

The need to curb black carbon emissions

What is black carbon and why is it harmful for the environment? Which sector in India is the biggest contributor of black carbon? How has the Pradhan Mantri Ujjwala Yojana helped in reducing the use of traditional cooking fuels?

EXPLAINER

**Chandrakiran Lakshmisha
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The story so far:

At the COP26 climate talks in Glasgow in November 2021, India pledged to achieve net-zero emissions by 2070, positioning itself as a frontrunner in the race to carbon neutrality. According to the Ministry of New and Renewable Energy, India had installed a renewable energy capacity of over 180 GW by 2023 and is expected to meet its target of 500 GW by 2030. While carbon dioxide mitigation strategies will yield benefits in the long term, they need to go hand-in-hand with efforts that provide short-term relief.

Why is black carbon relevant?

Black carbon is the dark, sooty material emitted alongside other pollutants when biomass and fossil fuels are not fully combusted. It contributes to global warming and poses severe risks. Studies have found a direct link between exposure to black carbon and a higher risk of heart disease, birth complications, and premature death. Most black carbon emissions in India arise from burning biomass, such as cow dung or straw, in traditional cookstoves.

According to a 2016 study, the residential sector contributes 47% of India's total black carbon emissions. Industries contribute a further 22%, diesel vehicles 17%, open burning 12%, and other sources 2%. Decarbonisation efforts in the industry and transport sectors in the past decade have yielded reductions in black carbon emissions, but the residential sector remains a challenge.

Has PMUY helped?

In May 2016, the Government of India said the Pradhan Mantri Ujjwala Yojana (PMUY) would provide free liquefied petroleum gas (LPG) connections to households below the poverty line. The



Clean cooking: Women make tea on an earthen stove in Hisar District, Haryana. FILE PHOTO

primary objective was to make clean cooking fuel available to rural and poor households and reduce their dependence on traditional cooking fuels. The PMUY has established infrastructure to go with LPG connections, including free gas stoves, deposits for LPG cylinders, and a distribution network. The programme has thus, been able to play a vital role in reducing black carbon emissions, as it offers a cleaner alternative to traditional fuel consumption. The programme has provided connections to over 10 crore households as of January 2024.

However, in 2022-2023, 25% of all PMUY beneficiaries – 2.69 crore people – availed either zero LPG refill or only one LPG refill, according to RTI data, meaning they still relied entirely on traditional biomass for cooking. *The Hindu* found in August 2023 that the average PMUY beneficiary household consumes only 3.5-4 LPG cylinders per year instead of

the six or seven a regular non-PMUY household uses. This means up to half of all the energy needs of a PMUY beneficiary household are still met by traditional fuels, which have high black carbon emissions. A shortage of LPG and higher usage of traditional fuels also affect women and children disproportionately. They are more prone to higher levels of indoor air pollution, causing many health issues and leading to premature deaths.

What is the government's role?

The key to enhancing the quality of life in these areas lies primarily in securing access to clean cooking fuels. While the future holds the promise of meeting energy needs in rural areas through renewable sources, the immediate benefits for rural communities are poised to come from using LPG.

In October 2023, the government increased the LPG subsidy to ₹300 from

₹200. But with rapid increase in LPG prices over the last five years, the cost of a 14.2-kg LPG cylinder, even with an additional subsidy, is still about ₹600 per cylinder. Most PMUY beneficiaries find the price too high, more so since cow dung, firewood, etc. are 'free' alternatives. Prime Minister Narendra Modi announced a further price reduction of ₹100 in March 2024, but this subsidy is expected to be temporary. The government has estimated that about ₹12,000 crore will be spent on PMUY subsidies in 2024-2025, a figure that has continuously increased each year since the scheme's inception. While it is the rightful duty of the government to make clean fuel affordable through subsidies, the problem of low refill rates will persist if availability issues are not addressed.

Another big hurdle to the PMUY's success is the lack of last-mile connectivity in the LPG distribution network, resulting in remote rural areas depending mostly on biomass. One potential solution to this issue is the local production of coal-bed methane (CBM) gas by composting biomass. CBM is a much cleaner fuel with lower black-carbon emissions and investment. Panchayats can take the initiative to produce CBM gas locally at the village level, ensuring every rural household can access clean cooking fuel.

What about the global stage?

As India navigates its responsibilities on the global stage towards long-term decarbonisation, there is an urgent need to act. Prioritising black carbon reduction through initiatives such as the PMUY scheme can help India become a global leader in addressing regional health concerns and help meet its Sustainable Development Goal of providing affordable clean energy to everyone and contributing to global climate mitigation.

Recent estimates have indicated that mitigating residential emissions will avoid more than 6.1 lakh deaths per year from indoor exposure to air pollution.

The authors work at the Center for Study of Science, Technology and Policy (CSTEP).

THE GIST

Black carbon is the dark, sooty material emitted alongside other pollutants when biomass and fossil fuels are not fully combusted. It contributes to global warming and poses severe risks.

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US sanctions may return on tankers from south American nation India stops buying Venezuelan crude

ARUNIMA BHARADWAJ
New Delhi, March 26

INDIAN REFINERS HAVE stopped buying Venezuelan crude oil amid the looming US sanctions on the tankers from the south American nation and may not revive the trade with it at least until they see signs of full snapback, according to analysts. However, this is unlikely to impact India's import of crude oil as the Venezuelan supply to the world has remained limited since it was relieved of the sanctions in December last year.

"Cargo from Venezuela takes 25-30 days to deliver so by this point no Indian refiner wants to get stuck with a potentially sanctions-susceptible cargo on their hands just as a potential sanction snapback is looming," said Viktor Katona, lead crude analyst at data intelligence firm Kpler.

During January-March, India imported only 100,000 barrels a day of crude oil from Venezuela, accounting for only 2% of the country's total crude imports, according to data from another intelligence firm Vortexa. In March, only 80,000 barrels per day of Venezuelan crude was discharged in India.

"Even the two cargoes in March (Phoenix Vigor and Freud) are surprising but then again, there has been a month-long delay between originally agreed cargoes and actual loading dates because PDVSA (Petroleos de Venezuela) has ran low on diluents in January-February, so maybe these are just February cargoes delayed into March," Katona said.

Meanwhile, India imported 1.8 million barrels per day of crude oil from Russia in March, up 16% from February, as per data from Kpler, the same level as a year ago. Russia has

CRUDE IMPACT

India March crude oil imports (barrels per day)



emerged as the top supplier of crude to the country post the outbreak of Ukraine conflict on the back of healthy discounts Moscow offered in its Urals. Iraq and Saudi Arabia are the other top exporters to India. Besides India, Venezuelan crude supplies are limited and contended among buyers from the US, Europe and China. "If US sanctions are re-imposed, India will have ample options to replace the lost Venezuelan barrels," said Serena Huang, analyst at Vortexa.

The limited crude oil supplies from Venezuela again does not pose any serious impact on India's crude imports but a re-direction of Venezuelan crude exports back to China, Huang noted.

Provisional data from S&P Global commodities at sea puts Venezuelan volumes at 0.18 million barrels per day this month against 1.8 million

bdp from Russia. "Venezuelan volumes aren't significant enough currently for Indian refiners to face challenges finding alternatives for," said Pulkit Agarwal, head of India Content (cross commodities) at S&P Global Commodity Insights.

As far as Indian refiners are concerned, they might have to turn back to Russian crude for the time being which is a bit expensive compared to the Venezuelan flagship grade Merey. According to data provided by Kpler, Venezuela's Merey trades at an approximately \$8 per barrel discount to Brent when delivered, which is cheaper than Russian Urals at a discount of \$3-4 per barrel.

The reason for Venezuelan crude coming at a cheaper rate comes from the fact that it is much heavier and is more sulphurous, making it more viscous. Indian refiners have so far been

successful in breaking it down into high-value transportation fuels which is also a reason for India being a traditional buyer of Venezuelan oil.

While India's imports seem fairly at a comfortable position, the oil producing majors might have to face the brunt of newly imposed sanctions, shattering their hopes to take crude cargoes in order to liquidate their pending dividends in the country.

OVL MD Rajarshi Gupta had said last month that the company is awaiting cargoes in lieu of stuck dividends. He had also said that OVL is in discussion to obtain operatorship of two oil and gas projects in Venezuela.

"I think they (Indian oil producing companies) will stop until they see the next move from the Biden administration. If the White House extends the waiver for another 6 months (which we at Kpler believe they will do), then India will start buying again," Katona said.

While India remains immune to US sanctions on Venezuela, it may cause an upside risk to the global crude oil prices. "When the US introduced the 6-month waiver on Venezuela sanctions mid-October last year, Brent stood at \$91 per barrel. Within one month, it traded at \$80 per barrel... curbed heavy sour supply from Venezuela has the potential to lift prices by \$2-3 per barrel very quickly, especially considering how robust have Indian and Chinese purchases been," Katona said.

Crude oil prices have again started rising and touched \$86.50 on Tuesday. If prices begin to rise at all, it could impact the marketing margins of the country's oil marketing companies, which are already under pressure after the announcement of the auto fuel price cut.



Crude oil steadies as Russian supplies weigh



Crude oil prices were little changed as investors took a more mixed view toward the loss of Russian refinery capacity after recent Ukrainian attacks while a slightly weaker US dollar offered some support. Front-month Brent crude futures due to expire on Thursday were 11 cents down at \$86.64 a barrel, while US WTI crude futures was up 6 cents at \$82.01. REUTERS

Iraq & oil cos trade blame over shut Turkey pipeline, stuck in legal & financial limbo

BAGHDAD: Foreign oil firms operating in Iraq's Kurdistan region are partly to blame for the delay in resuming crude exports after failing to submit contracts for revision, Iraq's oil ministry said.

The Iraq-Turkey oil pipeline (ITP) which once handled about 0.5 per cent of global oil supply has been halted, stuck in legal and financial limbo, since March 2023, *Reuters* reported.

The flows were halted after the Paris-based International Chamber of Commerce in a longstanding arbitration case ruled Ankara had violated provisions of a 1973 treaty by facilitating such exports without the consent of the Iraqi federal government.

Iraq's oil ministry in a statement published late on Sunday noted that foreign companies,



alongside the Iraqi Kurdish authorities, have still not submitted contracts for revision to the ministry.

The government is seeking to revise such deals after a court ruled ones signed with the Kurdistan Regional Government (KRG) were invalid, it said in response to a statement on Saturday by the Association of the Petroleum Industry of Kurdistan (APIKUR).

Iraq's federal court in 2022 deemed an oil and gas law regulating the Kurdistan

region's oil and gas industry as unconstitutional.

Iraq owes Turkey minimum payments as long as the pipeline is technically operational - estimated by consultancy Wood Mackenzie at around \$25 million per month. APIKUR has cited a similar figure saying it understands Iraq owes \$800,000 in daily penalties.

APIKUR said the government of Iraq had not "taken the required actions" to reopen ITP, adding that "there has been no real progress" to reopen ITP despite meetings in Baghdad in January between representatives of the Iraqi government, the KRG and international oil companies.

APIKUR said its member companies' "current commercial terms and economic model

must be maintained" and called for payment assurances for past and future oil exports.

Iraq's Prime Minister Mohammed Shia al-Sudani is due to meet U.S. President Joe Biden in Washington on April 15 to discuss the future of the US-led coalition in Iraq, as well as Iraqi financial reforms and a U.S. push to wean Iraq - a rare ally of both Washington and Tehran - off Iranian power and gas.

APIKUR said it had conveyed to members of Biden's administration and Congress that the White House should not proceed with the planned visit unless flows through ITP resume, international oil firms get payment assurances and the Iraqi government fully implements the Iraqi federal budget for the KRG.

AGENCIES

India to give timeline for oil demand peak, firms watch

The key modelling exercise is being undertaken by the Petroleum Planning & Analysis Cell

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NEW DELHI

India is working on a plan for estimating the timeline for peak oil consumption, said two people aware of the development, in a move that could impact the global oil economy architecture.

The modelling exercise undertaken by the Petroleum Planning & Analysis Cell (PPAC), an agency under the union ministry of petroleum & natural gas will also help the world's third largest oil buyer plan for its future refining capacity, said one of the people cited above.

India is a key Asian refining hub, with an installed capacity of about 254 million tonnes per annum (mtpa).

With the fourth largest cumulative refining capacity in the world, the government plans to add around 56.6 mtpa of crude oil refining capacity till 2030, including both brownfield and greenfield expansion.

The exercise will give policymakers an idea of when India is likely hit the highest anticipated level of consumption, post which the yearly consumption is expected to plateau out and then decline.

"PPAC is working on it. The government's approval would be required for releasing the estimates," said the person mentioned above.

The person said peak oil in India is



The exercise comes at a time of rising concern over climate change and global efforts to curb the use of petroleum products.

BLOOMBERG

generally expected to be reached about five to six years after the global consumption peak is hit.

"It would depend on greater penetration of EVs. Oil consumption will continue to grow till EV adoption does not gain pace," said the other person.

Queries mailed to the union ministry of petroleum and natural gas remained unanswered at press time.

The International Energy Agency last year said global oil consumption would reach its peak by 2030. The IEA had said the peak may be followed by "an undulating plateau

lasting for many years".

The exercise comes at a time of rising concern over climate change and global efforts to curb the use of petroleum products. Phasing out and eventually ending oil consumption is key to the global target of restricting global warming to 1.5 degrees Celsius above the pre-industrial average by 2030 and achieving net zero carbon emission by 2050.

India has set an ambitious net zero target of 2070. Even as India has its own initiatives to support the shift towards electric mobility and also bring in transition in industries, demand for

petroleum products in the country is projected to remain robust in the coming years. According to the IEA, India will surpass China as the largest driver of global oil consumption by 2027.

"Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d (million barrels per day) the forecast period, accounting for more than one-third of the projected 3.2 mb/d global gains," said its 'India Oil Market Outlook 2023' report.

The petroleum product demand, that includes petrol, diesel, liquefied petroleum gas, aviation turbine fuel and naphtha among others, touched a high of 222.3 million tonnes in FY23, and is expected to hit a new record of 232.56 mt this fiscal (FY24). According to estimates by the PPAC, in FY25, it will touch a new high of 238.95 mt.

A timeline from the Indian government would be a major indicator for global oil producers on the likely market scenario that they need to cater to in the coming years as India is the third largest buyer of oil, after the US and China.

Further, the timeline would also be significant as India has been pressing the Organization of the Petroleum Exporting Countries (Opec) to take into consideration the requirements of oil-consuming nations as it continues with its production cuts.

254 mtpa
India's installed refining capacity

56.6 mtpa
of crude oil refining capacity to be added by 2030



Indian buyers of Venezuelan oil halt imports on sanction fears

New Delhi: Indian buyers of Venezuelan oil—including Mukesh Ambani's Reliance Industries—have halted purchases from the Opec producer ahead of the expiry of a sanctions waiver in the middle of next month. Reliance Industries, the country's biggest buyer of grades such as Merey, has stopped new purchases from Venezuela to avoid any complications should Washington decide not to extend its concession beyond the 18 April deadline, said people with knowledge of the company's plans. **BLOOMBERG**



Shapoorji Pallonji Group sells Gopalpur port to Adani Ports

PTI ■ NEW DELHI

The Shapoorji Pallonji Group on Tuesday announced the sale of its brownfield Gopalpur Port to Adani Ports and SEZ Ltd for an enterprise value of Rs 3,350 crore, as part of its deleveraging strategy with planned asset monetisation. The under-construction Gopalpur Port in Odisha was acquired in 2017 by the SP Group. Currently, it is capable of handling 20 MTPA. The port had recently signed up with Petronet LNG for setting up a greenfield LNG regasification

terminal, adding predictable long-term cash flows for the port, the group said in a statement.

The sale of the Gopalpur Port is the second port divestment in the last few months from the SP Group, a diversified construction and infrastructure, real estate and energy conglomerate.

It had earlier divested its Dharamtar Port in Maharashtra to JSW Infrastructure Ltd for an enterprise value of Rs 710 crore. The group had acquired the Dharamtar Port in 2015 and had successfully turned around port operations, increasing

capacity from less than 1 MTPA, when it took over to an expected capacity to handle 5 MTPA in FY24. "The planned divestments of Gopalpur Port and Dharamtar Port, at a significant enterprise value, demonstrate our group's ability to turn-around assets and create stakeholder value in a relatively short period of time, capitalising our core strengths in project development and construction," a Shapoorji Pallonji Group spokesperson said.

The spokesperson further said, "These divestments are key milestones in our roadmap to reduce group debt."

HPCL's triumphant sweep at 10th PSU Awards by Governance Now



In a resounding testament to its unwavering commitment to excellence, Hindustan Petroleum Corporation Limited (HPCL) has emerged victorious at the esteemed 10th PSU Awards by Governance Now, clinching an extraordinary trifecta of accolades. HPCL's stellar performance was duly recognized across three distinct categories:

- **Investment in Start-up**

Award: A glowing tribute to HPCL's pioneering spirit and unwavering support for innovation, reaffirming its pivotal role in nurturing India's burgeoning startup ecosystem.

- **HR Excellence (Overall)**

Award: An illustrious acknowledgment of HPCL's relentless pursuit of fostering a world-class workforce through exemplary human resource practices, setting a benchmark for excellence in the industry.

- **Communication Leadership Award (Presented to ED-CSR & PR & CC)**

A well-deserved accolade, underscoring HPCL's prowess in communication strategies and its outstanding leadership in fostering meaningful engagement with stakeholders, thus amplifying its impact on society.

CR adopts unique system of fueling Tower wagons- saving time & enhancing efficiency



Central Railway has adopted a unique system of fueling Tower wagons which has not only saved revenue but has also ensured 100% availability of Tower wagons.

Mumbai Division has adopted and implemented a new system of fueling Tower wagons directly at their stabling location through Hindustan Petroleum Corporation Ltd

(HPCL) owned Road bowser. Implementation of fueling by Road bowser involves making available fueling facility at the doorstep i.e at the place where the Tower wagons are stabled. HPCL's bowser have been arranged to come to any place where the Tower wagons are stabled and diesel is filled through digitally calibrated pumps at retail prices. The tower wagon supervisors have been provided with digital cards for making payments by swiping. Mumbai Division has 16 Tower wagons at different locations which were regularly fueled about 3-4 times a month at Railway Consumer Depot(RCD), Kalyan, CSMT & Panvel. The movement of Tower wagons for fueling from stabling location to RCD and back involved crew movement, path and additional diesel consumption along with idle period. This new system of fueling has not only reduced the chances of pilferage during transportation in drums but has also resulted in saving unnecessary wastage of crew, path and diesel consumption for movement of Tower wagons to fueling centres and back thus eliminating unproductive movement, saving revenue and ensuring continuous availability of Tower wagons.

Govt plans timeline for oil consumption peak, firms watch

Rituraj Baruah

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NEW DELHI: India is working on a plan for estimating the timeline for peak oil consumption, said two people aware of the development, in a move that could impact the global oil economy architecture.

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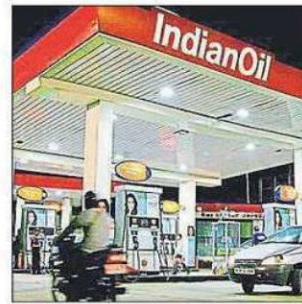
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The person said peak oil in India is generally expected to be reached about five to six years



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Queries mailed to the union ministry of petroleum and natural gas remained unanswered at press time.

The International Energy Agency last year said global oil consumption would reach its peak by 2030. The IEA had said the peak may be followed by "an undulating plateau lasting for many years".

The exercise comes at a time of rising concern over climate change and global efforts to curb the use of petroleum products. Phasing out and eventually ending oil consumption is key to the global target of restricting global warming to 1.5 degrees Celsius above the pre-industrial average by 2030 and achieving net zero carbon emission by 2050.

जुलाई से ग्रेटर नोएडा-मेरठ का सफर होगा आसान ग्रेनो परिवहन डिपो में निर्माणाधीन सीएनजी पंप के संचालन के बाद मेरठ तक चलेंगी बसें

संवाद न्यूज एजेंसी

ग्रेटर नोएडा। स्थानीय यात्रियों को मेरठ आवागमन के लिए जल्द ही सौगात मिलने वाली है। ग्रेटर नोएडा परिवहन डिपो से मेरठ तक रोडवेज बसों का संचालन जुलाई से किया जाएगा।

इसके लिए ग्रेनो डिपो की ओर से तैयारी

“

डिपो से मेरठ तक बसों का संचालन करने के लिए निगम से परमिट की मांग की गई है।

परमिट मिलने और सीएनजी पंप चालू होने के बाद मेरठ तक बसों का आवागमन शुरू कर दिया जाएगा। - अनिल कुमार शर्मा, एआरएम ग्रेटर नोएडा डिपो।

चल रही है। अधिकारियों का कहना है कि मेरठ तक बस सेवा शुरू करने के लिए

निगम से परमिट की मांग की गई है। ग्रेनो डिपो से एटा, बुलंदशहर, अलीगढ़, आगरा, मथुरा, बदायूं, आगरा, इटावा, सहारनपुर समेत रूटों पर रोडवेज बसों का संचालन किया जा रहा है। लेकिन ग्रेनो से मेरठ जाने के लिए यात्रियों को काफी दिक्कत होती है।

नौकरीपेशा वालों को मेरठ जाने के लिए पहले नोएडा, दिल्ली या गाजियाबाद जाना

होता है। अधिकारियों का कहना है कि डिपो में सीएनजी पंप नहीं होने से बसों को पहले नोएडा व दिल्ली भेजना पड़ता है। पंप बनने से ऐसा नहीं होगा। उनका कहना कि सीएनजी पंप चालू करने के लिए युद्ध स्तर पर कार्य चल रहा है। पंप चालू होने के बाद यहां से मेरठ के लिए भी बस सेवा शुरू कर दी जाएगी।

ईरान से सस्ती गैस आयात के लिए अमेरिकी पाबंदी से छूट मांगेगा पाक

इस्लामाबाद, 26 मार्च (भाषा)।

पाकिस्तान ने पड़ोसी देश ईरान से सस्ती गैस आयात करने के लिए पाइपलाइन निर्मित करने की अरबों अमेरिकी डालर की परियोजना के खिलाफ अमेरिका के संभावित प्रतिबंधों से छूट मांगने का फैसला किया है। पेट्रोलियम मंत्री ने यह जानकारी दी।

'डान' अखबार की खबर के अनुसार, पेट्रोलियम मंत्री मुसादिक मलिक ने कहा कि सरकार अरबों डालर की ईरान-पाकिस्तान गैस पाइपलाइन परियोजना के लिए अमेरिकी प्रतिबंधों से छूट मांगेगी। उन्होंने सोमवार शाम पत्रकारों से कहा कि हम अमेरिकी प्रतिबंधों से छूट मांगेंगे। पाकिस्तान गैस पाइपलाइन परियोजना पर प्रतिबंधों को वहन नहीं कर सकता। दक्षिण और मध्य एशिया मामलों के सहायक अमेरिकी विदेश मंत्री डोनाल्ड लू ने हाल में अमेरिकी संसद की सुनवाई में यह कहा था पाकिस्तान ने 1,150 किलोमीटर लंबी गैस पाइपलाइन के लिए अब तक छूट नहीं मांगी है, जिसके बाद यह घटनाक्रम हुआ। मलिक ने कहा कि सरकार लाबिंग करने सहित संबद्ध मंचों पर तकनीकी, राजनीतिक और आर्थिक आधार पर पाकिस्तान के मामले को जोरदार ढंग से उठाएगी।

ईरान से सस्ती गैस आयात परियोजना के लिए अमेरिकी पाबंदी से छूट मांगेगा पाक: मंत्री

एजेंसी ■ इस्लामाबाद

पाकिस्तान ने पड़ोसी देश ईरान से सस्ती गैस आयात करने के लिए पाइपलाइन निर्मित करने की अरबों अमेरिकी डॉलर की परियोजना के खिलाफ अमेरिका के संभावित प्रतिबंधों से छूट मांगने का फैसला किया है। पेट्रोलियम मंत्री ने यह जानकारी दी। डॉन अखबार की खबर के अनुसार, पेट्रोलियम मंत्री डॉ. मुसादिक मलिक ने कहा कि सस्कार अरबों डॉलर की ईरान-पाकिस्तान गैस पाइपलाइन परियोजना के लिए अमेरिकी प्रतिबंधों से छूट मांगेगी।

उन्होंने सोमवार शाम पत्रकारों से कहा, हम अमेरिकी प्रतिबंधों से छूट मांगेंगे। पाकिस्तान गैस



पाइपलाइन परियोजना पर प्रतिबंधों को वहन नहीं कर सकता।

दक्षिण और मध्य एशिया मामलों के सहायक अमेरिकी विदेश मंत्री डेनाल्ड लू ने हाल में अमेरिकी संसद की सुनवाई में यह कहा था पाकिस्तान ने, 150 किलोमीटर लंबी गैस पाइपलाइन के लिए अब तक छूट नहीं मांगी है, जिसके बाद यह

घटनाक्रम हुआ।

मलिक ने कहा कि सस्कार लॉबिंग करने सहित संबद्ध मंचों पर तकनीकी, राजनीतिक और आर्थिक आधार पर पाकिस्तान के मामले को जोरदार ढंग से उठाएगी। उन्होंने यह उम्मीद भी जताई कि ईरान के साथ अनुबंध संबंधी दायित्वों का निर्वहन करते हुए परियोजना का कार्य जल्द शुरू होगा।