MINT, Delhi, 17.2.2023
Page No. 9, Size:(3.84)cms X (5.24)cms.

Centre cuts windfall tax on crude, fuels

The central government has reduced the windfall profit tax levied on crude oil, diesel and jet fuel in line with a softer price trend in global markets, showed two official orders.

The reduced rates are applicable from Thursday. The tax levied in the form of special additional excise duty on crude oil has been lowered from ₹5,050 a tonne to ₹4,350 a tonne, showed one of the orders. In the case of export of jet fuel, the special additional excise duty has been lowered sharply from ₹6 a litre to ₹1.5 a litre, showed the order issued by the Central Board of Indirect Taxes and Customs (CBIC).

Meanwhile, India's fuel demand witnessed the sharpest rebound in February as petrol and diesel consumption rose by double digits after a winter lull in the previous month, preliminary industry data showed on Thursday.

GIREESH CHANDRA PRASAD & PTI

BUSINESS STANDARD, Delhi, 17.2.2023
Page No. 4, Size:(19.50)cms X (10.94)cms.

Centre cuts windfall tax on crude oil, diesel, ATF exports

The government has cut windfall profit tax on export of diesel and ATF to their lowest while also reducing the levy on domestically-produced crude in line with softening international oil prices, according to an official order. The levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to ₹4,350 per tonne from ₹5,050 per tonne, the order dated February 15 said. The government has also cut the tax on export of diesel to ₹2.5 per litre from ₹7.5. PTI

ASIAN AGE, Delhi, 17.2.2023
Page No. 7, Size:(2.34)cms X (8.81)cms.

CENTRE SLASHES WINDFALL TAX ON FUEL EXPORTS

FC CORRESPONDENT
NEW DELHI, FEB. 16

In line with softening international oil prices, the Centre has cut windfall tax on profits made from the export of diesel and aviation turbine fuel or ATF to the lowest. The government has also reduced the levy on domestically-produced crude. The new tax rates come into effect from February 16, according to a late evening order issued by the government on Wednesday.

As per the order, the windfall tax on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to ₹4,350 per tonne from ₹5,050 per tonne, while special additional excise duty on ATF cut to ₹1.50 per litre from ₹6 per litre. "Besides, the special additional excise duty on diesel has been cut to ₹2.50 per litre from ₹7.50 per litre," it said.

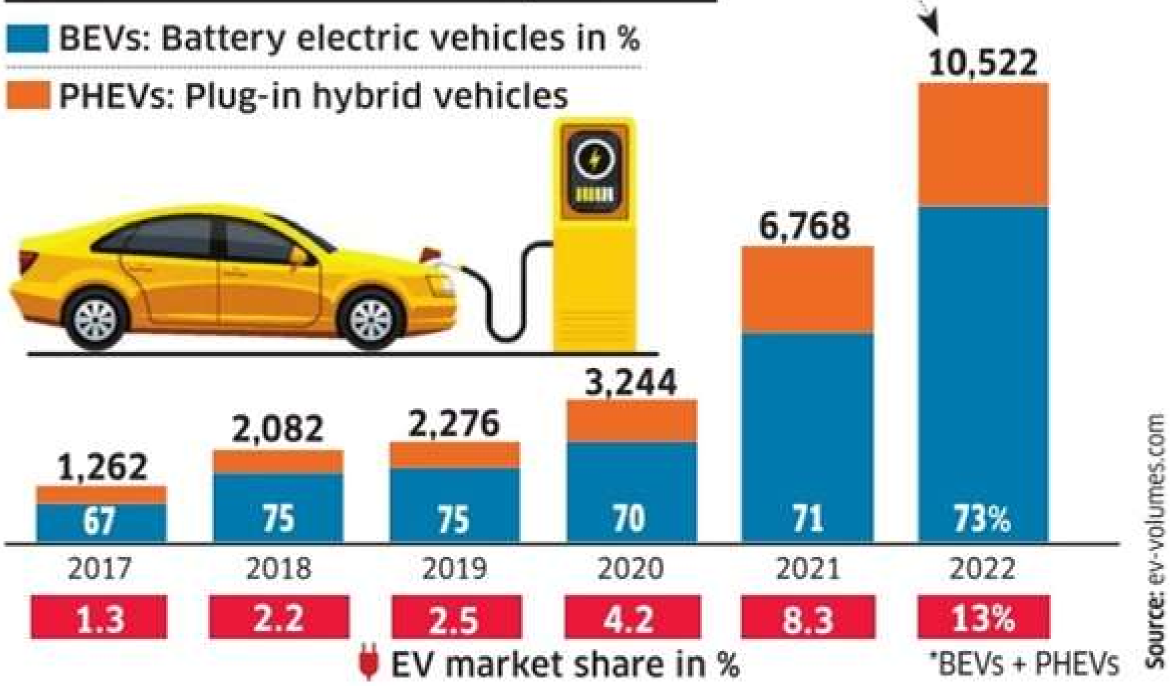
The tax rates are reviewed every fortnight based on average oil prices in the previous two weeks. India first imposed windfall profit taxes on July 1.

ECONOMIC TIMES, Delhi, 17.2.2023
Page No. 14, Size:(8.19)cms X (7.62)cms.

EV Sales Rising

More than 10.5 million electric vehicles* (EV) were delivered globally last year, according to data from EV-volumes. This was 55% more than in 2021. Sales in China rose 82% to 6.18 million, with the country accounting for 59% of all EV sales globally. Here's a look at the global EV market...

Global BEV and PHEV sales, in '000s



HINDU, Delhi, 17.2.2023
Page No. 16, Size:(2.99)cms X (8.02)cms.

'Fuel demand saw sharpest rebound in February'

Press Trust of India
NEW DELHI

India's fuel demand witnessed the sharpest rebound in February as petrol and diesel consumption rose by double digits after a winter lull in January, preliminary industry data showed.

Petrol sales jumped almost 18% year-on-year to 1.22 million tonnes in the first half of February. Diesel, the most used fuel in the country, posted an almost 25% rise in sales to 3.33 million tonnes.

ECONOMIC TIMES, Delhi, 17.2.2023
Page No. 7, Size:(21.19)cms X (8.63)cms.

Gati Shakti Push for ₹4.5 lakh cr Projects

Network Planning Group shortlists several road, rapid rail, metro, railways and petroleum pipeline projects

Twesh.Mishra@timesgroup.com

New Delhi: India has identified infrastructure projects worth ₹4.53 lakh crore to boost urban connectivity and support manufacturing, which would now be undertaken under the ambit of the PM Gati Shakti masterplan.

The Network Planning Group (NPG) has shortlisted several road, rapid rail, metro and railway projects as also petroleum pipelines as key infra developments that need to be expeditiously completed.

The move comes on the back of the government announcing a ₹10 lakh crore capex plan in the budget for the next fiscal year.

Backing of the NPG, consisting of the heads of the planning divisions of eight ministries and departments, is likely to result in faster approvals and implementation of the projects.

"The NPG evaluates the projects which have been developed by various infrastructure ministries. It then endorses these projects to the Ministry of Finance and the proponent ministry with any suggestions," a senior government official told ET.

Under the PM Gati Shakti principles, an integrated approach must be adopted while proposing connectivity projects.

"Multi-modality or inter-modal infrastructure, and last-mile connectivity should be considered. Once mapped on the National Master Plan (NMP), it will also give an optimal solution in terms of alignment to a project," the official said.

The infrastructure gaps have been identified under NMP following suggestions from ministries that administer industries like steel, which would gain from these projects.

In all there are 63 projects with the Pune-Bengaluru Expressway being the most capital-intensive of these at an estimated cost of ₹49,241 crore. The second most valuable one, at ₹37,987 crore, is the 107-km Delhi-Gurgaon-SNB (Shahjahanpur-Neemrana- Behrod) Regional Rapid Transit System (RRTS) corridor, which is part of the Delhi-Alwar RRTS line.

Development of Trunk Infrastructure Components for the 5,796.68-acre Dighi Port Industrial Area, under the Delhi Mumbai Industrial Corridor, is the most expensive project of National Industrial Corridor Development Corporation that gets NPG endorsement at ₹5,410.04 crore project cost.

Infra Boost

PROJECTS RECOMMENDED BY NETWORK PLANNING GROUP

Ministry	No of projects	Cost (₹ cr)
Roads, Transport & Highways	23	299,476.4
Housing & Urban Affairs	8	79,015.7
Railways	21	47,041.2
Commerce & Industry	5	12,780.6
Petroleum & Natural Gas	4	9,056.0
Ports, Shipping & Waterways	2	5,962.9
TOTAL	**63**	**453,332.8**

BIG-TICKET INVESTMENTS GETTING A PUSH (₹ cr)

Project	Cost (₹ cr)
Pune-Bengaluru E-way	49,241
Delhi-Gurugram RRTS	37,987
Chennai-Trichy-Tuticorin E-way	30,502

MILLENNIUM POST, Delhi, 17.2.2023
Page No. 9, Size:(13.04)cms X (16.97)cms.

Govt cuts windfall tax on crude oil, export of diesel and ATF

OUR CORRESPONDENT

NEW DELHI: The government has cut windfall profit tax on export of diesel and ATF to their lowest while also reducing the levy on domestically-produced crude in line with softening international oil prices, according to an official order.

The levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to Rs 4,350 per tonne from Rs 5,050 per tonne, the order dated February 15 said. Crude oil pumped out of the ground and from below the seabed is refined and converted into fuels like petrol, diesel and aviation turbine fuel (ATF).

The government has also cut the tax on export of diesel to Rs 2.5 per litre from Rs 7.5, and the same on overseas shipments of ATF to Rs 1.50 a litre from Rs 6 a litre. The new tax rates come into effect from February 16.

The reduction follows an increase in the levy effected earlier this month. The export levy on diesel is the lowest since the tax was introduced in July last year. The rate on export of jet fuel (ATF) equals the lowest rate hit in second half of December.

The tax rates are reviewed every fortnight based on average oil prices in the previous two weeks.

Export levy on diesel is the lowest since the tax was introduced in July last year. The rate on export of jet fuel (ATF) equals the lowest rate hit in 2nd half of December

India first imposed windfall profit taxes on July 1, joining a growing number of nations that tax super normal profits of energy companies. At that time, export duties of Rs 6 per litre ($12 per barrel) each were levied on petrol and ATF and Rs 13 a litre ($26 a barrel) on diesel.

A Rs 23,250 per tonne ($40 per barrel) windfall profit tax on domestic crude production was also levied. The export tax on petrol was scrapped in the very first review. Reliance Industries, which operates the world's largest single-location oil refinery complex at Jamnagar in Gujarat, and Rosneft-backed Nayara Energy are primary exporters of fuel in the country. The government levies tax on windfall profits made by oil producers on any price they get above a threshold of $75 per barrel.

The levy on fuel exports is based on cracks or margins that refiners earn on overseas shipments. These margins are primarily a difference between the international oil price realised and the cost.

BUSINESS LINE, Delhi, 17.2.2023
Page No. 3, Size:(12.71)cms X (7.45)cms.

Govt slashes windfall levy on domestically produced crude oil, export of diesel and ATF

Our Bureau
New Delhi

The Finance Ministry has lowered windfall profit tax levied on domestically-produced crude oil as well as on the export of diesel and ATF, in line with softening international oil prices.

Effective February 16, the levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been lowered to ₹4,350 per tonne from ₹5,050 per tonne, a notification issued by Central Board of Indirect Taxes and Custom (CBIC) said. Further, the Ministry has lowered the tax on export of diesel to ₹1 per litre from ₹ 7.5 a litre and the same on overseas shipments of ATF to ₹1.50 a litre from ₹3.5 a litre.

TAX ON PROFITS

India first imposed windfall profit taxes on July 1, joining a growing number of nations that tax super normal profits of energy companies. At that time, export duties of ₹6 per litre ($12 per barrel) each were levied on petrol and ATF and ₹13 a litre ($26 a barrel) on diesel. A ₹23,250 per tonne ($40 per barrel) windfall profit tax on domestic crude production was also levied. The export tax on petrol was scrapped in the very first review. The tax rates are reviewed every fortnight based on average oil prices in the previous two weeks.

In response to a question in Rajya Sabha recently, Minister of State in Oil Ministry Rameswar Teli said, "As per Department of Revenue, Ministry of Finance, the data for Special Additional Excise Duty (SAED) on production of crude Oil is not maintained separately. The collection of SAED, for the current financial year, is estimated at the level of ₹25,000 crore from production of crude oil, export of petrol, diesel and ATF."

Reliance Industries Ltd, which operates the world's largest single-location oil refinery complex at Jamnagar in Gujarat, and Rosneft-backed Nayara Energy are primary exporters of fuel in the country. The government levies tax on windfall profits made by oil producers on any price they get above a threshold of $75 per barrel. The levy on fuel exports is based on cracks or margins that refiners earn on overseas shipments. These margins are primarily a difference between the international oil price realised and the cost.

HINDU, Delhi, 17.2.2023
Page No. 16, Size:(6.23)cms X (8.29)cms.

Govt. slashes levy on crude, ATF and diesel

Reuters
BENGALURU

India has cut its windfall tax on crude oil and exports of aviation turbine fuel (ATF) and diesel, according to a government notification dated Feb. 15. Windfall tax on crude was cut to ₹4,350 ($52.60) per tonne from ₹5,050 per tonne, effective Thursday.

The government also cut export tax on aviation turbine fuel to ₹1.50 per litre from ₹6 per litre, and reduced export tax on diesel to ₹2.50 per litre from ₹7.50 per litre, the notification said.

India had in July imposed the windfall tax on crude oil producers and levies on exports of gasoline, diesel and aviation fuel after private refiners wanted to make gains from robust refining margins in overseas markets, instead of selling it cheap at home

The cuts came as Indian refiners continued to stock up discounted Russian fuel amid a steady increase in domestic consumption.

The windfall taxes had been weighing on profits of Indian refiners, with firms like RIL, Vedanta, Oil India and Mangalore Refinery and Petrochemicals Ltd. flagging the impact in their latest quarterly results.

MILLENNIUM POST, Delhi, 17.2.2023
Page No. 9, Size:(21.25)cms X (17.08)cms.

India's fuel demand witnesses sharpest rebound in February

Petrol sales jumped almost 18% to 1.22 million tonnes in February first half, as against 1.04 mn tonnes of consumption in same period last year

OUR CORRESPONDENT

NEW DELHI: India's fuel demand witnessed the sharpest rebound in February as petrol and diesel consumption rose by double digits after a winter lull in the previous month, preliminary industry data showed on Thursday.

Petrol sales jumped almost 18 per cent to 1.22 million tonnes in the first half of February, as compared to 1.04 million tonnes of consumption in the same period of last year.

Sales were 18.3 per cent higher than in COVID-marred first half of February 2021 and 15.7 per cent more than in the same period of 2020.

Month-on-month, the demand was up 13.6 per cent, reversing the dip in the previous month. Sales had fallen 5.1 per cent month-on-month in January as cold conditions cut vehicular movement.

Diesel, the most used fuel in the country, posted a near 25 per cent rise in sales during February 1-15 to 3.33 million tonnes, as compared to the same period last year.

Diesel, the most used fuel in the country, posted a near 25% rise in sales during February 1-15 to 3.33 million tonnes, as compared to same period last year

Consumption was up 16.7 per cent over the first half of February 2021 and 7 per cent higher than 2020.

Month-on-month sales surged 10.3 per cent from 3.01 million tonnes in the first half of January.

In January, diesel consumption fell 8.6 per cent month-on-month basis as snowfall in higher reaches halted truck movement.

The rebound in sales is the sharpest.

Industry sources said diesel demand surged as trucks returned to roads and there was a pick up in the agriculture sector. Use of the fuel in irrigation pumps and trucking helped build the momentum generated.

January sales were lower month-on-month also because the previous month had seen a surge in consumption due to vacation travel.

With the continued opening of the aviation sector, India's overall passenger traffic at airports inched closer to pre-COVID-19 levels.

Reflecting the trend, jet fuel (ATF) demand jumped 43.7 per cent to 2,94,000 tonnes during the first half of February when compared to the same period last year. It was 35.6 per cent higher than February 2021 but 12.8 per cent lower than February 2020. Month-on-month sales were up 4.22 per cent.

Sources said while domestic air travel is back to pre-COVID levels, international traffic is lagging because of continued restrictions in some countries.

India's recovery has continued to gain momentum in recent months but has been accompanied by elevated inflation. This slowed the momentum a bit. The country's oil demand had been rising steadily since the easing of COVID-19 restrictions.

Cooking gas LPG sales were up 4.1 per cent year-on-year at 1.39 million tonnes in February 1-15. LPG consumption was 14.7 per cent higher than in February 2021 and 20.9 per cent more than in February 2020.

Month-on-month, the demand was up nearly 12 per cent when compared to 1.24 million tonnes of LPG consumption during January 1-15, the data showed.

BUSINESS STANDARD, Delhi, 17.2.2023
Page No. 2, Size:(9.83)cms X (11.97)cms.

Indian Oil clarifies on Adani Gas deal after public scrutiny

Indian Oil has taken to Twitter in an unusual move to clarify its involvement in an Adani Group company gas import terminal. The refiner sent a series of tweets to detail a deal with Adani Ports & Special Economic Zone involving a proposed liquefied petroleum gas terminal on the nation's east coast. The firm said there was no take-or-pay liability or binding agreement in place. The response followed a tweet from an opposition lawmaker, who accused Indian Oil of not following a proper tender process.

HINDU, Delhi, 17.2.2023
Page No. 16, Size:(15.95)cms X (9.15)cms.

IOC contradicts Adani over terms of port use agreement for LPG imports

Oil firm says there is no 'take-or-pay' liability for hiring APSEZ's Gangavaram port; PSU tweets clarifications after TMC's Mahua Moitra raises possibility of a questionable transaction in IOC entering into an agreement without floating a tender

Press Trust of India
NEW DELHI

Indian Oil Corporation (IOC) on Thursday took to Twitter to clarify on its initial pact for hiring Adani's port at Gangavaram in Andhra Pradesh for LPG imports in addition to pacts with nearby ports, saying there was no take-or-pay agreement.

The statement, which came in response to TMC's Mahua Moitra raising a stink of a scam in hiring of the port facility without a tender, contradicted Adani Ports and Special Economic Zone Ltd.'s earnings presentation that said "MoU signed with IOCL for a take-or-pay contract at Gangavaram Port for building LPG handling facilities." Ms. Moitra, reacting to the news based on the presentation, tweeted, "Brazen theft".

In an unusual move, IOC posted several tweets to clarify its position.

'Non-binding MoU'

"IOC has just signed a non-binding MoU with APSEZL," it said, adding that it floats no tenders for hiring of facilities at ports to import LPG. "There is no take-or-pay liability or any binding agreement, as of now," it said.

A take-or-pay contract means the state-owned firm will have to pay for using the terminal's full 5 lakh tonnes capacity a year even if it ships less than the committed quantity.

IOC currently uses state-run Visakhapatnam or Vizag Port, located adjacent to Gangavaram port, to import some 7-8 lakh tonnes of LPG annually.

"IOC enters into agreements with various ports on a regular basis to enhance capability to supply LPG across India. For hiring of LPG terminals, OMCs (oil marketing companies) evaluate the infrastructure for suitability for catering to the nearest market at a reasonable cost. No separate tender is invited," it said.

Port pact

IOC, in an unusual move, clarifies stand on its MoU with Adani Ports through a series of tweets after TMC MP Mahua Moitra alleges "brazen theft"

- APSEZ had in a presentation said it signed MoU for a "take-or-pay contract" for building LPG handling facilities
- IOC says it does not float tenders for hiring facilities at ports to import LPG
- Oil PSU currently imports LPG through Vizag Port located adjacent to Gangavaram port

FINANCIAL EXPRESS, Delhi, 17.2.2023
Page No. 6, Size:(13.18)cms X (12.55)cms.

LAGGING BEHIND

THE IEA HAS BEEN UNDULY KIND TO INDIA WHILE ASSESSING WHAT WE ARE LIKELY TO ACHIEVE BY 2027

Long road for energy transition

SOMIT DASGUPTA & DIYA DASGUPTA

Respectively, senior visiting fellow, and research associate, ICRIER. *Views are personal*

RECENTLY, THE INTERNATIONAL Energy Agency (IEA) published a report giving projections about renewable electricity generation for 2022-2027.

According to this report, electricity generation from renewable sources will witness phenomenal growth during this period, and the credit goes to the Ukraine crisis. The increase in the price of fossil fuels has made solar and wind generation more competitive and has provided the added impetus. Besides, countries in the West have also gone into overdrive and are in the process of strengthening their renewable energy policies.

In the US, the Inflation Reduction Act (2022) provides long-term policy visibility for wind and solar PV projects. This legislation extends tax credits for renewable projects till 2032.

In the European Union (EU), the 'Fit by 55' package aims to bring down greenhouse gas emissions by 55% by 2030, compared to the 1990 level. The EU, incidentally, is planning to increase the share of renewable generation in final energy consumption to 45% by 2030, exceeding the previous target of 40%.

The IEA report says that Germany has augmented its renewable energy targets, introduced higher auction volumes, and improved remuneration for distributed photovoltaics. Similarly, Spain has streamlined its procedures for permitting solar PV and wind plants and increased grid capacity for renewable energy projects. As a result of all this, the IEA has projected that the renewable sector will grow much faster than what was anticipated a year ago. Between 2022 and 2027, renewable capacity is expected to grow by 2,400 GW, which represents an 85% acceleration from the previous five years. Renewables will account for 90% of the global electricity capacity expansion, and the thrust will come from China, the EU, the US, and India. In fact, China alone will account for about 50% of the incremental capacity. In terms of global generation capacity, renewables will emerge as the largest source by 2025, surpassing coal. They will be responsible for 38% of energy generation by 2027, with solar and wind making up 20%. The corresponding shares of coal, natural gas, nuclear energy, and oil will go down.

Regarding India, the IEA report has painted quite a rosy picture for growth in renewable capacity during 2022-2027, fuelled primarily by the 500-GW non-fossil capacity target (by 2030) and the desire to achieve its 'net-zero by 2070' target. The IEA, it seems, has not taken cognisance of the fact that India, in its updated NDC (August 2022), has dropped the target of having 500 GW of non-fossil fuel generation capacity. The report says that India will add 145 GW of renewable capacity during 2022-27.

The report says that India will add 145 GW of renewable capacity during 2022-27. Incidentally, we have added only about 66 GW (including large hydro) in the last seven years. So, the IEA's projection is a tall order

India, incidentally, has added only about 66 GW (including large hydro) in the last seven years or so. So, the additional 145 GW in the next five years is a tall order, and even if achieved, the total installed capacity of renewable generation (including large hydro) in 2027 will only be about 310 GW—making '500 GW by 2030' difficult to achieve (though it no more is the stated target).

The optimism expressed by the IEA over India achieving its target is somewhat misplaced due to many factors. Since 75% of the incremental capacity is to come from solar, we may limit our analysis to this sector only.

While analysing the solar sector, it is important to separately view the two sub-components of utility-scale solar installations and solar rooftops. If we see our actual achievements vis-à-vis our previous target of 175 GW (by 2022), it is evident that the major shortfall is in the rooftop sector. The country has managed to install only 8 GW of rooftop capacity against a target of 40 GW (December 2022). The major factors adversely affecting the utility-scale solar projects are the increase in module prices, imposition of basic custom duties (BCD) of 40% effective from April 2022, restricting the purchase of solar modules to only the approved list of models and manufacturers (ALMM), which are considered to be inferior, non-payment of dues by distribution companies, the poor financial health of distribution companies, etc. The insistence on buying equipment from the ALMM list has also contributed to a spike in the prices of solar modules due to a mismatch in demand and supply. There is some talk of doing away with the direction of purchasing only from the ALMM for a period of two years, which may give some respite.

Further, there is an apprehension that there is going to be a big dip in solar installations beyond 2022, because all the imported modules that were purchased before the BCD was made effective will be used up. After a couple of years, the lack of storage will also become a major impediment to adding more renewable capacity. With regards to solar rooftops, there are additional problems such as the states insisting on gross rather than net metering, lack of easy finance, long payback periods, reluctance towards giving up rooftop space, insistence on collaterals for small consumers, poor after-sales service, etc.

The upshot is that the IEA has been unduly kind to India while assessing what we are likely to achieve by 2027. While the authors of the IEA report have only described the issues affecting the solar sector, there are several challenges confronting the wind and hydro sectors as well.

When it comes to the renewable sector, the next five years are going to be a lot tougher than the past five years. We need to take this report of the IEA with a pinch of salt and concentrate on how to effectively remove the impediments confronting the renewable sector.

BUSINESS LINE, Delhi, 17.2.2023
Page No. 5, Size:(17.37)cms X (9.58)cms.

Natural gas — a bridge to a cleaner future

Sanjay Kumar
Gaurav Bhatiani

Budget 2023-24 came on the back of the recently enacted Energy Conservation (Amendment) Bill, 2022, which in itself was a key milestone. By creating a carbon trading market, it has the potential to integrate several discreet initiatives like the renewable energy certificates, the Perform, Achieve and Trade scheme. Overall, it will accelerate the clean energy transition by galvanising cleaner alternatives such as natural gas, pumped storage, and hydrogen.

Given India's large geography, heterogeneity of energy demands and logistical constraints, the transition will require multiple technologies and energy sources to provide coordinated and complementary support.

Among other options, natural gas is well placed to play a key role in the energy transition, consistent with the government's ambition of developing a gas-based economy. Natural gas offers several advantages that make it attractive, particularly for the medium term, till viable alternatives emerge.

First, because it is a relatively cleaner fuel with an established supply chain and mature global market. While 2022 was a difficult year for natural gas consumers, India can still aim for the stated medium-term goal of 15 per cent share through a combination of strategic supply agreements and by expanding domestic exploration and production. International gas prices are expected to soften, given an unusually mild winter in Europe and the possibility of an economic downturn in 2023.

COMPLEMENTS RENEWABLES

Second, natural gas-based power plants are well placed to complement renewables as they offer flexibility to quickly ramp-up the generation as the solar wind downs in the evening. They can also support seasonal variations, for example, low wind generation during winter.

Third, as a relatively cleaner fuel, natural gas significantly reduces urban air pollution. This is relevant given that 21 out of 30 most polluted cities are in India. While EVs are becoming competitive, widespread adoption

CLEAN ENERGY. Gas delivers

remains distant. Investments exceeding $60 billion are underway in the natural gas infrastructure, including expansion of the city gas distribution (CGD) network. By 2030, a well developed CGD network will be available in more than 550 districts. Therefore, natural gas will play a key role in decarbonizing the transport sector and emerge as the preferred option for personal and commercial vehicles. It will also extend the life of vehicles, thereby contributing to circular economy.

The government has been actively driving and supporting the natural gas industry through calibrated policy reforms and programmatic initiatives. Some of the key ones include enabling development of "One Nation, One Gas Grid", marketing reforms and the launch of the first Gas Exchange in 2020. In addition, the government recently announced a hydrogen policy and a National Green Hydrogen Mission. Hydrogen is expected to play a key role in the long-term energy transition and therefore this move reaffirms India's leadership in clean energy transition.

The economics of green hydrogen however needs to improve significantly to enable widespread adoption as transport and industrial fuel. The current cost-benefit equation is financially unviable for most consumers.

Overall, India's commitment to clean energy transition requires deployment of multiple technologies and fuel options. Continuing to use natural gas as a bridge to cleaner future will support climate mitigation.

Kumar is the Managing Director, Indraprastha Gas Ltd, and Bhatiani is Director – Energy and Environment at RTI International India. Views are personal

PIONEER, Delhi, 17.2.2023
Page No. 10, Size:(4.29)cms X (16.30)cms.

ONGC, Oil India share jumps over 5%

PTI ■ NEW DELHI

Shares of ONGC and Oil India jumped on Thursday after the government reduced the levy on domestically-produced crude in line with the softening of international oil prices.

ONGC stock rallied 5.66 per cent to settle at ₹155.85 apiece on the BSE.

Shares of Oil India jumped 5.21 per cent to end at ₹260.50 each.

Upstream oil companies gained as a result of the slash in windfall tax, Vinod Nair, Head of Research at Geojit Financial Services, said.

The BSE benchmark ended 44.42 points or 0.07 per cent higher at 61,319.51.

The government has cut windfall profit tax on export of diesel and ATF to their lowest while also reducing the levy on domestically-produced crude in line with the softening of international oil prices, according to an official order.

The levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to ₹4,350 per tonne from ₹5,050 per tonne, the order dated February 15 said. Crude oil pumped out of the ground and from below the seabed is refined.

Post festival-season spike, demand for fuels, LPG drop

WEATHER PLAYS FOUL. Cold wave, fog hit construction and vehicle movement in Jan

Rishi Ranjan Kala
New Delhi

Softening manufacturing activity and reduced mobility during January 2023 pulled down the demand for auto fuels and LPG, while consumption of key industrial inputs such as bitumen and lubricants remained almost flat.

According to the Petroleum Planning and Analysis Cell (PPAC), diesel consumption declined 8 per cent m-o-m to 7.2 million tonnes last month, while petrol consumption fell 7 per cent to 2.8 mt. The consumption of liquefied petroleum gas (LPG) went south by 4 per cent on a monthly basis to 2.5 mt.

While, the consumption of bitumen, a key input in the roads sector, and lubricants and greases stood almost flat at 0.66 mt and 0.42 mt, respectively. The consumption of Aviation Turbine Fuel (ATF) rose marginally by a little over 1 per cent m-o-m to 0.67 mt in January 2023.

Petroleum products consumption

(million tonnes)

	Diesel	Petrol	LPG	ATF	Bitumen	Lubricants*
January 2023	7.2	2.8	2.5	0.67	0.66	0.42
December 2022	7.8	3	2.6	0.66	0.66	0.42
November 2022	7.8	3	2.5	0.62	0.72	0.41
October 2022	7	3	2.4	0.62	0.59	0.41

*Lubricants & Greases Source: PPAC

On a cumulative basis as well, petroleum product consumption slipped 5 per cent m-o-m to 18.70 mt in January. However, it was the third highest, after December 2022 (19.60 mt) and November 2022 (18.84 mt), in the first ten months of the current fiscal year ending March 2023.

SOFTENING DEMAND

A senior official with an oil marketing company (OMC) explained that mobility was higher during November and December due to rabi sowing season, marriage and tourism activity. Besides, FMCG movement was also high. Subsequently, demand for petroleum products fell in January as these activities subsided, coupled with cold wave conditions and fog impacting vehicular movement.

Construction activity was also slightly impacted due to weather and certain other factors, which had a bearing on demand for bitumen and lubricants, particularly from the logistics sector. ATF consumption is in line with peak air travel season (December and January), but it is expected to subside in the next two months, he added.

The seasonally adjusted S&P Global India Manufacturing Purchasing Managers' Index (PMI) fell to a three-month low of 55.4 in January from 57.8 in December 2022. Both output and new orders grew at a softer pace with foreign sales increasing the least in FY23 so far, while input buying also eased despite growth remaining strong.

Furthermore, CareEdge in a report said that services sector activity lost momentum in January as PMI services eased owing to the fall in exports and new orders. Merchandise exports witnessed broad based contraction in January due to weakened external demand.

Imports also recorded a 17-month low partly reflecting softening commodity prices of key imported goods. The e-way bill generation came off the peak seen in December but remained above 80 million for the third consecutive month, it added.

Tax cut effect: ONGC, Oil India shares jump over 5%

New Delhi: Shares of Oil and Natural Gas Corporation (ONGC) and Oil India jumped on Thursday after the government reduced the levy on domestically-produced crude in line with the softening of international oil prices. ONGC stock rallied 5.66 per cent to settle at ₹155.85 apiece on the BSE. Shares of Oil India jumped 5.21 per cent to end at ₹260.50 each. PTI

PIONEER, Delhi, 17.2.2023
Page No. 10, Size:(17.26)cms X (8.27)cms.

Windfall tax on crude oil, export of diesel, ATF cut

PTI ■ NEW DELHI

The government has cut windfall profit tax on export of diesel and ATF to their lowest while also reducing the levy on domestically-produced crude in line with softening international oil prices, according to an official order.

The levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to ₹4,350 per tonne from ₹5,050 per tonne, the order dated February 15 said.

Crude oil pumped out of the ground and from below the seabed is refined and converted into fuels like petrol, diesel and aviation turbine fuel (ATF).

The Government has also cut the tax on export of diesel to ₹2.5 per litre from ₹7.5, and the same on overseas shipments of ATF to ₹1.50 a litre from Rs 6 a litre.

The new tax rates come into effect from February 16.

The reduction follows an increase in the levy effected earlier this month.

The export levy on diesel is the lowest since the tax was introduced in July last year. The rate on export of jet fuel (ATF) equals the lowest rate hit in second half of December.

The tax rates are reviewed every fortnight based on average oil prices in the previous two weeks.

India first imposed windfall profit taxes on July 1, joining a growing number of nations that tax super normal profits of energy companies. At that time, export duties of Rs 6 per litre (USD 12 per barrel) each were levied on petrol and ATF and ₹13 a litre ($26 a barrel) on diesel.

A ₹23,250 per tonne ($40 per barrel) windfall profit tax on domestic crude production was also levied.

The export tax on petrol was scrapped in the very first review. Reliance Industries Ltd, which operates the world's largest single-location oil refinery complex at Jamnagar in Gujarat, and Rosneft-backed Nayara Energy are primary exporters of fuel in the country. The government levies tax on windfall profits made by oil producers on any price they get above a threshold of $75 per barrel.

TRIBUNE, Delhi, 17.2.2023
Page No. 14, Size:(10.35)cms X (8.94)cms.

Windfall tax slashed on crude oil, export of diesel and ATF

NEW DELHI, FEBRUARY 16

The government has cut windfall profit tax on export of diesel and ATF to their lowest while also reducing the levy on domestically produced crude in line with softening international oil prices, according to an official order.

The levy on crude oil produced by companies such as Oil and Natural Gas Corporation (ONGC) has been cut to Rs 4,350 per tonne from Rs 5,050 per tonne, the order dated February 15 said.

Crude oil pumped out of the ground and from below the seabed is refined and converted into fuels like petrol, diesel and aviation turbine fuel (ATF).

The government has also cut the tax on export of diesel to Rs 2.5 per litre from Rs 7.5, and the same on overseas shipments of ATF to Rs 1.50 a litre from Rs 6 a litre.

MOVE IN LINE WITH SOFTENING OIL PRICES

- The levy on crude oil produced by companies such as ONGC has been cut to ₹4,350 per tonne from ₹5,050 per tonne
- The government has also cut the tax on export of diesel to ₹2.5 per litre from ₹7.5, and the same on overseas shipments of ATF to ₹1.50 a litre from ₹6 a litre
- The new tax rates come into effect from February 16

The new tax rates come into effect from February 16. The reduction follows an increase in the levy effected earlier this month.

The export levy on diesel is the lowest since the tax was introduced in July last year. The rate on export of jet fuel (ATF) equals the lowest rate hit in second half of December.

The tax rates are reviewed every fortnight based on average oil prices in the previous two weeks.

India first imposed windfall profit taxes on July 1, joining a growing number of nations that tax super normal profits of energy companies. At that time, export duties of Rs 6 per litre ($12 per barrel) each were levied on petrol and ATF and Rs 13 a litre ($26 a barrel) on diesel.

A Rs 23,250 per tonne windfall profit tax on domestic crude production was also levied. The export tax on petrol was scrapped in the very first review.

Reliance Industries Ltd, which operates the world's largest single-location oil refinery complex at Jamnagar in Gujarat, and Rosneft-backed Nayara Energy are primary exporters of fuel in the country.

The government levies tax on windfall profits made by oil producers on any price they get above a threshold of $75 per barrel.

The levy on fuel exports is based on cracks or margins that refiners earn on overseas shipments. These margins are primarily a difference between the international oil price realised and the cost. — PTI

Windfall taxes on crude, export of ATF, diesel cut

FE BUREAU
New Delhi, February 16

THE CENTRE HAS cut the windfall tax on export of domestically produced crude oil and diesel and aviation turbine fuel for exports. The windfall tax on domestically produced crude oil has been cut to ₹4,350 per tonne from the previous ₹5,050 per tonne.

The tax on export of aviation turbine fuel has been cut to ₹1.50 per litre from the earlier ₹6 per litre. The tax on diesel exports has also been cut to ₹2.50 per litre (inclusive of cess) from the earlier ₹7.5 per litre.

TAX TWEAK

- The Centre has cut the windfall tax on export of domestically produced crude oil and diesel and aviation turbine fuel for exports
- The windfall tax on domestically produced crude oil has been cut to ₹4,350 per tonne from the previous ₹5,050 per tonne
- The tax on diesel exports has also been cut to ₹2.50 per litre (inclusive of cess) from ₹7.5 per litre
- The tax on export of aviation turbine fuel has been cut to ₹1.50 per litre from ₹6 per litre

The revision is effective from Thursday, according to notifications by the Central Board of Indirect Taxes and Customs.

According to PPAC data, the price of the Indian basket of crude oil has been firming up in recent weeks and was at $83.46 per barrel as on February 15 from an average $ 80.92 per barrel in January and $78.1 per barrel in December 2022.

The Centre had imposed special additional excise duty of ₹23,250/tonne on crude and export taxes on petrol, diesel and ATF at ₹6/ litre, ₹13/litre and ₹6/litre, respectively from July 1, 2022. It subsequently removed the tax on petrol. The rates are reviewed every fortnight to keep them in sync with the global crude oil prices.

The government has indicated that the levy will continue until prices of crude oil remain significantly high and expects to raise about ₹25,000 crore from the tax this fiscal as well as a similar amount in the next fiscal.

DAINIK JAGRAN, Rastriya Sanskaran, 17.2.2023
Page No. 10, Size:(3.04)cms X (5.04)cms.

कच्चे तेल के उत्पादन पर अप्रत्याशित लाभ कर घटा

नई दिल्ली: सरकार ने घरेलू स्तर पर उत्पादित कच्चे तेल पर लगने वाले अप्रत्याशित लाभ कर में कटौती की है। अब इस पर 5,050 रुपये की बजाए 4,350 रुपये प्रति टन का अप्रत्याशित लाभ कर लगेगा। डीजल निर्यात पर लगने वाले कर को 7.5 रुपये से घटाकर 2.5 रुपये प्रति लीटर किया गया है। विमान ईंधन निर्यात पर लगने वाले कर को छह से घटाकर 1.50 रुपये प्रति लीटर किया है। (प्रेट्र)

DAINIK JAGRAN, Delhi, 17.2.2023
Page No. 12, Size:(7.79)cms X (11.34)cms.

कच्चे तेल के उत्पादन पर अप्रत्याशित लाभ कर घटा

नई दिल्ली: सरकार ने घरेलू स्तर पर उत्पादित कच्चे तेल पर लगने वाले अप्रत्याशित लाभ कर में कटौती की है। अब इस पर 5,050 रुपये की बजाए 4,350 रुपये प्रति टन का अप्रत्याशित लाभ कर लगेगा। डीजल निर्यात पर लगने वाले कर को 7.5 रुपये से घटाकर 2.5 रुपये प्रति लीटर किया गया है। विमान ईंधन निर्यात पर लगने वाले कर को छह से घटाकर 1.50 रुपये प्रति लीटर किया है। (प्रेट्र)

AMAR UJALA, Delhi, 17.2.2023
Page No. 16, Size:(2.79)cms X (5.74)cms.

52% नौकरियां मिलने की उम्मीद है।

पेट्रोल-डीजल की मांग फरवरी में 25% तक बढ़ी

नई दिल्ली। खपत बढ़ने से फरवरी में पेट्रोल और डीजल की मांग में दो अंकों की वृद्धि हुई है। पेट्रोल की बिक्री 18 फीसदी बढ़कर 12.2 लाख टन हो गई। डीजल की बिक्री 25% बढ़कर 33.3 लाख टन हो गई है।

अप्रत्याशित लाभ कर में कटौती

डीजल पर अप्रत्याशित लाभ कर घटाकर 2.5 रुपये लीटर किया गया है। कच्चे तेल पर इसे 4,350 रुपये प्रति टन कर दिया गया है। एजेंसी

VIRAT VAIBHAV, Delhi, 17.2.2023
Page No. 15, Size:(8.65)cms X (12.82)cms.

कॉरपोरेट डायरी

फरवरी में पेट्रोल की बिक्री बढ़ी, डीजल की मांग में उछाल

एजेंसी■नई दिल्ली

देश में ईंधन की मांग में फरवरी में सबसे तेज उछाल आया। बृहस्पतिवार को आए उद्योग के शुरुआती आंकड़ों के मुताबिक पिछले महीने पड़ी जोरदार ठंड के चलते इस महीने पेट्रोल और डीजल की खपत दो अंक में बढ़ी। आंकड़ों के मुताबिक, फरवरी के पहले पखवाड़े में पेट्रोल की बिक्री लगभग 18 प्रतिशत बढ़कर 12.2 लाख टन हो गई। पिछले साल की समान अवधि में यह आंकड़ा 10.4 लाख टन था। यह आंकड़ा 2021 में फरवरी के पहले पखवाड़े के मुकाबले 18.3 प्रतिशत अधिक है। समीक्षाधीन अवधि में मासिक आधार पर पेट्रोल की मांग में 13.6 प्रतिशत बढ़ोतरी हुई। इससे पहले जनवरी में मासिक आधार पर मांग 5.1 प्रतिशत घट गई थी। ठंड के मौसम में वाहनों की आवाजाही घटने के चलते यह कमी आई थी। देश में सबसे ज्यादा इस्तेमाल होने वाले ईंधन डीजल की बिक्री।-15 फरवरी के दौरान सालाना आधार पर करीब 25 प्रतिशत बढ़कर 33.3 लाख टन हो गई। उद्योग सूत्रों ने कहा कि डीजल की मांग बढ़ी है, क्योंकि ट्रक सड़कों पर लौट आए हैं और कृषि क्षेत्र में तेजी आई है।