

Gas pricing up in the air

New trading products could be the start of India's attempt to create a domestic price benchmark and derivatives contract market, and the tapering of the administered price regime

S DINAKAR
8 January

The year 2023 could prove to be a watershed for India's gas industry in one of two ways. It could be the year when Prime Minister Narendra Modi's government prompts the country's gas consumers to move towards market-based trading platforms or it could be a period when price caps dictate the country's gas future. Either decision will have an impact on the energy security of the world's third-largest energy consumer.

The year will see new products from exchanges like the National Stock Exchange (NSE), the Indian Energy Exchange (IEX) and the Indian Gas Exchange (IGX) offering consumers and investors a glimpse of market prices. At the same time, upcoming price caps on a majority of India's gas supplies erode the very benefits offered by exchanges.

The NSE will launch India's first futures contract for natural gas this year after securing approval from the Securities and Exchange Board of India. The year 2023 will also witness the progress of India's attempt to create a domestic gas price benchmark in line with global gas pricing benchmarks, as a precursor to the derivatives contract.

GIXI, a gas index launched by IGX last month, was announced amid turmoil in global gas markets. Recurring bouts of Covid-19 and a war in Ukraine had sent liquefied natural gas (LNG) prices over \$60 per million Btu (mBtu), destroying South Asian gas demand last year.

The proposed gas futures contract and GIXI are intricately linked. GIXI will offer price signals for companies and speculators to place bets in the derivatives market. Companies will be able to hedge their positions for deliveries of gas on IGX via a futures contract on NSE, opening up the country's gas business to derivative trades and enabling consumers to manage pricing risks better.

"A futures market needs a price signal from the spot market," said Rajesh Kumar Mediratta, managing director and CEO, IGX. "GIXI will send that signal." GIXI was developed to derive a single price for gas in the country, and aspires to duplicate the success of international gas benchmarks such as Henry Hub and TTF, which represent prices of the fuel in the US and Europe



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■ Upcoming price caps on a majority of India's gas supplies threaten to erode the very benefits offered by exchanges

■ A domestic gas price benchmark in line with global gas pricing benchmarks is a precursor to the derivatives contract, and sends price signals to market participants

■ Setting up an Indian gas

benchmark is critical because HH and TTF reflect the dynamics in western markets and are divorced from the realities and peculiarities inherent in the Indian gas economy

■ Recurring bouts of Covid-19 and a war in Ukraine sent LNG prices over \$60 per million Btu, destroying South Asian gas demand last year

■ The government, which plans to more than double gas share in the overall energy mix to 15% by 2030, has asked fertiliser makers to use IGX as an option to source around a fifth of its needs

respectively, and spot LNG benchmark assessments Japan Korea Marker and West India Marker. IGX will calculate the day's GIXI from the volume weighted price of all gas trades on a particular day — a cumulative GIXI will be available for the entire month.

Setting up an Indian gas benchmark is critical because HH and TTF reflect the dynamics in western markets, and are divorced from the realities and peculiarities inherent in the Indian gas economy. For instance, the GIXI for December was ₹1,294/\$15.7 per mBtu. That compares to \$5.7 per mBtu for HH, \$36 per mBtu for Dutch TTF, and \$30 per mBtu for WIM, according to IGX data. That makes Indian gas prices thrice that of HH, and half of the other benchmarks. So, extrapolating foreign gas benchmarks into the Indian environment sends the wrong price signals to domestic gas consumers and fuel sellers.

"The competitive prices discovered at IGX have been a true reflection of India's gas demand and supply, including the LNG

long-term, spot, and domestic gas prices," Mediratta said.

That said, GIXI is still imperfect because it captures average rates from low trading volumes. An index has a value when there is significant liquidity behind that index. But liquidity on IGX is currently low because the majority of 95 million cubic metres (mcm) a day of India's gas output is allotted by the government to end users. Over 80 per cent of India's 80 mcm a day of LNG supplies are tied up under long-term take-or-pay agreements, leaving little to be traded on the marketplace.

IGX, whose fortunes are partly pegged to the growth rate of India's gas economy, traded around 7.1 mcm of gas a day in December, growing 382 per cent on the year — that is still only around 4.5 per cent of India's gas consumption. But the country's gas use is shrinking, despite GDP growth. India's gas demand dropped 6 per cent in the April-November period to 40.9 billion cubic metres from a year earlier, according to the oil ministry.

LNG imports during the period slumped 14 per cent to 18.6 billion cubic metres from a year earlier because of high prices. That means IGX needs to increase its share of the existing market to grow.

"More volume trading on the exchanges, especially by the city gas distribution sector, fertiliser and power sector companies, will further open up the gas market in India," said Tarun Kapoor, former petroleum secretary and adviser to the Prime Minister.

Efforts are underway to boost such trades. The government, which plans to more than double gas share in the overall energy mix to 15 per cent by 2030, has asked fertiliser makers, which in November accounted for 36 per cent of India's 4.7 billion cubic metres in gas consumption, to use IGX as an option to source around a fifth of its needs. IGX also plans to launch a contract for trading in pipeline capacity, and will soon secure approval from the Petroleum and Natural Gas Regulatory Board (PNGRB) for a contract to trade small-scale LNG by trucks.

"Over the next few years, as the volumes increase, this index will see its popularity grow," said Satyanarayan Goel, chairman and managing director of IEX, India's biggest power exchange, and parent of IGX. "The government has also issued a policy framework that is very supportive of the market." IEX is also working on a power index.

New Delhi is also considering bringing gas into the goods and services tax system, and if that happens, then the opportunity for IGX will multiply. Today, each state has its own taxes, which vary from 4 to 26 per cent, preventing standard contracts in the gas market, Goel said.

GIXI may also capture prices from regional trades when it evolves into a South Asian Gas Exchange in the future, according to A K Tiwari, member, PNGRB, because gas forms a key part of the energy mix of India's neighbours.

IGX will reflect market-based competitive prices benefiting all stakeholders to trade gas in the country, said Kirit Parekh, former member, Planning Commission, who ironically headed a committee to recommend the capping of prices of domestic gas extracted from older areas. But Parikh has also recommended total pricing freedom for gas by January 2026.



Indo-Bangla oil pipeline may be ready by February

Guwahati: The ambitious 130-km long Indo-Bangla Friendship Pipeline (IBFPL), constructed at a cost of ₹377.08 crore, is likely to be commissioned by next month, sources said. The international oil pipeline will carry fuel from Assam-based Numaligarh Refinery Ltd's marketing terminal at Siliguri in West Bengal to the Parbatipur depot of Bangladesh Petroleum Corporation. PTI

● **BIODIESEL THAT BURNS BETTER**

Fuelled by used cooking oil

Team Quantum

Biodiesel is seen as a non-fossil replacement for carbon dioxide-spewing diesel. On the flip side, biodiesel emits more nitrous oxide, is unstable when stored for long, does not always burn well, and is costly to make.

Scientists are searching for solutions to these problems. *Quantum* dated December 26, 2022, highlighted the discovery, by Prof Anand Krishnaswamy of IIT-Madras, of a surfactant that can emulsify karanja oil-based biodiesel.

Now, Dr J Jayaprabhakar

et al find a way to process used cooking oil to derive biodiesel that burns better.

Jayaprabhakar, who teaches at Sathyabama Institute of Science and Technology, Chennai, and seven other researchers came up with a catalyst made of nanoparticles of zinc oxide and tungsto phosphoric acid (TPA) to convert used cooking oil into biodiesel. Usually hydroxides of potassium or sodium are used as catalysts.

Jayaprabhakar's goal was "to synthesise biodiesel using solid acid catalysts at a low cost... without compromising yield."

The catalysts were designed to improve their ef-

fectiveness, making production cost-effective. They mixed TPA and zinc oxide in the ratio 9:1 by weight.

They discovered an optimal set of parameters, through which 94 per cent of waste cooking oil could be converted to biodiesel.

Their conclusion: Biodiesel fuel technology laden with zinc oxide nanoparticles can cut compression injection's reliance on fossil fuel.

You can cut nitrous oxide emissions, Jayaprabhakar says, but that will reduce efficiency. Instead, use catalytic converters to deal with nitrous oxide outside the combustion chamber, he says.

Farm, industry activity to push up Dec diesel use

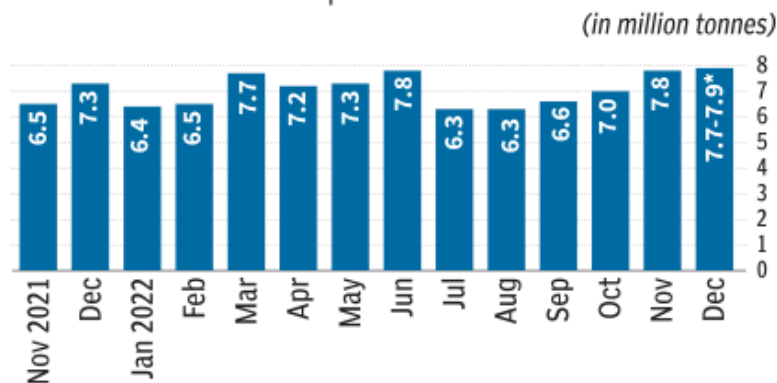
Rishi Ranjan Kala

New Delhi

India's diesel consumption is expected to have continued its upward rally in December at 7.7-7.9 million tonnes (mt), aided by increasing activity in the agriculture, industrial and mining sectors. Consumption of diesel stood at around 7.8 mt, or roughly 1.97 million barrels per day, in November 2022. This is the highest for the month in the last four years.

"Generally, industrial and farm activity picks up post monsoon months. In October-December 2022, particularly after mid-November, we are witnessing more activity in these sectors. Infrastructure spending is also picking up and mining, too, is rising, more so, for coal in anticipation of higher demand in summers," a senior

Diesel consumption



Source: Petroleum Planning and Analysis Cell (PPAC) *estimated figures

official with an oil marketing company (OMC) said.

Furthermore, last month, the marriage season was on, which again led to fuel consumption. To some extent, higher tourism during December, also contributed to the higher demand, he added.

ECONOMIC ACTIVITY

Market watchers said the economic activity is picking

up further, particularly in the logistics and infra sectors. The rabi sowing season is in full swing with demand for diesel rising due to growing irrigation activity and tractor mobility.

Similarly, auto sales rose 5-10 per cent last month, according to data from the Federation of Automobile Dealers' Association. The uptick in commercial vehicle sales indicates an emerging

outlook towards robust economic growth. Port traffic, too, has been on an upswing, led by growth in coal (coking, thermal and steam), other miscellaneous cargo and CPOL (crude, petroleum oil and lubricants).

Heightened road construction activity is also supporting diesel demand for trucks and earth movers as bitumen consumption is rising. During November 2022, it stood at 0.72 mt, up 30 per cent. Bitumen demand is also expected to grow in December.

BETTER MARGINS

Higher sales of auto fuels also points to better earnings for OMCs. ICICI Securities, in a report last week, said the firms' October-December earnings will be better than Q2 with marketing losses on retail fuels narrowing and steady gross refinery margins.

India needs to decarbonise transport sector, says Gadkari

'Govt is pursuing bio-fuels, bio gas on mission mode to replace imports in a cost effective, pollution free way'

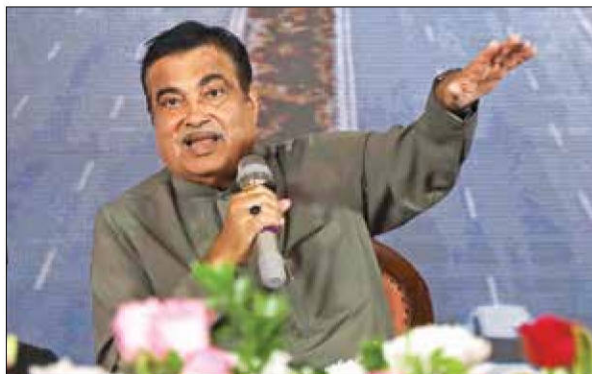
OUR CORRESPONDENT

NAGPUR: India needs to "decarbonise" its transport sector quickly as the country has the potential to be a global torch-bearer in bio-fuels, Union Minister Nitin Gadkari said on Sunday.

Speaking virtually at the Sugar and Ethanol Conference organised here by Chini Mandi, he said 80 per cent of the energy requirement of the Indian transport sector was being fulfilled through import of fossil fuels like petrol, diesel etc, which was costing the country more than Rs 16 lakh crore annually.

"This is an economic and environment problem. The transport sector also accounts for 90 per cent carbon emissions. There is immediate need to decarbonise the transport sector. The Union government is pursuing bio-fuels and compressed bio gas on mission mode to replace these imports in a cost effective, pollution free way," he said.

"The government is encouraging policy frameworks for production of bio fuels and creation of a sustainable ecosystem around it. The Centre is giving a huge push to ethanol as fuel, especially its production from surplus and damaged food grains like rice, corn and sugarcane. We can be a torch bearer in bio fuels globally," he



Transport and Highways Minister Nitin Gadkari

The Road Transport & Highways Minister said 80% of energy requirement of the Indian transport sector was being fulfilled through import of fossil fuels like petrol, diesel etc, which was costing the country more than Rs 16 lakh crore annually

said.

The efficient use of surplus sugar, rice and maize stock as well as production of second generation ethanol from bamboo and agri bio mass such as cotton and straw can completely change the fuel landscape in India, the Union Minister of Road Transport and Highways said.

"India is the only country that is setting up four commercial plants for bio fuels, three of which are based on indigenous technology. Each plant

will help two lakh farmers and reduce three lakh tonnes of carbon emissions. There is need for research and development in green hydrogen and diversification of the agriculture sector into energy and power," he asserted.

Gadkari said the future of the ethanol economy is bright and asked the sugar sector to convert the surplus produce into bio ethanol, which in turn will help create wealth in agriculture as well as the country's rural areas.

‘No diplomatic issues yet in buying Russian oil’

Amiti Sen

New Delhi

India is not facing a serious diplomatic challenge so far in sourcing oil from Russia despite the price cap imposed by the G7 and its allies on shipped Russian oil as the discount offered by Moscow is keeping prices per barrel below the cap.

But the government is trying to weigh its options in case of a rise in international oil prices, rise resulting in the price of Russian oil breaching the cap, or if the EU decides on imposing blanket secondary sanctions on countries purchasing shipped oil from the country, a source tracking the matter told *businessline*.

AFFECTING ALL

“The developed nations cannot block all options for us. Attempts to completely cut off Russia from oil trade while continuing to impose restric-



WATCHING OUT. The Centre is keeping a close eye on global oil price rise, possible secondary sanctions from EU REUTERS

tions on Iran and Venezuela will make global oil prices shoot up and it will adversely affect us all,” the source said.

The G7 and EU countries, on December 5, imposed a \$60 per barrel price cap on Russian oil in response to Moscow’s attack on Ukraine. The cap prohibits EU operators from providing insurance cover for crude shipped from Russia to third countries if it is sold below \$60 per barrel. This is in

addition to the EU’s own oil embargo banning the import of shipped crude from Russia.

India is buying Russian oil at around \$53-56 per barrel against the price cap, so there is no problem at the moment, the source said.

INCREASING IMPORTS

The EU has been expressing its unhappiness with India’s increased purchase of Russian crude for some time and has

been trying to convince it to put a check on it.

From a market share of less than 1 per cent in India’s import basket in January 2022, before Russia attacked Ukraine, Moscow’s share of imports in October rose to 4.24 million tonnes, or nearly 1 million barrels per day, taking a 21 per cent share, according to an S&P report. It was comparable to that of Iraq and higher than Saudi Arabia’s around 15 per cent, it said.

So far, India has been holding its ground on the decision to buy Russian crude on the ground that its decision was based on what was most economical and in the best interest of its people. “What happens in the future for India would depend on several factors such as the situation in Ukraine and the extent to which developed nations cut themselves off further from Russian oil and gas,” the source said.



● ENCOURAGING BIO FUELS

Nitin Gadkari, Union minister

“ The government is encouraging policy frameworks for production of bio fuels and creation of a sustainable ecosystem around it. The Centre is giving a huge push to ethanol as fuel. We can be a torch bearer in bio fuels globally.



Diesel gets costlier in Himachal Pradesh

State govt increases VAT from ₹4.40 per litre to ₹7.40 a litre

RAJAT MISHRA
New Delhi, January 8

DIESEL IS SET to get costlier in Himachal Pradesh after the state government increased value added tax on it by Rs 3 per litre on Sunday.

On the other hand, the Himachal Pradesh government reduced value added tax (VAT) on petrol by 0.55 paise.

Following the revision, the VAT on diesel goes up to ₹7.40 per litre from ₹4.40 per litre, pushing the retail price of it to ₹86 a litre.

The decision has come on the day Himachal Pradesh chief min-

ister Sukhvinder Singh Sukhu expanded his cabinet with the induction of seven new faces.

Those inducted included Vikramaditya Singh, the son of former chief minister Virbhadrha Singh.

State governments decide on the VAT rates due to which prices of petrol and diesel vary from state to state.

Considering the oil prices in the global market, Indian oil marketing companies update about the price of petrol and diesel everyday at 6 pm.

In Delhi, the price of petrol on Sunday stood at ₹96.72 per litre while that of diesel was ₹89.62 per litre. According to the IOCL update, the current price of petrol in Mumbai is ₹106.31 per litre and diesel is at ₹94.27.

In Kolkata, the price of petrol stands at ₹106.03 and the diesel stands at ₹92.76 per litre.



Green Hydrogen, No More Just Hot Air

Public-private partnerships will be critical

The nearly ₹20,000 crore National Green Hydrogen Mission cleared by the Union Cabinet last week is yet another important step towards India's transition to a net-zero economy. The goals set out for 2030 are ambitious. Now, GoI needs to develop a roadmap that will allow not to just make these goals achievable, but also create an ecosystem that will ramp up innovation and adapt to new developments.

The announcement signals GoI's seriousness of intent. It is critical for investments — the target is ₹8 lakh crore — to flow. The budgetary allocation of ₹19,744 crore is meant to leverage funds from all sources, including private funds. GoI has ensured that India has the wherewithal to take advantage of the global deployment of hydrogen when it happens at scale. Now, the difficult part: How does India leverage green hydrogen (GH) for its growth and development? The transition to a decarbo-



nised economy presents an economic opportunity for renewal and growth. Recognition of that opportunity is evident in the US with the Inflation Reduction Act, Japan's Green Growth Strategy and the EU's Green Deal and the Fit For 55 package. For the transition to be leveraged for sustained

growth, India needs to focus not just on producing GH but on developing and perfecting the technology. Otherwise, the sector is liable to become import dependent.

India's National Solar Mission provides valuable lessons of the dangers of not developing domestic capacities for research, development, technology and manufacturing. India must avoid making the same mistake with GH. Critical to India ensuring leadership position in the sector is leveraging public and private funds and assets. Taking a leaf from the Covid vaccine development book, GoI must ensure that public and private sector entities work together. R&D in public institutions requires partners from the private sector for accelerating innovation and real-world roll-out and creation of markets. A roadmap with clear milestones will lead to India taking up pole position in this frontline energy space.



India-Bangla oil pipeline is ready

The ambitious 130-km long India-Bangladesh Friendship Pipeline (IBFPL), constructed at a cost of ₹377 crore, is likely to be commissioned next month, official sources said. The international oil pipeline, IBFPL, will carry fuel from Assam-based Numaligarh Refinery Ltd's (NRL) marketing terminal at Siliguri in West Bengal to the Parbatipur depot of Bangladesh Petroleum Corporation (BPC). The mechanical works of the bilateral project, being funded by India, was completed on December 12 last year, a senior official of NRL said on condition of anonymity. "We have set the commissioning target completion in February 2023," he added. The ground breaking ceremony for the 130-km IBFPL was held in September 2018 in the presence of Prime Ministers of India and Bangladesh through video conferencing. Prime Minister Narendra Modi in his meeting with Hasina in 2017 had agreed to finance this pipeline with a capacity of one million metric tonne per annum. **PTI**

After ONGC, IndianOil may see board rejig

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New Delhi: The board of IndianOil appears to be set for a rejig, the second flagship public sector company after ONGC to witness structural changes at the top, to align management functioning with new initiatives in a changing energy landscape.

People in the know said the changes are likely to begin with chairman Shrikant Madhav Vaidya being given the additional hat of managing director to wear, giving India's largest oil refiner and fuel retailer its first MD since it was formally incorporated in 1964.

The oil ministry has approved the re-designation of the chairman's post and awaiting clearance from the corporate affairs ministry, the people cited above said.

The second change on anvil is the abolition of the post of director (R&D) after incumbent S S V Ramakumar superannuates on July 31. The directorate is likely to be turned into a new initiative division reporting directly to the chairman.

IndianOil perhaps is the only major state-run entity that has been without an MD or a chief executive officer.

The chairman has been carrying out the MD's function without the designation.

Heads of all other government companies carry the designation of chairman and managing director (CMD). However, exploration major ONGC recently saw a reversal when Arun Kumar Singh was appointed as the head but designated only as chairman and leaving scope for appointment of an MD or CEO.

MD POST FOR THE 1ST TIME

Under corporate norms, chairman is the top gun and supposed to manage the board of directors and set policy directions for the company. The MD or CEO is responsible for the day-to-day functioning and carry out the board's directives.

The re-designation of IndianOil chairman's post has become a necessity for a smooth interface with private sector and foreign companies as the company seeks collaboration for entering new-age energy and mobility areas. "Internally perhaps it does not matter. But it is important for dealing with outsiders," one of the persons cited earlier said.

IOC may get chairman and MD post soon

PTI

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Most big listed companies globally are run by a managing director or CEO and a chairman presiding over the board of directors with the primary responsibility of protecting the interests of investors.

India's largest oil company Indian Oil Corporation (IOC) is an exception for never having a managing director or CEO in its 63 years of existence.

IOC, the nation's largest oil refiner and retailer of fuels like petrol and diesel, has always been headed by a chairman, who has also discharged the role of a managing director (MD) or CEO. But this is likely to change soon with the oil ministry agreeing to redesign-



Shrikant Madhav Vaidya, chairman, IOC.

nate the top job as chairman and managing director, sources aware of the matter said.

The company has long been demanding for such a change to bring it on par with other large public sector and private firms. That demand has now been agreed to by the firm's

parent administrative ministry and is now awaiting concurrence of the Ministry of Corporate Affairs (MCA), they added.

IOC currently has a chairman Shrikant Madhav Vaidya and seven functional directors responsible for finance, marketing, human resources, pipelines, refining, planning and business development, and R&D.

The sources said the director for research and development (R&D) post is likely to be extinguished as it makes no commercial sense to have a director for a division with just 400 persons.

No major company has a director for R&D, and the func-

tion in the case of IOC is likely to be merged with one of the directors, they said.

All state-owned firms as well as the private sector either have a chairman and managing director or a CEO looking after the day-to-day functioning of the company and a chairman heading the board.

Recently, the Centre appointed Arun Kumar Singh as the chairman of Oil and Natural Gas Corporation (ONGC) but not as managing director. ONGC was previously headed by a chairman and managing director, and it is likely that the government may name a separate CEO or MD of the company.

IOC never had a MD or CEO in its existence. It now has a chairman and seven functional directors

Indian Oil chairman will also be firm's managing director

Most big listed companies globally are run by a managing director or CEO and a chairman presiding over the board of directors. But, India's largest oil company, Indian Oil Corporation (IOC), is an exception for never having a managing director or a CEO in its 63 years of existence. But this is likely to change soon with the Oil Ministry agreeing to redesignate the top post as chairman and managing director. The company has long been demanding for such a change to bring it on a par with other large public sector and private firms. That demand has now been agreed to, sources said. PTI

A 1st in 63 yrs, IOC to have MD



The company has long been demanding for such a change to bring it on a par with other PSUs

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नए साल में हर औद्योगिक क्षेत्र में तैयार हो पीएनजी इंफ्रास्ट्रक्चर

जागरण संवाददाता, गुरुग्राम: उद्योग जगत की ओर से पिछले तीन साल से औद्योगिक क्षेत्रों में पाइपड नेचुरल गैस (पीएनजी) इंफ्रास्ट्रक्चर तैयार करने की मांग की जा रही है। अब नया वर्ष आ गया है, उद्यमियों को आशा है कि औद्योगिक क्षेत्रों में पीएनजी इंफ्रास्ट्रक्चर को तैयार करने का काम प्रदेश सरकार युद्ध स्तर पर करेगी। जिले में ऐसे कई औद्योगिक क्षेत्र हैं जहां पर पीएनजी का इंफ्रास्ट्रक्चर नहीं है। इनमें सेक्टर-16 आइडीसी, बिनौला औद्योगिक क्षेत्र, पटौदी रोड औद्योगिक क्षेत्र, आइएमटी मानेसर सेक्टर-दो, सेक्टर-तीन, सेक्टर-पांच और सेक्टर-छह के नाम

शामिल हैं।

सर्दी के दिनों में दिल्ली-एनसीआर में वायु प्रदूषण का स्तर बढ़ जाता है। इसे नियंत्रित करने को लेकर ग्रेडेड रिस्पांस एक्शन प्लान (ग्रेप) लागू किया जाता है। इसके अंतर्गत औद्योगिक इकाइयों में डीजल और कोयला जैसे ईंधन पर प्रतिबंध लग जाता है। ऐसे में उद्योगों पर कमीशन आफ एयर क्वालिटी मैनेजमेंट की ओर से पीएनजी को अपनाने का दबाव बढ़ाया जा रहा है। जिन औद्योगिक क्षेत्रों में पीएनजी की लाइन नहीं है वहां के उद्यमियों को परेशान होना पड़ता है। उनका कामकाज बुरी तरह से प्रभावित होता है। हरियाणा

इंडस्ट्रियल एसोसिएशन के चेयरमैन किशन कपूर का कहना है कि सभी औद्योगिक क्षेत्रों में पीएनजी का इंफ्रास्ट्रक्चर होना चाहिए।

पीएनजी इंफ्रास्ट्रक्चर के साथ ही माइक्रो, स्माल एंड मीडियम इंटरप्राइजेज को सस्ते दर पर पीएनजी का कनेक्शन प्रदान किए जाने की जरूरत है। अभी यह काफी खर्चीला है इसे वहन करने में छोटी औद्योगिक इकाइयां सक्षम नहीं हैं। गुड़गांव उद्योग एसोसिएशन के अध्यक्ष प्रवीण यादव का कहना है कि पीएनजी के रेट पर पर प्रदेश सरकार का नियंत्रण होना चाहिए। संबंधित एजेंसी मनमाने ढंग से इसका रेट बढ़ा देती है।

● पिछले तीन साल से औद्योगिक क्षेत्रों में पीएनजी की पूर्ण सुविधा देने की चल रही है मांग

● पीएनजी इंफ्रास्ट्रक्चर को लेकर प्रदेश सरकार युद्ध स्तर पर करे काम

इस साल आने वाले अक्टूबर से पहले जिले के सभी औद्योगिक क्षेत्रों में पीएनजी का इंफ्रास्ट्रक्चर पूरी तरह से तैयार हो जाना चाहिए। इसे लेकर प्रदेश सरकार को तेज गति से काम करने की जरूरत है।

जेएन मंगला, अध्यक्ष, गुड़गांव इंडस्ट्रियल एसोसिएशन



औद्योगिक क्षेत्रों में पीएनजी इंफ्रास्ट्रक्चर का लेकर लंबे समय से मांग चल रही है। इस साल में सभी औद्योगिक क्षेत्रों में पीएनजी की लाइनें मुहैया कराने की दिशा में प्रदेश सरकार को काम करना होगा।



केके गांधी, अध्यक्ष, इंडस्ट्रियल डेवलपमेंट एसोसिएशन



भारत-बांग्लादेश मैत्री पाइपलाइन के फरवरी में चालू होने की संभावना

एजेंसी■गुवाहाटी

भारत-बांग्लादेश मैत्री पाइपलाइन (आईबीएफपीएल) अगले महीने चालू हो सकती है। आधिकारिक सूत्रों ने रविवार को यह जानकारी दी। 130 किलोमीटर लंबी इस महत्वाकांक्षी परियोजना पर 377.08 करोड़ रुपए की लागत आई है। अंतरराष्ट्रीय तेल पाइपलाइन आईबीएफपीएल के माध्यम से असम स्थित नुमालीगढ़ रिफाइनरी लिमिटेड के पश्चिम बंगाल के सिलीगुड़ी में स्थित विपणन टर्मिनल से बांग्लादेश पेट्रोलियम कॉर्पोरेशन के पखतीपुर डिपो तक ईंधन पहुंचाया जाएगा। भारत द्वारा वित्तपोषित इस द्विपक्षीय परियोजना का यांत्रिक कार्य पिछले साल 12 दिसंबर को पूरा हो चुका है। हमने फरवरी, 2023 में इसे चालू करने का लक्ष्य रखा है। वीडियो कॉन्फ्रेंस के जरिए भारत और बांग्लादेश के प्रधानमंत्रियों की उपस्थिति में सितंबर, 2018 में इस पाइपलाइन का शिलान्यास हुआ था। पूर्वोत्तर की सबसे बड़ी रिफाइनरी कंपनी के इस वरिष्ठ अधिकारी ने कहा, यह परियोजना सही मायने में एक इंजीनियरिंग चमत्कार है। हमने

कई बाधाओं का सामना किया, लेकिन दोनों देशों के बीच आपसी सहयोग और तकनीकी समझ के साथ यह अंतरराष्ट्रीय परियोजना पूरी हो सकी है। आईबीएफपीएल को भारत और बांग्लादेश के बीच सच्ची दोस्ती के कारण सफलतापूर्वक लागू किया गया है और यह दो दक्षिण-एशियाई देशों के बीच अच्छे संबंधों का प्रमाण है। प्रधानमंत्री नरेंद्र मोदी ने 2017 में बांग्लादेश की प्रधानमंत्री शेख हसीना के साथ बैठक में इस 10 लाख टन सालाना क्षमता की पाइपलाइन के वित्तपोषण की सहमति जताई थी। आईबीएफपीएल के निर्माण की कुल लागत 377.08 करोड़ रुपए है। एनआरएल का निवेश पाइपलाइन के भारत के हिस्से के लिए 91.84 करोड़ रुपए है बांग्लादेश के हिस्से के लिए शेष 285.24 करोड़ रुपए अनुदान सहायता के रूप में भारत सरकार द्वारा वित्तपोषित किए जा रहे हैं। पड़ोसी देश के विधायकों के एक प्रतिनिधिमंडल की यात्रा के अवसर पर असम विधानसभा द्वारा हाल ही में तैयार एक बांग्लादेश इस साल के अंत में एनआरएल से गैस और तेल आयात करना शुरू कर देगा।

इंडियन ऑयल के चेयरमैन कंपनी के एमडी भी होंगे

नई दिल्ली। वैश्विक स्तर पर ज्यादातर बड़ी सूचीबद्ध कंपनियों का संचालन प्रबंध निदेशक या मुख्य कार्यपालक अधिकारी (सीईओ) और एक चेयरमैन द्वारा किया जाता है। इनके ऊपर निदेशक मंडल होते हैं, जिनकी प्राथमिक जिम्मेदारी निवेशकों के हितों की रक्षा करने की होती है। भारत की सबसे बड़ी पेट्रोलियम कंपनी इंडियन ऑयल कॉर्पोरेशन (आईओसी) इसका अपवाद है, क्योंकि कंपनी में कभी कोई प्रबंध निदेशक या सीईओ नहीं रहा।

इंडियन ऑयल के चेयरमैन कंपनी के प्रबंध निदेशक भी होंगे

तैमव न्यूज ■ नई दिल्ली

वैश्विक स्तर पर ज्यादातर बड़ी सूचीबद्ध कंपनियों का संचालन प्रबंध निदेशक या मुख्य कार्यपालक अधिकारी (सीईओ) और एक चेयरमैन द्वारा किया जाता है। इनके अग्र निदेशक मंडल होते हैं, जिनकी प्राथमिक जिम्मेदारी निवेशकों के हितों की रक्षा करने की होती है। भारत की सबसे बड़ी पेट्रोलियम कंपनी इंडियन ऑयल कॉर्पोरेशन (आईओसी) इसका अपवाद है, क्योंकि कंपनी में कभी कोई प्रबंध निदेशक या सीईओ नहीं रहा। आईओसी का नेतृत्व हमेशा चेयरमैन के पास रहता है, जो एक प्रबंध निदेशक या सीईओ की भूमिका

भी निभाते हैं। हालांकि, सूत्रों ने बताया कि पेट्रोलियम मंत्रालय जल्द ही इस व्यवस्था में बदलाव कर सकता है। कंपनी लंबे समय से इस बदलाव की मांग कर रही थी, ताकि दूसरे बड़े सार्वजनिक और निजी उद्यमों के अनुरूप व्यवस्था बनाई जा सके। सूत्रों ने कहा कि इस मांग को पेट्रोलियम मंत्रालय ने मान लिया है और अब कॉर्पोरेट मामलों के मंत्रालय (एमसीए) की सहमति का इंतजार है। आईओसी में इस समय एक चेयरमैन - श्रीकांत माधव वैद्य - और वित्त, विपणन, मानव संसाधन, पाइपलाइन, शोधन, योजना तथा व्यवसाय विकास और शोध एवं विकास के लिए सात कार्यकारी निदेशक हैं।