध्य पूर्व-यूरोप आर्थिक कारिडोर (आइमेक) बनाने की घोषणा की है। इसे कैसे देखते हैं?

-आइमेक को लेकर हम बेहद उत्साहित हैं। भारत सरकार की पहल पर जिस तरह से दुनिया के कई दिग्गज देश एक वैकल्पिक समुद्री मार्ग और इससे जुड़ी दूसरी तमाम व्यवस्था स्थापित करेंगे, उसका दूरगामी असर होगा। यह एशियाई बाजार व कंपनियों को पश्चिमी देशों के साथ जोड़ने वाला एक ऐसा मार्ग होगा, जिस पर संभवतः मौजूदा वैश्विक गतिविधियों से बहुत ज्यादा प्रभाव नहीं होगा। आप देखेंगे कि अदाणी पोर्ट व एसईजेड कंपनी की कोलंबो और हाईफा पोर्ट के अलावा मुंद्रा पोर्ट और महाराष्ट्र में प्रस्तावित नया पोर्ट इसमें काफी अहम भूमिका निभा सकता है। हमारा मानना है कि अभी कारोबार के लिए जो समुद्री मार्ग है, उसका एक बेहतर विकल्प दिया जाए तो उसे काफी पसंद किया जा सकता है।

Note: This is the tracking till 8.30 AM IST

Behtar port se bharat jald banega 5 trillion dollar ki arthvyavastha: Karan Adani

बेहतर पोर्ट से भारत जल्द बनेगा पांच ट्रिलियन डालर की अर्थव्यवस्था : करण अदाणी

साक्षात्कार

केरल के विझिंजम में देश के पहले ट्रांस-शिपमेंट बंदरगाह का उद्घाटन करते हुए प्रधानमंत्री नरेन्द्र मोदी ने कहा है कि जब भारतीय इकोनमी की दुनिया में सबसे ज्यादा हिस्सेदारी थी, तब इसके लिए भारत की समुद्री शक्ति ही कारण था। अब जबकि केंद्र सरकार ने वर्ष 2047 तक विकसित भारत का लक्ष्य रखा है तो इसमें समुद्री शक्ति की क्या भूमिका होगी?

इन विषयों पर विझिंजम बंदरगाह का निर्माण करने वाली देश की सबसे बड़ी पोर्ट कंपनी अदाणी पोर्ट एंड एसईजेड के एमडी करण अदाणी से दैनिक जागरण के सहायक संपादक जयप्रकाश रंजन ने विशेष बात की। अदाणी पोर्ट की योजना सिर्फ भारत की ही नहीं, बल्कि विश्व की एक दिग्गज पोर्ट डेवलपमेंट और मैनेजमेंट कंपनी बनने की है।

● विकसित भारत के लक्ष्य के लिए बंदरगाह सेक्टर की क्या भूमिका होगी?

– विकसित भारत के लिए समुद्र से व्यापार करना सबसे महत्वपूर्ण साबित होगा। समुद्र से व्यापार के लिए हमें बंदरगाह सेक्टर पर सबसे ज्यादा ध्यान देना होगा। बंदरगाह और विकास का पुराना इतिहास रहा है, जिसका जिक्र प्रधानमंत्री नरेन्द्र मोदी भी कई बार कर चुके हैं। बंदरगाह निर्माण से शहरों का विकास होता है, रोजगार के अवसर बढ़ते हैं। आप देखेंगे कि दुनिया के विकसित देशों के इतिहास में इन देशों के बंदरगाह केंद्रित शहरों का योगदान सबसे ज्यादा रहा है। एक अच्छा प्रभावशाली पोर्ट उद्योग जगत को कम लागत पर कच्चा माल उपलब्ध कराता है और तैयार माल को वैश्विक बाजार में भेजता है। इससे देश के उत्पाद वैश्विक स्तर पर ज्यादा प्रतिस्पर्धी होते हैं। भारत में भी ऐसा होता हम देख रहे हैं। विझिंजम डीप-वाटर बंदरगाह एक बड़ी उपलब्धि है। यह बंदरगाह भारतीय उद्यमियों के लिए माल तैयार करने या तैयार माल बाहर भेजने की लागत घटाएगा। भारत को तेजी से पांच ट्रिलियन डालर की इकोनमी बनाने में पोर्ट की भूमिका अहम होगी।

● अदाणी पोर्ट एंड एसईजेड की भावी योजना क्या है? ट्रांस-शिपमेंट बंदरगाह की क्या अहमियत है?

– ट्रांस-शिपमेंट बंदरगाह वे होते हैं, जहां कई देशों का माल लेकर जाने वाली दुनिया की बड़ी-बड़ी शिपमेंट कंपनियों के मालवाहक जहाज डेरा डालते हैं। यहां बहुत ही कम समय में माल अनलोड किया जाता है या फिर लोड किया जाता है। मान लीजिए दक्षिण पूर्वी एशिया या चीन की तरफ से आने वाला जहाज भारत के पश्चिमी हिस्से में स्थित बंदरगाहों पर सामान उतारता है तो उसमें ज्यादा समय लगता है। अब ये जहाज केरल के इस पोर्ट पर सामान उतारेंगे और सीधे खाड़ी देशों की तरफ या यूरोप की तरफ बढ़ जाएंगे। इस तरह के जहाज भारत भेजने वाले माल को भी कोलंबो में अनलोड करते हैं और फिर वहां से उन्हें भारत लाया जाता है। इसमें ज्यादा वक्त लगता है। अब केरल के विझिंजम में ट्रांस-शिपमेंट पोर्ट पर ये उत्पाद उतरेंगे तो भारतीय कंपनियों के लिए लागत घटेगी। हम इसकी मौजूदा क्षमता को वर्ष 2028 तक पांच गुना बढ़ाएंगे। अभी इस पोर्ट में सात हजार करोड़ रुपये का निवेश हुआ है, अदाणी पोर्ट 13 हजार करोड़ रुपये का नया निवेश और करेगी। हम इसे दुनिया का सबसे किफायती अत्याधुनिक पोर्ट बनाने की मंशा रखते हैं।

● अदाणी समूह दुनिया के कुछ दूसरे देशों में भी बंदरगाह स्थापित कर चुका है। आपकी वैश्विक आकांक्षाएं क्या हैं?

– हमारी कंपनी अभी तीन अंतरराष्ट्रीय बंदरगाह के निर्माण व संचालन से जुड़ी हुई है। ये तीन देश हैं- श्रीलंका (कोलंबो), तंजानिया और इजरायल (हाईफा)। ये तीनों पोर्ट काफी महत्वपूर्ण होंगे। दक्षिण पूर्वी एशिया और पूर्वी अफ्रीकी क्षेत्रों में विस्तार करने में हमारी रुचि है। कोलंबो वेस्टर्न पोर्ट का भी हम विस्तार करेंगे। हमारी कंपनी भारत की विकास यात्रा का ही एक महत्वपूर्ण हिस्सा है। घरेलू स्तर पर भी बंदरगाहों के विस्तार करने पर काम कर चल रहा है। हमारी कंपनी सिर्फ पोर्ट विकास करने तक सीमित नहीं रहना चाहती। हम समूचे लाजिस्टिक्स चेन स्थापित करना चाहते हैं, जिसमें रेलवे, वेयरहाउसिंग, सड़कों से माल भेजना, समुद्री रास्ते से ढुलाई सब शामिल हो। यह प्रगति अगले 10-15 वर्षों में दिखाई देगी।

● सरकार ने भारत-मध्य पूर्व-यूरोप आर्थिक कारिडोर (आइमेक) बनाने की घोषणा की है। इसे कैसे देखते हैं?

– आइमेक को लेकर हम बेहद उत्साहित हैं। भारत सरकार की पहल पर जिस तरह से दुनिया के कई दिग्गज देश एक वैकल्पिक समुद्री मार्ग और इससे जुड़ी दूसरी तमाम व्यवस्था स्थापित करेंगे, उसका दूरगामी असर होगा। यह एशियाई बाजार व कंपनियों को पश्चिमी देशों के साथ जोड़ने वाला एक ऐसा मार्ग होगा, जिस पर संभवतः मौजूदा वैश्विक गतिविधियों से बहुत ज्यादा प्रभाव नहीं होगा। आप देखेंगे कि अदाणी पोर्ट व एसईजेड कंपनी की कोलंबो और हाईफा पोर्ट के अलावा मुंद्रा पोर्ट और महाराष्ट्र में प्रस्तावित नया पोर्ट इसमें काफी अहम भूमिका निभा सकता है। हम इसे एक बड़े अवसर के तौर पर देख रहे हैं। हमारा मानना है कि अभी कारोबार के लिए जो समुद्री मार्ग है, उसका एक बेहतर विकल्प दिया जाए तो उसे काफी पसंद किया जा सकता है। इस लिहाज से आइमेक परियोजना एक बेहद उम्मीदें भरा प्रोजेक्ट होगा।

Note: This is the tracking till 8.30 AM IST

Allu Arjun did not stand for a selfie at the airport, fans were furious

એરપોર્ટ પર અલ્લુ અર્જુન સેલ્ફી માટે ઊભો ન રહ્યો એટલે ભડક્યા ચાહકો

સાઉથનો સુપરસ્ટાર અને નેશનલ અવોર્ડ વિજેતા અલ્લુ અર્જુન વર્લ્ડ ઓડિયો વિઝ્યુઅલ એન્ડ એન્ટરટેઈનમેન્ટ સમિટ (WAVES) 2025માં ભાગ લેવા માટે મુંબઈ પહોંચ્યો હતો. આ સમયનો તેનો એરપોર્ટનો એક વિડિયો સોશ્યલ મીડિયામાં વાઈરલ થઈ રહ્યો છે. ઈન્સ્ટાગ્રામ પર કરતી થયેલી આ ક્લિપમાં જોઈ શકાય છે કે અલ્લુ અર્જુનનો એક ફેન તેની સાથે સેલ્ફી લેવાનો પ્રયાસ કરે છે પણ અલ્લુ અર્જુન તેને ના પાડી દે છે. આ વિડિયોમાં સ્પષ્ટ દેખાય છે કે અલ્લુ અર્જુન તેની કારમાંથી બહાર નીકળે છે ત્યારે એક ફેન તેની સાથે સેલ્ફી ક્લિક કરવા આગળ આવે છે, પણ એક્ટર બહુ શાંતિથી ના પાડી દે છે અને તેનો ખભો થપથપાવીને આગળ નીકળી જાય છે. આ પછી અલ્લુ અર્જુનનો બોડીગાર્ડ તેને સાઈડ પર કરી દે છે.

અલ્લુ અર્જુનના ફેન્સની સંખ્યા ઘણી વધારે છે, પણ મોટા ભાગના ફેન્સને તેનો આ અભિગમ ખાસ પસંદ નથી પડ્યો. જોકે કેટલાક ફેન્સે તેના પક્ષમાં દલીલ કરતાં કહ્યું છે કે સેલિબ્રિટીઓનું શેડ્યુલ બહુ ટાઈટ હોય છે અને તેમણે આ વાત સમજવી જોઈએ. કેટલાક ચાહકોએ એ વાત પણ નોંધી છે કે અલ્લુ અર્જુન ક્યારેય તેના ફેન્સને સેલ્ફી માટે પોઝ નથી આપતો.

Note: This is the tracking till 8.30 AM IST

Organized 'ABC Children's Conclave' in Navi Mumbai

नवी मुंबईत 'एबीसी चिल्ड्रेन्स कॉन्क्लेव्ह'चे आयोजन

नवी मुंबई, दि. ३ : प्रतिनिधी

'अपोलो चिल्ड्रेन्स नवी मुंबई' (एचएनएम) 'एबीसी चिल्ड्रेन्सकॉन्क्लेव्ह-२०२५'च्या निमित्ताने, लहान मुलांच्या आरोग्याशी संबंधित मुद्द्यांवर जागरूकता वाढवण्याच्या उद्देशाने अनेक समुदाय-केंद्रित उपक्रम सुरू करत आहे. या कार्यक्रमाच्या आयोजनाचा एक भाग म्हणून, 'अपोलो चिल्ड्रेन्स'ने नवी मुंबईमध्ये अनेक महत्त्वाच्या उपक्रमांची सुरुवात केली आहे. मोबाईल फोनचे व्यसन, जंक फूड आणि सामान्य आरोग्य इत्यादी गंभीर समस्या दूर करणे, हा या उपक्रमांचा उद्देश आहे. याचे आयोजन 'अपोलो चिल्ड्रेन्स नवी मुंबई'द्वारे 'बॉस्टन चिल्ड्रेन्स हॉस्पिटल' (यूएसए), 'इंडियन अॅकेडमी ऑफ पीडियाट्रिक्स' (आयएपी) आणि 'नवी मुंबई असोसिएशन ऑफ पीडियाट्रिक्स' (एनएमएपी) च्या सहयोगाने दि. ३ व दि. ४ मे रोजी मुंबई आंतरराष्ट्रीय विमानतळावरील ओरिका हॉटेलमध्ये करण्यात आले आहे. या दोन दिवसांच्या संमेलनात बाल आरोग्यतज्ज्ञ, संशोधक शाश्वत आरोग्य सेवा प्रणाली तयार करणाऱ्या धोरणांबाबत चर्चा करतील.

Note: This is the tracking till 8.30 AM IST

Vizhinjam Port, which will be a 'game changer' for the Indian

भारतीय उपखंडासाठी 'गेमचेंजर' ठरणार विझिंजम बंदर

भारताच्या जागतिक व्यापारास मिळणार बळ; पंतप्रधानांना विश्वास

पार्थ कपोले । नवी दिल्ली, दि. ३ :

पंतप्रधान नरेंद्र मोदी यांनी शुक्रवार, दि. २ मे रोजी केरळमध्ये ८ हजार, ९०० कोटी रुपयांच्या 'विझिंजम आंतरराष्ट्रीय खोल पाण्याच्या बहुद्देशीय बंदरा'च्या उद्घाटन केले. हे देशातील पहिले समर्पित कंटेनर ट्रान्सशिपमेंट पोर्ट आहे, जे विकसनशील भारताच्या सागरी क्षेत्रात होत असलेल्या वेगवान प्रगतीचे प्रतिनिधित्व करते.

उद्घाटनादरम्यान पंतप्रधान मोदी म्हणाले की, ''हे नवीन बंदर भारतासाठी नवीन आर्थिक संधी घेऊन येईल. आतापर्यंत भारतातील ७५ टक्के ट्रान्सशिपमेंट परदेशी बंदरांवरून झाले आहे. यामुळे देशाचे मोठे महसूल नुकसान होत आहे. ही परिस्थिती आता बदलत आहे. देशाचा पैसा देशासाठी उपयुक्त ठरेल. परदेशात जाणारा पैसा वेरळ आणि विझिंजममधील लोकांसाठी नवीन संधी घेऊन येईल. त्यामुळे भारताच्या सागरी व्यापार क्षेत्रासाठी हे बंदर 'गेमचेंजर' ठरेल,'' असा विश्वास पंतप्रधानांनी व्यक्त केला. केरळमधील तिरुवनंतपुरम जिल्ह्यात असलेले हे बंदर आंतरराष्ट्रीय व्यापार आणि शिपिंगमध्ये भारताची

भूमिका बदलणार आहे. विझिंजम हे भारतातील पहिले समर्पित ट्रान्सशिपमेंट पोर्ट आहे आणि देशातील पहिले सेमी-ऑटोमॅटिक पोर्टदेखील आहे. हे बंदर युरोप, पर्शियन आखात आणि सुदूर पूर्वेला जोडणाऱ्या आंतरराष्ट्रीय शिपिंग मार्गांपासून केवळ दहा नॉटिकल मैलांवर वसलेले आहे. येथे नैसर्गिकरित्या खोल पाणी आहे, ज्यामुळे ते मोठ्या मालवाहू जहाजांसाठी आदर्श आहे. हे बंदर विद्यमान रेल्वे आणि रस्ते नेटवर्कशी चांगले जोडलेले आहेत. सेलम आणि कन्याकुमारीला जोडणारा राष्ट्रीय महामार्ग ४७ या बंदरापासून दोन किमी अंतरावर आहे. राष्ट्रीय रेल्वे नेटवर्क १२ किमी अंतरावर आहे. त्रिवेंद्रम आंतरराष्ट्रीय विमानतळ बंदरापासून १५ किमी अंतरावर आहे.

ट्रान्सशिपमेंट पोर्ट म्हणजे काय?

ट्रान्सशिपमेंट म्हणजे गंतव्य स्थानाच्या बंदरावर (पीओडी) थेट जहाज उपलब्ध नसताना एका जहाजातून दुसऱ्या जहाजात माल किंवा कंटेनर हलविण्याची प्रक्रिया. जेथे जेथे ही प्रक्रिया होते, तेथे तेथे त्या बंदरास 'ट्रान्सशिपमेंट पोर्ट' म्हणतात.

भारताला ट्रान्सशिपमेंट पोर्टची गरज का आहे?

- भारतात खोल पाण्यातील ट्रान्सशिपमेंट बंदरांची कमतरता आहे. त्यामुळे देशातील ७५ टक्के ट्रान्सशिपमेंट कार्गो परदेशी बंदरांवर हाताळला जातो.
- यामुळे भारतीय उद्योगांसाठी खर्च वाढतो, कार्यक्षमतेत अडथळे येतात आणि बंदरांवर गर्दी होते.
- परिणामी, भारताच्या जागतिक व्यापार स्पर्धात्मकतेवर धोका निर्माण होतो.
- दरवर्षी २००-२२० दशलक्ष डॉलर्स महसुलाचा तोटा भारतीय बंदरांना सहन करावा लागतो.
- निर्यातदार-आयातदारांना प्रतिकंटेनर ८०-१०० डॉलर्सचा अतिरिक्त खर्च येतो.

विझिंजम बंदराचे वैशिष्ट्य

विझिंजम प्रकल्पाचे उद्दिष्ट प्रामुख्याने सिंगापूर, कोलंबो, सलालाह आणि दुबई या परदेशी बंदरांवर केले जाणारे भारतीय कार्गो ट्रान्सशिपमेंट परत आणणे आहे. भारतात अजूनही आंतरराष्ट्रीय शिपिंग मार्गाजवळ खोल पाण्याचे बंदरे नाहीत, जे २४ हजार टीईयू क्षमतेपर्यंतच्या विशाल जहाजांना (मदरशिप) सामावून घेऊ शकतात. विझिंजम बंदराची स्थापना झाल्यानंतर येथील ट्रान्सशिपमेंटमुळे शिपिंग आणि नेव्हिगेशन खर्चात बचत होईल, ज्यामुळे सर्वसामान्यांसाठी वस्तूंच्या किमती कमी होतील.

Note: This is the tracking till 8.30 AM IST

Vizhinjam Port, which will be a 'game changer' for the Indian

भारतीय उपखंडासाठी 'गेमचेंजर' ठरणार विझिंजम बंदर

भारताच्या जागतिक व्यापारास मिळणार बळ; पंतप्रधानांना विश्वास

पार्थ कपोले । नवी दिल्ली, दि. ३ :

पंतप्रधान नरेंद्र मोदी यांनी शुक्रवार, दि. २ मे रोजी केरळमध्ये ८ हजार, ९०० कोटी रुपयांच्या 'विझिंजम आंतरराष्ट्रीय खोल पाण्याच्या बहुद्देशीय बंदरा'च्या उद्घाटन केले. हे देशातील पहिले समर्पित कंटेनर ट्रान्सशिपमेंट पोर्ट आहे, जे विकसनशील भारताच्या सागरी क्षेत्रात होत असलेल्या वेगवान प्रगतीचे प्रतिनिधित्व करते.

उद्घाटनादरम्यान पंतप्रधान मोदी म्हणाले की, ''हे नवीन बंदर भारतासाठी नवीन आर्थिक संधी घेऊन येईल. आतापर्यंत भारतातील ७५ टक्के ट्रान्सशिपमेंट परदेशी बंदरांवरून झाले आहे. यामुळे देशाचे मोठे महसूल नुकसान होत आहे. ही परिस्थिती आता बदलत आहे. देशाचा पैसा देशासाठी उपयुक्त ठरेल. परदेशात जाणारा पैसा वेरळ आणि विझिंजममधील लोकांसाठी नवीन संधी घेऊन येईल. त्यामुळे भारताच्या सागरी व्यापार क्षेत्रासाठी हे बंदर 'गेमचेंजर' ठरेल,'' असा विश्वास पंतप्रधानांनी व्यक्त केला. केरळमधील तिरुवनंतपुरम जिल्ह्यात असलेले हे बंदर आंतरराष्ट्रीय व्यापार आणि शिपिंगमध्ये भारताची

भूमिका बदलणार आहे. विझिंजम हे भारतातील पहिले समर्पित ट्रान्सशिपमेंट पोर्ट आहे आणि देशातील पहिले सेमी-ऑटोमॅटिक पोर्टदेखील आहे. हे बंदर युरोप, पर्शियन आखात आणि सुदूर पूर्वेला जोडणाऱ्या आंतरराष्ट्रीय शिपिंग मार्गांपासून केवळ दहा नॉटिकल मैलांवर वसलेले आहे. येथे नैसर्गिकरित्या खोल पाणी आहे, ज्यामुळे ते मोठ्या मालवाहू जहाजांसाठी आदर्श आहे. हे बंदर विद्यमान रेल्वे आणि रस्ते नेटवर्कशी चांगले जोडलेले आहेत. सेलम आणि कन्याकुमारीला जोडणारा राष्ट्रीय महामार्ग ४७ या बंदरापासून दोन किमी अंतरावर आहे. राष्ट्रीय रेल्वे नेटवर्क १२ किमी अंतरावर आहे. त्रिवेंद्रम आंतरराष्ट्रीय विमानतळ बंदरापासून १५ किमी अंतरावर आहे.

ट्रान्सशिपमेंट पोर्ट म्हणजे काय?

ट्रान्सशिपमेंट म्हणजे गंतव्य स्थानाच्या बंदरावर (पीओडी) थेट जहाज उपलब्ध नसताना एका जहाजातून दुसऱ्या जहाजात माल किंवा कंटेनर हलविण्याची प्रक्रिया. जेथे जेथे ही प्रक्रिया होते, तेथे तेथे त्या बंदरास 'ट्रान्सशिपमेंट पोर्ट' म्हणतात.

भारताला ट्रान्सशिपमेंट पोर्टची गरज का आहे?

- भारतात खोल पाण्यातील ट्रान्सशिपमेंट बंदरांची कमतरता आहे. त्यामुळे देशातील ७५ टक्के ट्रान्सशिपमेंट कार्गो परदेशी बंदरांवर हाताळला जातो.
- यामुळे भारतीय उद्योगांसाठी खर्च वाढतो, कार्यक्षमतेत अडथळे येतात आणि बंदरांवर गर्दी होते.
- परिणामी, भारताच्या जागतिक व्यापार स्पर्धात्मकतेवर धोका निर्माण होतो.
- दरवर्षी २००-२२० दशलक्ष डॉलर्स महसुलाचा तोटा भारतीय बंदरांना सहन करावा लागतो.
- निर्यातदार-आयातदारांना प्रतिकंटेनर ८०-१०० डॉलर्सचा अतिरिक्त खर्च येतो.

विझिंजम बंदराचे वैशिष्ट्य

विझिंजम प्रकल्पाचे उद्दिष्ट प्रामुख्याने सिंगापूर, कोलंबो, सलालाह आणि दुबई या परदेशी बंदरांवर केले जाणारे भारतीय कार्गो ट्रान्सशिपमेंट परत आणणे आहे. भारतात अजूनही आंतरराष्ट्रीय शिपिंग मार्गाजवळ खोल पाण्याचे बंदरे नाहीत, जे २४ हजार टीईयू क्षमतेपर्यंतच्या विशाल जहाजांना (मदरशिप) सामावून घेऊ शकतात. विझिंजम बंदराची स्थापना झाल्यानंतर येथील ट्रान्सशिपमेंटमुळे शिपिंग आणि नेव्हिगेशन खर्चात बचत होईल, ज्यामुळे सर्वसामान्यांसाठी वस्तूंच्या किमती कमी होतील.

Note: This is the tracking till 8.30 AM IST

Vizhinjam Port, which will be a 'game changer' for the Indian

भारतीय उपखंडासाठी 'गेमचेंजर' ठरणार विझिंजम बंदर

भारताच्या जागतिक व्यापारास मिळणार बळ; पंतप्रधानांना विश्वास

पार्थ कपोले । नवी दिल्ली, दि. ३ :

पंतप्रधान नरेंद्र मोदी यांनी शुक्रवार, दि. २ मे रोजी केरळमध्ये ८ हजार, ९०० कोटी रुपयांच्या 'विझिंजम आंतरराष्ट्रीय खोल पाण्याच्या बहुद्देशीय बंदरा'च्या उद्घाटन केले. हे देशातील पहिले समर्पित कंटेनर ट्रान्सशिपमेंट पोर्ट आहे, जे विकसनशील भारताच्या सागरी क्षेत्रात होत असलेल्या वेगवान प्रगतीचे प्रतिनिधित्व करते.

उद्घाटनादरम्यान पंतप्रधान मोदी म्हणाले की, ''हे नवीन बंदर भारतासाठी नवीन आर्थिक संधी घेऊन येईल. आतापर्यंत भारतातील ७५ टक्के ट्रान्सशिपमेंट परदेशी बंदरांवरून झाले आहे. यामुळे देशाचे मोठे महसूल नुकसान होत आहे. ही परिस्थिती आता बदलत आहे. देशाचा पैसा देशासाठी उपयुक्त ठरेल. परदेशात जाणारा पैसा वेरळ आणि विझिंजममधील लोकांसाठी नवीन संधी घेऊन येईल. त्यामुळे भारताच्या सागरी व्यापार क्षेत्रासाठी हे बंदर 'गेमचेंजर' ठरेल,'' असा विश्वास पंतप्रधानांनी व्यक्त केला. केरळमधील तिरुवनंतपुरम जिल्ह्यात असलेले हे बंदर आंतरराष्ट्रीय व्यापार आणि शिपिंगमध्ये भारताची

भूमिका बदलणार आहे. विझिंजम हे भारतातील पहिले समर्पित ट्रान्सशिपमेंट पोर्ट आहे आणि देशातील पहिले सेमी-ऑटोमॅटिक पोर्टदेखील आहे. हे बंदर युरोप, पर्शियन आखात आणि सुदूर पूर्वेला जोडणाऱ्या आंतरराष्ट्रीय शिपिंग मार्गांपासून केवळ दहा नॉटिकल मैलांवर वसलेले आहे. येथे नैसर्गिकरित्या खोल पाणी आहे, ज्यामुळे ते मोठ्या मालवाहू जहाजांसाठी आदर्श आहे. हे बंदर विद्यमान रेल्वे आणि रस्ते नेटवर्कशी चांगले जोडलेले आहेत. सेलम आणि कन्याकुमारीला जोडणारा राष्ट्रीय महामार्ग ४७ या बंदरापासून दोन किमी अंतरावर आहे. राष्ट्रीय रेल्वे नेटवर्क १२ किमी अंतरावर आहे. त्रिवेंद्रम आंतरराष्ट्रीय विमानतळ बंदरापासून १५ किमी अंतरावर आहे.

ट्रान्सशिपमेंट पोर्ट म्हणजे काय?

ट्रान्सशिपमेंट म्हणजे गंतव्य स्थानाच्या बंदरावर (पीओडी) थेट जहाज उपलब्ध नसताना एका जहाजातून दुसऱ्या जहाजात माल किंवा कंटेनर हलविण्याची प्रक्रिया. जेथे जेथे ही प्रक्रिया होते, तेथे तेथे त्या बंदरास 'ट्रान्सशिपमेंट पोर्ट' म्हणतात.

भारताला ट्रान्सशिपमेंट पोर्टची गरज का आहे?

- भारतात खोल पाण्यातील ट्रान्सशिपमेंट बंदरांची कमतरता आहे. त्यामुळे देशातील ७५ टक्के ट्रान्सशिपमेंट कार्गो परदेशी बंदरांवर हाताळला जातो.
- यामुळे भारतीय उद्योगांसाठी खर्च वाढतो, कार्यक्षमतेत अडथळे येतात आणि बंदरांवर गर्दी होते.
- परिणामी, भारताच्या जागतिक व्यापार स्पर्धात्मकतेवर धोका निर्माण होतो.
- दरवर्षी २००-२२० दशलक्ष डॉलर्स महसुलाचा तोटा भारतीय बंदरांना सहन करावा लागतो.
- निर्यातदार-आयातदारांना प्रतिकंटेनर ८०-१०० डॉलर्सचा अतिरिक्त खर्च येतो.

विझिंजम बंदराचे वैशिष्ट्य

विझिंजम प्रकल्पाचे उद्दिष्ट प्रामुख्याने सिंगापूर, कोलंबो, सलालाह आणि दुबई या परदेशी बंदरांवर केले जाणारे भारतीय कार्गो ट्रान्सशिपमेंट परत आणणे आहे. भारतात अजूनही आंतरराष्ट्रीय शिपिंग मार्गाजवळ खोल पाण्याचे बंदरे नाहीत, जे २४ हजार टीईयू क्षमतेपर्यंतच्या विशाल जहाजांना (मदरशिप) सामावून घेऊ शकतात. विझिंजम बंदराची स्थापना झाल्यानंतर येथील ट्रान्सशिपमेंटमुळे शिपिंग आणि नेव्हिगेशन खर्चात बचत होईल, ज्यामुळे सर्वसामान्यांसाठी वस्तूंच्या किमती कमी होतील.

Note: This is the tracking till 8.30 AM IST

Sharad Pawar, Adani held a 2 hour discussion in Pune

शरद पवार, अदांनीमध्ये पुण्यात २ तास चर्चा

पुणे : राष्ट्रवादी काँग्रेस-शरदचंद्र पवार पक्षाचे राष्ट्रीय अध्यक्ष शरद पवार आणि प्रसिद्ध उद्योगपती गौतम अदानी यांच्यात नुकतीच भेट झाल्याची माहिती आहे. या दोघांमध्ये पुण्यात दोन तास चर्चा झाल्याची माहिती विश्वसनीय सुत्रांकडून मिळाली आहे. एका कार्यक्रमाच्या निमित्याने गौतम अदानी पुण्यात आले होते. सायन्स एण्ड टेकनॉलॉजी पार्कच्या प्रकल्पावर या दोघांमध्ये चर्चा झाल्याची माहिती आहे.

Note: This is the tracking till 8.30 AM IST

Canadian national detained for hoax bomb threat in Bengaluru-bound IndiGo flight

અમદાવાદ ક્રાઈમ બ્રાન્ચે ચોક્કસ તત્ત્વોને આઇડેન્ટિફાઇ કર્યા, આગામી દિવસમાં ધડાકો કરાશે

ઈન્ડિગોની ફ્લાઈટમાં ચોક્કસ કર્મચારીઓ દ્વારા જ બોમ્બની ધમકી અપાતી હોવાનો ઘટસ્ફોટ

ઈન્ડિગોનો સ્ટાફ અને ક્રૂ મેમ્બર કંપનીથી નારાજ હોવાથી બોમ્બના મેસેજ કરી રહ્યા હોવાની વિગતો ખૂલી

- **તપાસ માટે ફ્લાઈટ ચાર પાંચ કલાક ગ્રાઉન્ડ કરાય તો એરલાઈન્સને 50 લાખનું નુકસાન થાય**

નવગુજરાત સમય > અમદાવાદ

થોડા દિવસ પહેલાં જ કોંગ્રેસના રાષ્ટ્રીય અધિવેશનમાં આવવા માટે દિલ્હીથી રવાના થયેલા રાહુલ ગાંધીનું પ્લેન અમદાવાદ એરપોર્ટ પર લેન્ડ થવાનું હતું ત્યારે એર ઈન્ડિયાની લંડનથી અમદાવાદ આવી રહેલી ફ્લાઈટમાં બોમ્બ હોવાની ચિઠ્ઠી મળી અને તમામ એજન્સીઓ દોડતી થઈ ગઈ. રાહુલ ગાંધીને પણ સુરક્ષાના કારણોસર થોડા સમય માટે હવામાં ચક્કર લગાવવા પડ્યા. એર ઈન્ડિયાની ફ્લાઈટ 8:30 વાગે એરપોર્ટ પર લેન્ડ થઈ કે તરત જ તમામ એજન્સીઓ દ્વારા ત્રણ કલાક સુધી ફ્લાઈટને ચકાસવામાં આવી અને તમામ મુસાફરોના હેન્ડ રાઈટિંગના સેમ્પલ લઈને એફએસએલ દ્વારા તપાસ શરૂ કરવામાં આવી.

એર ઈન્ડિયાની ફ્લાઈટમાં તો પહેલી વખત બોમ્બ હોવાની ચિઠ્ઠી મળી પરંતુ ઈન્ડિગોની ફ્લાઈટમાં વારંવાર બોમ્બ હોવાની ચિઠ્ઠી ફ્લાઈટના ટોઈલેટમાંથી, ફ્લાઈટની સીટ પરથી અથવા એરપોર્ટના ટોઈલેટ પરથી મળતી હોય છે. ગણતરીના મહિનાઓમાં જ લગભગ ત્રણ વખત આવી રીતે ધમકી મળી. આ ધમકી મળે એટલે ડોગ સ્ક્વોડ, બોમ્બ સ્ક્વોડ ઉપરાંત ક્રાઈમ બ્રાન્ચની ટીમ તપાસમાં જોડાતી હોય છે. અગાઉ ત્રણેય વખત ઈન્ડિગોની ફ્લાઈટમાં તપાસ કર્યા બાદ કંઈ વાંધાજનક મળ્યું ન હતું પરંતુ ફ્લાઈટને તપાસ માટે ચારથી પાંચ કલાક સુધી ગ્રાઉન્ડ કરી દેવામાં આવી હતી.

અમદાવાદ ક્રાઈમ બ્રાન્ચના સિનિયર અધિકારીએ આ પ્રકરણની તપાસના મુદ્દે પ્રકાશ પાડતા જણાવ્યું હતું કે ઈન્ડિગોનો સ્ટાફ કોઈ કારણસર કંપનીથી નારાજ છે અને તેના કારણે ચોક્કસ તત્ત્વો દ્વારા આવી રીતે બોમ્બ હોવાની ચિઠ્ઠી મૂકીને અફવા ફેલાવવામાં આવે એટલે ફ્લાઈટને તપાસ માટે ગ્રાઉન્ડ કરી દેવામાં આવે અને ફ્લાઈટ ચાર પાંચ કલાક ગ્રાઉન્ડ થઈ જાય એટલે એરલાઈન્સને 50 લાખનું નુકસાન થતું હોય છે. કર્મચારીઓ દ્વારા એરલાઈન્સને નુકસાન કરાવવા માટે જ આવા લખાણ લખેલી ચિઠ્ઠી મૂકી દેવામાં આવતી હોય છે. તપાસમાં ચોક્કસ તત્ત્વો દ્વારા જ આવી ચિઠ્ઠી લખવામાં આવતી હોવાનું ક્રાઈમ બ્રાન્ચે શોધી કાઢ્યું છે આગામી દિવસમાં તેનો ધડાકો કરવામાં આવશે.

દર વખત મુસાફરોના હેન્ડરાઈટિંગ સેમ્પલ લેવામાં આવે છે પરંતુ FSLમાં તપાસ જ શરૂ થઈ નથી

એર ઈન્ડિયાની ફ્લાઇટ ગ્રાઉન્ડ કરી દીધા બાદ અધિકારીઓએ તપાસ કરી અને એફએસએલની ટીમ દ્વારા ફ્લાઈટમાં આવેલા અદીસોથી વધારે મુસાફરો અને ક્રૂ મેમ્બરના હેન્ડરાઇટિંગના સેમ્પલ લેવામાં આવ્યા હતા. જે ચિઠ્ઠીમાં મળેલા હસ્તાક્ષર સાથે સરખાવવામાં આવશે. જોકે એર ઈન્ડિયાની ફ્લાઈટના અદીસો મુસાફર ઉપરાંત અગાઉ ઈન્ડિગોની ફ્લાઈટના પણ તમામ મુસાફરોના અને હેન્ડરાઇટિંગના સેમ્પલ લેવામાં આવ્યા છે. એવા પણ કેટલાક મુસાફર હતા કે જે લખી શકતા નહોતા, તેમની પાસેથી પણ સેમ્પલ લેવામાં આવ્યા હતા. એફએસએલમાં દેશભરના સેન્સિટિવ કેસની તપાસ ચાલતી હોય છે માટે હજુ આ સેમ્પલ કરતા મહત્ત્વના કેસની તપાસ ચાલી રહી છે અને હાલ ત્રણેક વર્ષ પહેલાના કેસની તપાસ ચાલી રહી હોવાથી હજુ આ વિમાનમાં બોમ્બ છે તેવું લખનારના હસ્તાક્ષર સાથે લીધેલા સેમ્પલોના હસ્તાક્ષરની તપાસ શરૂ થતા જ લાંબો સમય લાગી જશે.

Note: This is the tracking till 8.30 AM IST

90% of Mumbai's waste is dumped in Kanjurmarg: What will be improved now

કાંજુરમાર્ગ ડમ્પિંગ ગ્રાઉન્ડ ગેરકાયદે હોવાનો ચુકાદો

મુંબઈનો ૯૦ ટકા કચરો કાંજુરમાર્ગમાં ઠલવાય છેઃ હવે સુધરાઈ શું કરશે?

(અમારા પ્રતિનિધિ તરફથી)

મુંબઈઃ કાંજુરમાર્ગ ડમ્પિંગની જગ્યા 'સંરક્ષિત વનપ્રદેશ' હોવાનો હાઈ કોર્ટે આદેશ આપ્યો છે. આ ચુકાદા સામે રાજ્ય સરકાર તેમ જ સુધરાઈ સુપ્રીમ કોર્ટમાં જવાની છે. જોકે સુપ્રીમ કોર્ટનો અંતિમ ચુકાદો આવે ત્યાં સુધી હાઈ કોર્ટના આદેશનો અમલ સ્થગિત રહે એવી શક્યતા છે. અલબત્ત, જો સુપ્રીમ કોર્ટ નવેસરથી કચરો કાંજુરમાર્ગમાં ઠાલવવાની ના પાડશે તો સુધરાઈ માટે મોટી સમસ્યા ઊભી થઈ જશે કારણકે અત્યારે મુંબઈનો ૯૦ ટકા કચરો (જુઓ પાનું ૪) ▸▸

Note: This is the tracking till 8.30 AM IST

90% of Mumbai's waste is dumped in Kanjurmarg: What will be improved now

મુંબઈનો ૯૦ ટકા

કાંજુરમાર્ગ ડમ્પિંગ ગ્રાઉન્ડમાં ઠાલવે છે.

મુંબઈમાં દરરોજ ભેગો કરવામાં આવતો કાંજુરમાર્ગ અને દેવનાર ડમ્પિંગ ગ્રાઉન્ડમાં ઠાલવવામાં આવતો હોઈ બંનેની ક્ષમતા લગભગ પૂરી થઈ છે. તેમાં પણ દેવનાર ડમ્પિંગ ગ્રાઉન્ડની ૧૨૫ એકર જગ્યા રાજ્ય સરકારે ધારાવીના પુનર્વિકાસ માટે આપી દીધી છે અને હવે કાંજુરમાર્ગની જગ્યા હાઈ કોર્ટે 'સંરક્ષિત વનપ્રદેશ'જાહેર કરી છે અને આ જમીન ત્રણ મહિનામાં ખાલી કરવી પડવાની છે. કાંજુર ડમ્પિંગની જગ્યા 'સંરક્ષિત વનપ્રદેશ' હોવા છતાં તેનો ઉપયોગ ડમ્પિંગ ગ્રાઉન્ડ તરીકે કરવા દેવાના રાજ્ય સરકારના નિર્ણયને ગેરકાયદે જાહેર કરીને ૧૧.૯૧ હેકટર જમીનને 'સંરક્ષિત વનપ્રદેશ' તરીકેને તેનો દરજ્જો કાયમ રાખીને પાલિકાને ત્રણ મહિનામાં સંબંધિત જગ્યાને પૂર્વવત કરવાનો આદેશ આપ્યો હતો. તેથી સુધરાઈ પાસે હવે ડમ્પિંગ ગ્રાઉન્ડ માટે જગ્યા ઉપલબ્ધ રહેવાની ન હોવાથી આગામી દિવસમાં મુંબઈમાં કચરાની સમસ્યા નિર્માણ થવાની છે.

મુંબઈમાં કચરાના નિકાલ માટે દેવનાર, ગોરાઈ, મુલુંડ અને કાંજુરમાર્ગમાં ડમ્પિંગ ગ્રાઉન્ડ બનાવવામાં આવ્યા હતા. મુલુંડ અને ગોરાઈ બંધ થઈ ગયા છે અને દેવનારની ક્ષમતા પણ લગભગ પૂરી થઈ ગઈ છે. તેથી રોજનો લગભગ ૯૦ ટકા કચરો કાંજુરમાર્ગમાં નાખવામાં આવે છે. હાલ મુંબઈમાં દરરોજ ૬,૫૦૦ મેટ્રિક ટન કચરો નીકળે છે, તેમાંથી ૬૦૦ મેટ્રિક ટન કચરો દેવનાર તો બાકીનો કાંજુરમાર્ગમાં નાખવામાં આવે છે. દેવનારની ૧૨૫ હેકટર જગ્યા ધારાવી રિડેવલપમેન્ટ માટે રાજ્ય સરકારે આપી દેતા પહેલાથી પાલિકાને ચિંતા હતી, તેમાં હવે કાંજુરમાર્ગની જગ્યા 'સંરક્ષિત વનપ્રદેશ' હોવાનું હાઈ કોર્ટે નિર્ણય આપતા હવે પાલિકા માટે મોટું સંકટ નિર્માણ થયું છે.

કાંજુરમાર્ગ ડમ્પિંગ ગ્રાઉન્ડ ૨૦૧૧થી અસ્તિત્વમાં આવ્યું છે, જેમાં એક કંપની મારફત કચરા પર પ્રક્રિયા કરીને કચરાનો નિકાલ કરવામાં આવે છે. છતાં હજી ૨૦થી ૩૦ ટકા કચરો બાકી છે. હાઈ કોર્ટના આદેશ બાબતે પાલિકાના ઉચ્ચ અધિકારીએ જણાવ્યું હતું કે કાયદાકીય સલાહ લેવામાં આવશે. એ સિવાય કચરો નાખીને તેના પર પ્રક્રિયા કરવા માટે બીજો પ્લાન્ટ ઊભો કરી શકાય તે તેનો પણ અભ્યાસ કરશું.

Note: This is the tracking till 8.30 AM IST

രാജവംശത്തിലെ മരുമക ഇനി ധാരാളം സങ്കടപ്പെടേണ്ടിവരും: രാജീവ്

രാജവംശത്തിലെ മരുമകൻ ഇനി ധാരാളം സങ്കടപ്പെടേണ്ടിവരും: രാജീവ്

ആലപ്പുഴ: വിഴിഞ്ഞം തുറമുഖ ഉദ്ഘാടനത്തിന്റെ വേദിയിൽ താൻ നേരത്തേ എത്തിയതിൽ കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകന് സങ്കടമാണെന്ന് ബിജെപി സംസ്ഥാന അധ്യക്ഷൻ രാജീവ് ചന്ദ്രശേഖർ. ആ സങ്കടത്തിന് എന്താണ് മരുന്നെന്ന് അദ്ദേഹം ഡോക്ടറെ പോയി കാണട്ടെ- ആലപ്പുഴയിൽ പാർട്ടി സംഘടിപ്പിച്ച വികസിത കേരളം കൺവെൻഷനിലാണ് തുറമുഖ ഉദ്ഘാടനവുമായി ബന്ധപ്പെട്ടുയർന്ന വിമർശനങ്ങൾക്ക് രാജീവ് ചന്ദ്രശേഖർ മറുപടി നൽകിയത്.

"നമ്മുടെ നാട്ടിൽ പ്രധാനപ്പെട്ട ഒരു പദ്ധതിയുടെ ഉദ്ഘാടനത്തിന് പ്രധാനമന്ത്രി നരേന്ദ്ര മോദി തിരുവനന്തപുരത്ത് എത്തി. അതായിരുന്നു വിഴിഞ്ഞം തുറമുഖം. 91 മുതൽ തുടങ്ങിയതാണ് ആ പദ്ധതി. അതിനിടെ എത്രയോ സർക്കാർ വന്നു, എത്രയോ സർക്കാർ പോയി. പക്ഷേ, അത് സാക്ഷാത്കരിക്കാൻ കാരണമായത് മോദിയാണ്.

ഇന്ത്യ, മുഴുവനും ഇതൊരു പ്രധാന പദ്ധതിയായി കാണുമ്പോഴും സന്തോഷിക്കുമ്പോഴും രാജവംശത്തിലെ മരുമകന് സങ്കടമാണ്. എന്താണ് സങ്കടം? ഞാൻ നേരത്തെ വന്നു എന്നതാണ് സങ്കടം. എന്തുകൊണ്ട് ഞാൻ നേരത്തെ വന്നു? പ്രവർത്തകർ നേരത്തേ വരുന്നുണ്ട്. ഞാൻ സംസ്ഥാന പ്രസിഡന്റാണ്, അവരുടെപ്പം വരണമെന്ന് വിചാരിച്ച് ഞാൻ നേരത്തേ വന്നു.

ഞാൻ അവിടെ എട്ടേമുക്കാലിന് എത്തി. മറ്റുള്ളവരെല്ലാം വിഐപി ലോഞ്ചിൽ പോകുമ്പോൾ എനിക്ക് വേദിയിൽ പോകണം, എന്റെ പ്രവർത്തകരെ കാണണം, സംസാരിക്കണം എന്നുപറഞ്ഞ് ഞാൻ വേദിയിൽ കയറി.

അവിടെ ഇന്ത്യയ്ക്ക് പ്രധാനമായ പദ്ധതി ഉദ്ഘാടനം

ചെയ്യുമ്പോൾ പ്രവർത്തകർ ഭാരത് മാതാ കീ ജയ് പറയുമ്പോൾ ഞാനും ഭാരത് മാതാ കീ ജയ് പറയുന്നു. ഇതെല്ലാം കാണുമ്പോൾ കമ്യൂണിസ്റ്റ് രാജവംശത്തിലെ മരുമകന് വല്ലാത്ത സുക്കേട്, ഒരു സങ്കടം. ആ സങ്കടത്തിന് എന്താണ് കാരണം? ഞാൻ ഡോക്ടറല്ല, സൈക്കോളജിസ്റ്റല്ല. അപ്പോൾ ആ സങ്കടത്തിന് എന്താണു മരുന്ന്. അദ്ദേഹം ഒരു ഡോക്ടറെ പോയി കാണട്ടെ.

ഇതെക്കുറിച്ച് മാധ്യമങ്ങൾ ഇന്നലെയും ഇന്നും ചോദിച്ചു. എന്നെ സോഷ്യൽ മീഡിയയിൽ ട്രോളി എന്ന് പറഞ്ഞു. ഇതിനൊക്കെ സങ്കടപ്പെട്ടാൽ വരുംകാലത്ത് ധാരാളം സങ്കടപ്പെടും. ഇവിടെ ഇനി ഉറക്കം ഉണ്ടാകില്ലെന്ന് മോദി പറഞ്ഞു. അത് ശരിയാണ്. ഇന്നലെ രാത്രി മുഴുവൻ സിപിഎമ്മുകാർ എന്നെ ട്രോൾ ചെയ്തുകയായിരുന്നു.

എന്നെ എത്ര വേണമെങ്കിലും ട്രോളിക്കോളൂ, എത്രവേണമെങ്കിലും തെറി പറഞ്ഞോളൂ, പക്ഷേ, ബിജെപി- എൻഡിഎ ട്രെയ്ൻ വിട്ടു. ഇനി വികസിത കേരളമാണ് ഞങ്ങളുടെ ലക്ഷ്യം. അവിടെ എത്തുന്നത് വരെ ഈ ട്രെയ്ൻ നിൽക്കില്ല. അതിൽ ഇടതുപക്ഷത്തെ വോട്ടർമാർക്ക് കയറണമെങ്കിൽ കയറുക. മരുമകന് കയറണമെങ്കിൽ കയറുക. വികസിത കേരളമാണ് ലക്ഷ്യം. അത് എത്തിയിട്ടേ ഞങ്ങൾ നിർത്തുകയുള്ളൂ"- രാജീവ് ചന്ദ്രശേഖർ പറഞ്ഞു.

Note: This is the tracking till 8.30 AM IST