



Cabinet nod to ₹8,500 crore incentive scheme for coal gasification projects

PTI ■ NEW DELHI

The Union Cabinet on Wednesday approved a Rs 8,500 crore incentive scheme for coal gasification projects, sources said.

The adoption of gasification technology in India is expected to reduce the country's reliance on imports of natural gas, methanol, ammonia and other essential products.

The cabinet has given its go-ahead to Rs 8,500 crore incentive scheme for coal gasification projects, the sources said.

The government is targeting to gasify 100 million tonnes (MT) of coal by 2030.

In gasification process, coal is partially oxidised by air, oxygen, steam, or carbon dioxide under controlled conditions to produce a liquid fuel known as syngas. Syngas or synthesis gas can be used for power generation and to make methanol as well.

Diesel demand in the slow lane

Annual growth in consumption of diesel has halved in this decade due to better roads, GST

POINT
BLANK.



LOKESHWARRI SK
PARVATHI BENU

With green energy, sustainable growth, climate change, etc., taking centre-stage, the seemingly insatiable demand for fossil fuel among Indians has been causing considerable problems to policymakers.

But not all is gloom and doom. A *businessline* analysis of the trends in consumption of petroleum products between 2010-11 to 2022-23 shows that Indians are gradually reducing their off-take of petroleum products including diesel, petrol, LPG, naphtha, and pet coke. The compounded annual growth rate in petroleum products was 3.9 per cent in this period, far lower than the rate at which the economy grew.

Within the petroleum products basket, demand for petrol continues to be quite brisk as the number of passenger vehicles on the roads keeps moving higher. Petrol consumption grew at an average rate of 7.8 per cent a year during 2010-11 to 2022-23. But petrol accounts for only 15.1 per cent of the total consumption of petroleum products. It is heartening to note that diesel, which has 38 per cent share, is growing at a far slower 3.03 per cent.

Policymakers need to heed this slowdown and do all they can to encourage this.

THE SLOWDOWN

Lot of commentary is focused on the continued growth in consumption of petroleum products, but the annual growth has been quite weak, under 6 per cent in most years, as the adjacent table shows.

The growth in petroleum products consumption of 3.9 per cent between FY11 and FY23 is below the average GDP growth rate in this period, of 5.9 per cent. This roughly implies that decent economic growth can now be achieved with lower consumption of petroleum products.

An analysis of the consumption in

As the number of EVs, especially for mass transport, increases they will also begin contributing to bringing down diesel consumption in the country.

Diesel demand decelerates

Petroleum products consumed for achieving the GDP growth moves down

	India's real GDP growth, IMF in %	Consumption of petroleum products (y-o-y growth in %)	India's real GDP growth, IMF in %	Consumption of petroleum products (y-o-y growth in %)
2010-11	6.6		2017-18	6.5
2011-12	5.5	5.03	2018-19	3.9
2012-13	6.4	6.02	2019-20	-5.8
2013-14	7.4	0.86	2020-21	9.1
2014-15	8	4.49	2021-22	7.2
2015-16	8.3	11.57	2022-23	6.3
2016-17	7.1	5.37	2023-24*	6.3

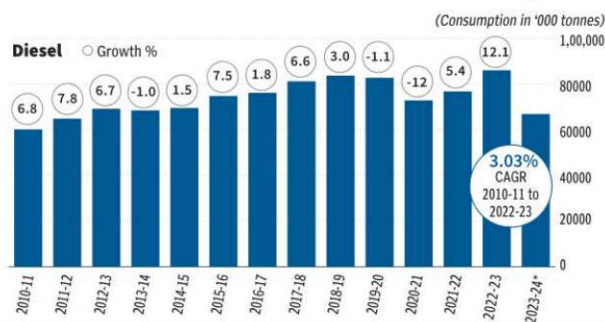
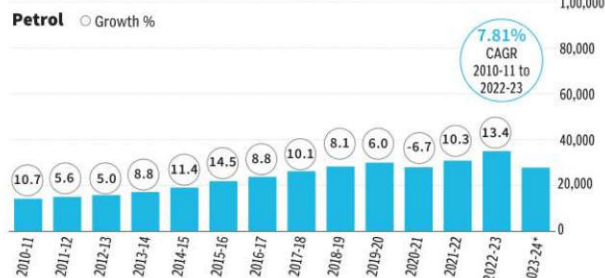
5.9%

Average GDP growth (2010-11 to 2022-23)

3.9%

CAGR growth in petroleum product consumption

Petrol versus Diesel



Source: Bloomberg, PPAC *Until Dec

two of the major categories of petroleum products — diesel and petrol — shows that the demand for petrol was quite strong with double-digit growth in many years since 2010-11. The annual growth in petrol consumption in the period between FY03 and FY10 was also similarly elevated at 7.8 per cent.

But the growth in diesel consumption has been decelerating. While the annual average growth in diesel consumption was 6.3 per cent between FY03 and FY10, the growth rate fell to 3.03 per cent in the period between FY11 and FY23.

The continued buoyancy in

consumption of petrol since 2010-11 is not surprising. According to a survey done by Nielsen for PPAC, two- and three-wheelers consumed 64 per cent of the total petrol sold in India. Passenger cars and utility vehicles such as SUVs accounted for most of the remaining share. As urban consumption stayed strong over the past decade, led by increasing pay packets in the services sector, the number of passenger vehicles on the road have also been going up. The infrastructure bottlenecks in the cities and the long hours spent by vehicles in heavy traffic have been pushing up petrol consumption further.

But the consumers of diesel are concentrated in the transportation, agriculture and industrial sectors. Of the three, there has been a marked reduction in diesel consumption in the transportation sector in recent years. This sector has the largest share of diesel offtake with trucks, heavy and light commercial vehicles and buses consuming around 37 per cent of the diesel sold. The transportation segment has benefited from the massive improvement in road infrastructure and through the construction of additional State and national highways over the last decade. Better roads have made movement much faster, thus reducing diesel used. Two, the introduction of GST since 2017 has meant end of octroi which resulted in long waits at check-posts. According to government data, there is 33 per cent improvement in transport time after GST implementation.

Commercial passenger vehicles which ply on highways too would have benefited likewise; this segment accounts for 9 per cent of total diesel consumption.

Increased automation and improvement in manufacturing process would have led to reduction in industrial diesel consumption which accounts for 17 per cent share.

The increase in the number of electric vehicles on the road is unlikely to have made much of a difference to petrol and diesel consumption since their share in overall automobiles on the road is quite low. But as the number of EVs, especially for mass transport, increases they will also begin contributing to bringing down diesel consumption in the country.

WHAT DOES IT MEAN?

Lesser operating cost for the transportation sector, with reduction in diesel consumption, will have a cascading effect on all the prices in the economy, aiding in checking inflation. Companies will gain from lower fuel cost in transporting raw materials and finished products. They will also benefit from lower cost on raw materials.

As far as policymaking goes, these numbers should encourage greater thrust towards incentivising a shift to electric vehicles, especially by the transportation sector. There should be more subsidies, incentive for scrapping older vehicles, interest subvention on loans for purchasing EVs, and so on. Setting up charging stations should be done on a war footing as that is key for facilitating the shift. More effective implementation of the PM KUSUM project and continued focus on improving road infrastructure will also help.

COMMODITY**CALL.****Go long on
natural gas
futures****Akhil Nallamuthu**

bl. research bureau

Natural gas futures on the Multi Commodity Exchange (MCX) have witnessed a sharp decline in price in the last couple of weeks.

But the price action over the last few sessions shows that the contract could see its price move up.

While the overall trend remains down, there might be a corrective rally from the current level.

We are considering February expiry for the purpose of analysis and trade recommendation.

The February natural gas expiry saw a sharp bump in price in early trade on Wednesday, currently hovering around ₹184.

The rally from here might take the contract price to the ₹195-200 band. Only a decisive breakout of ₹200 can turn the trend bullish.

TRADE STRATEGY

As there are chances for natural gas futures (February series) to see an uptick, traders can go long. That is, buy now at ₹184 and add longs in case the price dips to ₹181. Place stop-loss at ₹178. Book profits at ₹190.

Since the potential upswing from here is likely to be a corrective one, the above trade carries higher risk. So, risk-averse traders can stay out.

Higher sales, better margins lift IOC's profit multi-fold to ₹9,030 crore in Q3

Our Bureau

New Delhi

State-run Indian Oil Corporation (IOC) on Wednesday reported a multi-fold jump in its consolidated net profit on an annual basis at ₹9,030 crore during the October-December quarter aided by higher sales volume and better marketing margins.

The net profit in Q3 FY23 was lower, as the company was importing crude oil at higher prices due to the Russia-Ukraine war, while retail prices of petrol and diesel were on hold since May 2022.

However, on a sequential basis, net profit fell 31 per cent from ₹13,114 crore in Q2 FY24.

The consolidated total income of India's largest auto fuel retail stood at ₹2.28-lakh crore in Q3 FY24 compared with ₹2.34-lakh crore in Q3 FY23 and ₹2.06-lakh crore in



THE HINDU

Q2 FY24. Its consolidated total expenses stood at ₹2.17-lakh crore in Q3 FY24 (₹2.34 lakh crore), while it was ₹1.88-lakh crore in Q2 FY24.

Indian Oil Chairman, S M Vaidya, said that the company sold 72.272 million tonnes (MT) of products, including exports during April-December 2023. "Our refining throughput for the first nine months of FY24 was 55.026 MT and the throughput of the corporation's

countrywide pipelines network was 74.033 MT during the period. The gross refining margin (GRM) during the period April-December 2023 was \$13.26 per barrel compared with \$21.08 a barrel in the corresponding period of the previous financial year," he added.

CORE GRM

In its filing to the stock exchanges, IOC said the core GRM or the current price GRM for April-December 2023, after offsetting inventory loss/gain, stood at \$11.73 per barrel. The average GRM for April-September 2023 was \$13.12 per barrel against \$25.49 a year-ago. The core GRM after offsetting inventory loss/gain was \$12.60 a barrel.

For Q3 FY24, Indian Oil's product sales volumes, including exports, was 24.621 MT (23.244 MT in Q2 FY24 and 24.305 MT in Q3 FY23).



Indian Oil net profit increases to ₹8,063 crore

NEW DELHI: Indian Oil Corporation reported a standalone net profit of ₹8,063.39 crore in October-December 2023-24, up more than ₹448.01 crore from the same period a year ago.

However, the profit is lower than ₹12,967.32 crore earnings in the September quarter. The profit was aided by a boost in marketing margins as a freeze on petrol and diesel price revision despite a fall in input crude oil prices helped recover losses incurred when rates were high in 2022-23.

Pre-tax earnings from sale of petroleum products soared to ₹11,428.88 crore in Q3FY24 compared to ₹1,541.95 crore in the same period last year. Revenue from operations was marginally lower at ₹2.23 lakh crore in Q3FY24 from ₹2.28 lakh crore a year back on lower oil prices. Later in a statement, IOC said the profit in the nine months was higher "mainly on account of higher marketing margin and lower exchange losses.

IOC said it earned \$13.26 on turning every barrel of crude oil into fuel in April-December 2023 against a gross refining margin of \$21.08 in the corresponding period last year.

Indian Oil third qtr net profit soars to ₹8,063 cr

Pre-tax earnings from sale of petroleum products soared to Rs 11,428.88 cr in 3rd quarter of current fiscal

OUR CORRESPONDENT

NEW DELHI: Indian Oil Corporation (IOC) on Wednesday reported a massive jump in its third quarter net profit as compared to the year-ago period when it was financially struggling as input raw material crude oil prices spiked but retail finished product prices remained on freeze.

Standalone net profit of Rs 8,063.39 crore in October-December 2023-24 was higher than Rs 448.01 crore profit in the same period a year ago but lower than Rs 12,967.32 crore earnings in the preceding three months ended September 30, 2023, according to a stock exchange filing by the company.

Pre-tax earnings from sale of petroleum products soared to Rs 11,428.88 crore in the third quarter of the current fiscal compared to Rs 1,541.95 crore in the same period last year.

IOC uses mostly imported crude oil to make fuels such as petrol, diesel and LPG at its refineries. In 2022, state-owned fuel retailers IOC, Bharat Petroleum Corporation Ltd (BPCL) and Hindustan Petroleum Corporation Ltd (HPCL) froze prices despite a spike in global oil prices following Russia's



For nine months (April to December 2023), IOC posted a net profit of Rs 34,781.15 crore as against a loss of Rs 1,816.87 crore last year

invasion of Ukraine. This was with a view to insulating consumers from price volatility.

The price freeze led to the three firms incurring losses in the first half of 2022-23 fiscal (April 2022 to March 2023). IOC incurred a loss of Rs 2,264.88 crore in April-September 2022. This year, it, however, posted record earnings of Rs 26,717.76 crore in April-September, more than the Rs 24,184 crore record net profit the company posted in 2021-22.

For nine months (April to December 2023), IOC posted a

net profit of Rs 34,781.15 crore as against a loss of Rs 1,816.87 crore last year. The nine-month earning is more than the highest ever net profit the company posted in 2021-22.

IOC's revenue from operations was marginally lower at Rs 2.23 lakh crore in October-December from Rs 2.28 lakh crore a year back on lower oil prices. Later in a statement, IOC said the profit in the nine months was higher "mainly on account of higher marketing margin and lower exchange losses."

IOC said it earned \$13.26 on turning every barrel of crude oil into fuel in April-December 2023 against a gross refining margin of \$21.08 in the corresponding period last year. It did not give quarterly refining margins. Swarnendu Bhushan, co-head of research at Prabhudas Lilladher Pvt Ltd said the third quarter GRM as per their calculation came to \$13.5 per barrel.

The gross marketing margin, according to their calculation, came to Rs 3.8 per litre.

The company sold 23.32 million tonne of petroleum products in the December quarter, up from 23.17 million tonne last year and 21.94 tonne sales in the preceding quarter.

Its refineries processed 18.5 million tonne of crude oil into fuel during October-December, up from 18.2 million tonne last year.

Company chairman S M Vaidya said IOC sold 72.27 million tonne of petroleum products, including exports, during the period April-December.

"Our refining throughput for the first nine months of FY 2023-24 was 55.02 million tonne and the throughput of the corporation's countrywide pipelines network was 77.03 million tonne during the period."



IOC profit leaps to ₹8,063cr in Q3

New Delhi: IOC's net profit leaped to Rs 8,063 crore in the third quarter compared to Rs 448 crore in the previous corresponding period, driven by the sharp drop in crude since Sept amid unchanged fuel prices. Sequentially, however, the profit was 37% lower than the Rs 12,967 crore profit posted in the July-Sept quarter. TNN



IOC Q3 Profit Up 18-Fold to ₹8,000 crore

Our Bureau

New Delhi: Indian Oil Corp posted a net profit of ₹8,063 crore in the fiscal third quarter, a nearly 18-fold rise from a year earlier, lifting its shares more than 3% on Wednesday. Revenue from operations fell 2% to ₹2,23,012 crore in the December quarter due to lower average product prices.

IOC had a year-earlier net profit of ₹448 crore. Profit in the nine months ended December 31 stood at ₹34,781 crore, compared to a loss of ₹1,817 crore a year earlier due to "higher marketing margin and lower exchange losses," the nation's top refiner and fossil fuel retailer said in a statement.

The average gross refining margin for the April-December period was \$13.26 per barrel, lower than \$21.08 in the corresponding period last year.

While refining margins were extraordinarily high last fiscal year, companies couldn't increase retail prices to fully capture the gains. For several months, they incurred negative marketing margins on petrol and diesel as pump prices remained frozen.

International product prices have fallen since, reducing the refining margins. But since domestic pump prices haven't fallen in line with international prices, the marketing margins for companies have expanded, boosting overall profits.

The petrochemical segment narrowed its operating loss to ₹196 crore in the fiscal third quarter from ₹616 crore in the year-ago period.

Higher profits have helped improve the debt-equity ratio to 0.64 as of December-end from 1.16 a year earlier. Net worth has increased to ₹1,65,144 crore from ₹1,23,800 crore.

Oil's Well? Not Quite

Low global fuel price helps GOI. But frozen domestic pump prices are a distortion

Modi government heads into its last budget this term with international crude prices working in its favour. Indian basket was priced at \$80.5 a barrel on Tuesday. Price trends since Israel-Hamas conflict began in October have defied market fears of a surge. Separately, oil marketing companies (OMCs) are sitting pretty, getting a healthy profit margin out of each litre of petrol or diesel sold. This confluence of favourable factors, however, masks a worrisome reality. Oil pricing reforms are in cold storage.

Market-linked, on paper | Retail petrol and diesel pricing has been market-linked since 2010 and 2014, respectively. GOI introduced a daily reset of prices from 2017 to allow fluctuations in international crude price to be passed on to retail consumers. That remains policy, but only in name.

Frozen pump prices | Retail prices of petrol and diesel have been frozen since May 2022. International crude prices kept fluctuating. But prices have trended downwards since 2022. This played a key role in helping central banks control inflation faster than initially expected after Russia-Ukraine conflict broke out in February 2022.



No economic case | Countries often shield consumers from oil shocks through subsidies. But it's usually a temporary measure and is meant to help markets adjust without sudden disruptions. This happened in May 2022 as monthly average oil price shot past psychologically important \$100/barrel just after the outbreak of conflict in Europe. But this spike lasted just five months. After that, monthly average prices have consistently stayed below \$100/barrel.

Budgetary consequences | Expanding subsidies for petrol, diesel and cooking gas comes from GOI's budget. In 2022-23, there was a one-time grant of ₹25,288 crore to OMCs to offset subsidies on cooking gas. In budget estimates of 2023-24, GOI set aside ₹30,000 crore as capital support to OMCs, something that hasn't happened for a while.

Don't mess with market | Real damage from burying oil reform is that it's shut down price mechanism. When prices are allowed to fluctuate in response to demand and supply, it forces everyone to adjust to reality. But once price signals are switched off, it distorts consumer, producer decisions.

ONGC wins ₹1k cr award in cost disputes with 3 cos

Sanjay.Dutta@timesgroup.com

New Delhi: State-run ONGC has won a series of three international arbitration awards for a total of Rs 1,000 crore in cost-sharing disputes with Petrobras of Brazil, ENI of Italy and Rocksource (now known as Pure E&P) of Norway more than a decade after the global players exited offshore exploration blocks in the Mahanadi, Krishna-Godavari and Cauvery basins.

The arbitrations were initiated between 2014 and 2016 through advocate K R Sasiprabhu. Proceedings against Petrobras and ENI were in London, while it was Delhi for Rocksource/Pure E&P — the last of the three arbitrations to be awarded in Dec. ONGC moved a caveat petition in the Delhi High

Court to defend the award.

All the arbitral awards were unanimous, underlining a vote of confidence in the quality of ONGC's work execution, which was questioned by at least one of the three foreign companies to avoid sharing costs.

INTERNATIONAL ARBITRATION

Disputes pertain to block MN-DWN-98/3 off the Odisha coast, KG-DWN-98/2 — which has started production recently — off the Andhra coast and CY-DWN-2001/1 off the Tamil Nadu coast.

ONGC had tied up with the foreign companies for these blocks between 2002 and 2011, the time when it was venturing into the frontier area of deep-water exploration and seeking tech-

nology and expertise. Under the sovereign contracts for the blocks, ONGC had to drill three exploration wells in each block under the minimum work programme. The cost was to be shared by the partners.

All the nine wells drilled, however, came out dry. In between, the foreign partners announced their exit and refused to share costs under various pretexts, including finding fault with ONGC's work execution.

In the arbitration against Petrobras, ONGC was given an award of \$50 million and interest against claim of \$60 million.

The award in case of ENI was \$20 million and interest against a claim of \$33 million and in case of Pure, the arbitration gave ONGC the full amount of \$20 million.

Red Sea crisis hurts India's petroleum product exports

Outbound petro shipments contributed \$57 billion to India's coffers in FY23

S DINAKAR
Amritsar, 24 January

The intensifying conflict in the Red Sea has started taking a toll on India's overseas sales of petroleum products, a key contributor to India's export growth — after several ships were forced to take a much longer route to deliver fuels to western markets, according to shipping data and industry officials. The hit, from attacks by Yemen-based Houthi rebels on ships using the Red Sea route to supply oil, is sizeable on sales of diesel to Europe, which accounts for over a quarter of India's total fuel exports in volume terms.

The disruption in Indian supplies of transport fuels to western nations has also given competitors an opportunity to supply European markets. The importance of India's fuel exports to the Indian economy cannot be understated. Petroleum product exports contributed \$57.3 billion to India's coffers in FY23, around 12.7 per cent of India's total exports by value, according to oil ministry data. Indian refiners led by Reliance Industries earned \$35.7 billion in the April-December period of this FY.

India's overall petroleum product exports dipped sharply by around 23 per cent in January to 1.05 million barrels per day (bpd) from 1.37 million bpd in December, according to loading data from Paris-based market intelligence agency Kpler. The biggest impact was felt on sales of fuels to Europe, with exports shrinking by half in January to 205,000 bpd from December. Diesel sales, a key export earner for India, to Europe dropped 77 per cent as US suppliers made inroads. Europe accounted for 30 per cent of India's total fuel exports last month.

Ships carting gasoline, diesel and jet fuel from India to Europe use the shortest maritime route via the Suez Canal, an artificial waterway linking the Red Sea to the Mediterranean Sea. The Suez is the shortest and least expensive route to send commodities from India to Europe and the US east coast. An alternate route via the Cape of Good Hope, the southern tip of Africa, may add anywhere between 4,000 to 6,000 miles to the journey, inflating costs, and travel time by 3-4 weeks.

There were 12 such diversions of US and Europe bound oil tankers from India,

INDIA'S FUEL EXPORTS (\$ bn)



as % of India's gross exports

*April-December Source: Oil ministry

INDIA'S DIESEL EXPORTS TO EUROPE ('000 bpd)



*until Jan 24, 2024 Source: Kpler



which took the Cape of Good Hope in the December 18-January 24 period, said Serena Huang, head of Asia-Pacific analysis for market intelligence agency Vortexa in Singapore. Ten of those cargoes originated in Jamnagar, where Reliance Industries' 1.36 million bpd refinery complex is located. Reliance is the biggest exporter of fuels from India, accounting for around two-thirds of the country's exports last month.

Indian ships carrying jet fuel have avoided the Bab el-Mandeb, which connects the Red Sea to the Gulf of Aden, this month, said Viktor Katona, an analyst at Kpler. The disruptions are beginning to show, with India shipping only 70,000 bpd of diesel this month to Europe compared to a record 311,000 bpd in December because of mounting attacks by Yemen-based Houthi rebels in the Red Sea. The fuel is India's biggest export product.

The breach left by Indian sellers led by Reliance is now being filled by US suppliers, who are elbowing in to capture India's share of the European diesel market, according to shipping data and industry officials. European buyers of diesel or jet fuel are

increasingly considering risk-free deliveries of fuels leading to a surge in diesel volumes from the US, an official from a state refiner said. The US overtook India as the largest supplier to the European continent in December and will consolidate those gains even further, shipping data show. It has already loaded over 316,000 bpd of diesel to Europe this month after supplying a record 367,000 bpd last month. The US will continue to increase its share of the European market this year until the conflict in the Red Sea eases, Katona said.

India's overall sales of clean and dirty products to Europe and the US have also reduced by half because of the Houthi attacks. India loaded 263,000 bpd of clean and dirty products as of 24th January to destinations in the US and Europe compared to 490,000 bpd in the entire month of December, according to Kpler data. Exports averaged 461,000 bpd in the October-December period. The conflict in the Red Sea is likely to impact India's overall exports to Europe and the US, with consignments getting delayed because of higher shipping costs, India's commerce ministry said earlier this month.



कोयला गैसीकरण के लिए 8,500 करोड़ की प्रोत्साहन योजना मंजूर

नई दिल्ली। केंद्रीय मंत्रिमंडल ने बुधवार को कोयला गैसीकरण परियोजनाओं के लिए 8,500 करोड़ रुपये की एक प्रोत्साहन योजना को मंजूरी दी। प्रधानमंत्री नरेंद्र मोदी की अध्यक्षता में हुई मंत्रिमंडल की बैठक में यह फैसला लिया गया।

कैबिनेट के फैसले

कोयला मंत्री प्रहलाद जोशी ने कहा, वित्तीय सहायता तीन श्रेणियों के अंतर्गत दी गई है। भारत में कोयला गैसीकरण की तकनीक अपनाने से प्राकृतिक गैस, मेथेनॉल, अमोनिया एवं अन्य जरूरी उत्पादों के लिए आयात पर निर्भरता कम होने की उम्मीद है। एजेसी

केंद्रीय मंत्रिमंडल की बैठक में कोयले पर बड़ा फैसला

कोयले से गैस के लिए साढ़े आठ हजार करोड़ मंजूर

कैबिनेट फैसले

नई दिल्ली, विशेष संवाददाता। केंद्र सरकार ने कोयला गैसीकरण परियोजनाओं को बढ़ावा देने के लिए 8,500 करोड़ के परिव्यय को मंजूरी दी है। प्रधानमंत्री नरेंद्र मोदी की अध्यक्षता में हुई केंद्रीय मंत्रिमंडल की बैठक में इस पर फैसला लिया गया।

मंत्रिमंडल ने गैसीकरण के लिए सरकारी सार्वजनिक उपक्रमों और निजी क्षेत्र की कोयला, लिग्नाइट गैसीकरण परियोजनाओं को बढ़ावा देने की योजना पर मुहर लगाई। इसके लिए सीईएल की गेल और बीएचईएल के साथ संयुक्त उद्यम भी बनाए गए हैं।

मंत्रिमंडल की बैठक के बाद पत्रकारों से बात करते हुए केंद्रीय कोयला मंत्री प्रहलाद पटेल ने कहा कि सरकार ने कोयला के इतिहास में सबसे बड़ा फैसला किया है। सरकार ने तीन श्रेणियों में कोयला गैसीकरण परियोजनाओं के प्रोत्साहन के लिए 8,500 करोड़ रुपये के परिव्यय को मंजूरी दी है। उन्होंने कहा कि देश में 125 वर्ष की जरूरत से

डोमिनिकन गणराज्य के साथ व्यापार प्रस्ताव को मंजूरी

सरकार ने बुधवार को भारत और कैरेबियाई देश डोमिनिकन गणराज्य के बीच एक संयुक्त आर्थिक एवं व्यापार समिति के गठन के लिए एक समझौता करने के प्रस्ताव को मंजूरी दे दी। पीएम मोदी की अध्यक्षता में यहां हुई केंद्रीय मंत्रिमंडल की बैठक में यह निर्णय लिया गया। संयुक्त समिति प्राधिकरणों और उनकी समकक्ष संस्थाओं के बीच सूचनाओं के आदान-प्रदान के लिए एक मंच का काम करेगी। वहीं, भारत और ओमान के बीच आईटी क्षेत्र में सहयोग के लिए हुए समझौते से केंद्रीय मंत्रिमंडल को अवगत कराया गया। 15 दिसंबर, 2023 को हस्ताक्षरित समझौता ज्ञापन का उद्देश्य सूचना प्रौद्योगिकी के क्षेत्र में आपसी सहयोग, प्रौद्योगिकियों एवं सूचनाओं को साझा करने और निवेश के माध्यम से संबंधित पक्षों के बीच व्यापक सहयोग को बढ़ावा देना है।

ज्यादा कोयला भंडार मौजूद है। इस वक्त हम 80 फीसदी कोयला बिजली उत्पादन में इस्तेमाल करते हैं। प्रहलाद पटेल ने कहा कि सिंथेटिक गैस के साथ अमोनिया और अमोनियम नाइट्रेट सहित सौ से ज्यादा उत्पाद बनाए जा सकते हैं।

सिंथेटिक गैस को बाद में नेचुरल गैस और एलपीजी में भी बदला जा सकता है। उन्होंने कहा कि सीआईएल और गेल 13 हजार 52 करोड़ की लागत से पश्चिम बंगाल और सीआईएल और बीएचईएल 11 हजार 782 करोड़ से ओडिशा में उपक्रम

लगाएंगे। उन्होंने कहा, कोयला गैसीकरण परियोजनाओं के लिए तीन श्रेणियों में कुल 8,500 करोड़ रुपये प्रदान किए जाएंगे। पहली श्रेणी में सार्वजनिक उपक्रमों के लिए 4,050 करोड़ का प्रावधान है। इसमें तीन परियोजनाओं तक 1350 करोड़ या पूंजीगत व्यय का 15% जो भी कम हो, एक मुश्त प्रदान किया जाएगा। दूसरी श्रेणी में निजी क्षेत्र के साथ सरकारी सार्वजनिक उपक्रमों के लिए 3850 करोड़ रुपये का प्रावधान किया गया है। इसमें एक हजार करोड़ का एकमुश्त अनुदान दिया जाएगा।

कोल गैसिफिकेशन के लिए 8500 करोड़ की मदद

जागरण ब्यूरो, नई दिल्ली : कोयला खदानों से गैस निकालने की कोल गैसिफिकेशन योजना को केंद्र सरकार ने अब आर्थिक मदद देकर इसे व्यवहार्य बनाने का फैसला किया है। बुधवार को पीएम नरेन्द्र मोदी की अध्यक्षता में हुई कैबिनेट की बैठक में देश में कोयला खदानों से गैस निकालने की योजना के लिए 8500 करोड़ रुपये मंजूर किए गए।

यह राशि शुरुआत में तीन श्रेणियों में कोल गैसिफिकेशन परियोजनाओं

को दी जाएगी। इसमें कुछ हिस्सा सरकारी कंपनियों की परियोजनाओं और कुछ हिस्सा निजी कंपनियों को देने का प्रस्ताव है। कोयला मंत्री प्रल्हाद जोशी ने बताया कि ये परियोजनाएं खदानों से होने वाले प्रदूषण को कम करेंगी और देश को आत्मनिर्भर भी बनाएंगी। मंजूर राशि में से 4050 करोड़ रुपये की राशि सरकारी कंपनियों की तरफ से शुरू की जाने वाली कोल गैसिफिकेशन परियोजनाओं को दी जाएगी।