



ONGC News 26.05.2022 Print

Holding fuel rates: BPCL profit declines 82%



BHARAT
PETROLEUM
(BPCL) on
Wednesday

reported an 82% decline in net profit in the quarter ended March. A net profit of ₹2,130.53 crore was reported in Q4 against ₹11,940.13 crore, according to a filing. Revenue from operations rose 25% to ₹1.23 lakh crore on higher oil prices, but losses on petrol, diesel and domestic LPG sales dented the financials.

No change in govt's borrowing plan for now

BANIKINKAR PATTANAYAK
New Delhi, May 25

THE CENTRE IS unlikely to raise its gross market borrowing in FY23 from the budgeted level to fund the fiscal deficit despite additional spending commitments and a raft of indirect tax cuts on Saturday to curb inflation, a top government functionary said on Wednesday. This is because it is confident of generating

extra revenue to make up for the shortfall.

“As things stand today, we don't need to borrow more from the market, we will manage without that,” said the source. The source also said the goods and services tax (GST) rate rationalisation has “an overhang of inflation”, indicating that any such exercise could be delayed, as it has potential to raise prices of several products.

Many states, too, may not be amenable to this idea at this juncture, given the already-sticky price pressure. Moreover, a report by a group of ministers, led by Karnataka chief minister Basavaraj Bommai, for this purpose is yet to be submitted. The Central government has announced its plan to borrow ₹8.45 trillion from the market through dated securities in the first half of FY23. It has pegged FY23 gross market borrowing

via dated securities at ₹14.31 trillion, against the budgeted ₹14.95 trillion, citing a switch programme conducted on January 28.

Given that it had budgeted to borrow less from the National Small Savings Fund (₹4.25 trillion in FY23 vs ₹5.92 trillion in FY22), it has some leeway to raise its NSSF offtake should the situation so warrant, analyst said.

Continued on Page 11

No change in govt borrowing plan for now

The government aims to rein in FY23 fiscal deficit at 6.4% of nominal GDP, against 6.9% in FY22. The source said talks on adopting a rupee-rouble mechanism to enable swift payment to local exporters supplying to Russia had taken place but "nothing has been finalised yet". Given that even European countries, the biggest buyers of Russian oil and gas, have started paying in the rouble for the purchases, Indian exporters have been seeking a revival of this payment mechanism.

To moderate elevated cement prices, the government is in talks with companies from southern India, who have unutilised capacity and can ramp up production to cater to states facing a shortage. The cement industry there isn't seeking any fiscal incentive but asking for steps to keep logistics costs reasonable. "Talks are also on to see if the supplies can be made through the sea route, if transportation on rail or road is expensive," said the source.

The slew of measures initiated by the Centre on Saturday, including a fuel tax cut, will have salutary impact on inflation. However, given that global factors such as the Ukraine war and Covid-induced lockdowns in parts of China have exacerbated the price pressure, a collapse in inflation in India, too, hinges on the easing of these external headwinds, said the source.

There is no proposal yet to raise the inflation band under the central bank's targeting

framework from the current 2-6%, despite speculations to the contrary, added the source. Retail inflation hit a 95-month high of 7.79% in April, having breached the upper band of the RBI's target for a fourth straight month.

The government is looking to raise additional revenues as extra expenditure over the FY23 Budget estimate is seen at about ₹2 trillion. This is because of additional fertiliser subsidy outlay of ₹1.1 trillion, the free grains scheme that will cost ₹80,000 crore in the first half of the year and the ₹200/cylinder LPG subsidy for Ujjwala beneficiaries announced recently. There is also a likelihood of the free grain scheme staying through the current fiscal year, if not beyond.

The excise duty cuts on auto fuels on last Saturday would result in a revenue loss of about ₹85,000-90,000 crore during the remainder of the the current fiscal. The revenue loss from other steps like import duty cuts on various industrial inputs like naphtha, select primary steel items, coking coal and edible oils are seen to be a few thousand crores. Still, many analysts see the Centre's net tax receipts to be higher than the respective Budget estimate by a little over ₹1 trillion, thanks to increased revenue buoyancy.

● LOWER RUNNING COSTS

Rising prices of CNG unlikely to hit PV, CV sales

VARUN SINGH
New Delhi, May 25

RISING CNG PRICES are unlikely to impact the sales of CNG-powered passenger vehicles (PVs) and commercial vehicles (CVs) owing to their lower running costs in comparison to the petrol and diesel models. Moreover, the network of CNG stations is growing, industry executives and experts said.

The price of CNG was increased by ₹2/kg in the national capital on May 21, taking it to ₹75.61/kg. It was the 13th hike announced by Indraprastha Gas (IGL), the company retailing CNG in New Delhi and adjoining cities, since March 7, resulting in a cumulative rise of ₹19.60 per kg.

Shashank Srivastava, senior executive director - marketing and sales, Maruti Suzuki India, told *FE* that even though the CNG prices have increased, the running cost for CNG vehicles remains very competitive in relation to those for petrol and diesel. "It is about ₹2 per km against almost ₹5 per km for petrol and diesel and still about 30% cheaper than petrol and diesel. As long as the price gap between diesel or gasoline and CNG remains, people will prefer CNG vehicles," Srivastava said. Maruti, which sells nine CNG models, currently has 130,000 pending bookings for such vehicles.

The share of CNG models in the industry-wide PV volumes was around 8% in FY22 and 6% in FY21, while their contribution to the CV volumes was nearly 14% in FY22 and less than 10% in FY21, according to Crisil Research.

Tata Motors witnessed a sharp rise in demand for CNG-powered trucks in FY22, with the share of CNG models increasing in SCV cargo segment from approximately 7% to 29%, and in I&LCV segment from less than 20% to more than 40%.

"The shift in the fuel mix was on account of increasing differential between CNG and diesel fuel prices, driving the operating economics in favour of CNG vehicles in addition to the improving availability of CNG fuelling stations across the country," a Tata Motors spokesperson said.

The spokesperson noted that while the CNG price fluctuation may have a short-term impact on the fuel mix, the company expects the growth in CNG salience to continue in the mid-term. This is due to the increasing availability of CNG stations, rising products with CNG powertrain, total cost of ownership advantage over diesel and the restriction on the entry



■ Shashank Srivastava, senior ED - marketing and sales, Maruti Suzuki India, said despite CNG prices rising, the running cost of CNG vehicles remains competitive in relation to those of petrol and diesel

■ As long as the differential is more than ₹20, CNG will continue to be preferred by truck owners, according to Sanjeev Kumar, head - MHCV, Ashok Leyland

■ A Tata Motors spokesperson said while the CNG price fluctuation may have a short-term impact, the company expects the growth in CNG salience to continue in the mid-term

of diesel vehicles in certain cities.

Sanjeev Kumar, head - MHCV, Ashok Leyland, said that the price differential between diesel and CNG is crucial to the operating economics of our customers.

"We estimate that as long as the differential is more than ₹20, CNG will continue to be preferred by truck owners from a purely economics point of view, especially in states around Delhi-NCR as they need to pay NGT tax of ₹1,500 every time they enter Delhi," Kumar said. However, he added that with lower differential customers may shift to diesel, especially in northern and western markets.

"The CNG distribution network is well established in the north as well as west. However, it is getting established in the south and east and these markets will grow in terms of CNG volumes, especially for trucks. Intra-city buses will continue to be on CNG," Kumar said.

States' 'tax cuts' on petrol, diesel automatic, no rate reduction by them

FE BUREAU
New Delhi, May 25

THE CUT in excise on auto fuels by the Centre has led to an automatic reduction in state taxes on fuels. However, no state has reduced the rates of VAT/sales tax, following the Centre's move. This is because state taxes on auto fuels are levied mostly on an ad valorem basis on base price inclusive of the Centre's taxes and dealers' commissions.

While the Centre's taxes on auto fuels are in the form of specific duties (volume-based), state taxes are a combination of ad valorem and fixed rates.

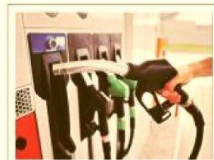
Following the tax cuts by the Centre last Saturday, Maharashtra, Rajasthan and Kerala said their taxes on the fuels, too, came down as a result. But they were merely referring to the reduced tax as a result of the Centre's move rather than any rate cut. The Centre reduced excise on petrol by ₹8/litre and that on diesel by ₹6/litre.

Finance minister Nirmala Sitharaman on May 21 tweeted that as a result of the excise duty cuts, the retail prices will come down by ₹9.5/litre for petrol and by ₹7/litre on diesel. So, the extra reduction will be around ₹1.5/litre for petrol and about ₹1 for diesel as the impact will vary from state to state and from city to city.

In Mumbai, for instance, Maharashtra levies VAT at 26% plus ₹10.12/litre additional tax on petrol and 24% VAT plus ₹3/litre additional tax on diesel. On May 22, the Maharashtra government tweeted that the state has slashed the VAT on petrol by ₹2.08/litre (26% of the ₹8 excise cut) and diesel by ₹1.44/litre (24% of the ₹6 excise cut in diesel) which will cost the state ₹2,500 crore annually. In Mumbai, the retail price of petrol came down from ₹120.51/litre on May 21 to ₹111.35/litre, a difference of ₹9.16 where as the excise duty cut was ₹8.

In fact, the state's VAT collection automatically came down by ₹1.16/litre (not ₹2.08 as claimed) as fixed amount of tax per litre remained unchanged while the ad valorem portion changed.

Similarly, Kerala said it will lose ₹2.41/litre on petrol and ₹1.36/litre diesel while Rajasthan will lose ₹2.48/litre on petrol and ₹1.16/litre on diesel after the Centre's excise cut. On Sunday, Kerala finance minister KN Balagopal ruled



Excise duty cut by ₹8/litre : Retail selling price of petrol (₹/litre)



Excise duty cut by ₹6/litre : Retail selling price of diesel (₹/litre)



out any cut in Kerala's tax rate, "as it was against the interests of the state".

The BJP-ruled states, which had reduced their taxes following last November's tax cuts by the Centre, are seeking a reduction in VAT by states where the governments are led by Opposition parties. These states did not cut tax rates then. Any rate cut by the states will lead to a further reduction in the tax incidence.

"The Union Government didn't INFORM, let alone ASK for ANY state's view when they INCREASED Union taxes on Petrol ~23 Rs /ltr (+250%) & Diesel ~29 Rs /ltr (+900%) from 2014. Now, after rolling back ~50% of their INCREASES, they're EXHORTING States to cut. Is this Federalism?" Tamil Nadu finance minister P Thiaga Rajan tweeted in response to a tweet by finance minister asking states to cut VAT after the Centre reduced excise duty on Saturday.

While the criticism of the states is understandable, they also gained after the Centre raised excise duties in the past. However, the gap between the central excise and state VATs has narrowed considerably in the past seven months.

States told to set up steering panels for energy transition

AP, Madhya Pradesh, Kerala and Uttarakhand have already constituted such committees

OUR BUREAU

New Delhi, May 25

Power and New & Renewable Energy Minister RK Singh has asked the Chief Ministers of all States and Lieutenant Governors of Union Territories to set up State Level Steering Committees for Energy Transition.

These Steering Committees will work under the chairmanship of Chief Secretaries of the respective States and Union Territories. The Principal Secretaries of Power and New and Renewable Energy Departments, Transport, Industries, Housing and Urban Affairs, Agriculture, Rural Development and Public Works Departments, etc. will act as members of these Committees, Power Ministry said in a statement on Wednesday.

Annual strategy

The States and Union Territories will work on the annual strategy of energy transition under the mandate of the committee, it added. Emphasising that energy transition is the only means of reducing carbon emissions and fulfilling India's commitments made at international

forums, Singh said that Andhra Pradesh, Kerala, Madhya Pradesh, and Uttarakhand have already constituted such committees.

He highlighted that for energy transition, States and Union Territories have to work together on multiple tracks. The first track is addition of Renewables (renewable energy) to the electricity generation mix to meet the nation's ever-increasing demand for electricity.

Energy efficiency

The second track would be promotion of energy efficiency, while the third one would be to increase use of

biomass and green hydrogen, he added.

"The Minister urged the States to make efforts for zero diesel in agriculture by 2024 by limiting the consumption of diesel in the

agriculture sector. In this regard, financial assistance through RDSS (Revamped Distribution Sector Scheme) may be availed for adopting solar energy for separate agricultural feeders and agricultural feeders under the PM-KUSUM scheme," the Ministry said. Singh stressed that the role of State Governments is significant for the successful implementation of the reduction in emission intensity by 45 per cent by 2030 as compared to the 2005 level.



RK Singh

Why Ford pulled the plug on its EV PLI

Policy uncertainty, rising input prices and lack of critical market size played a part in the struggling US major's exit policy

SHINE JACOB
Chennai, 25 May

Earlier this month, Ford India announced that it had dropped its plans to make electric vehicles (EVs) in India, which it intended to export, under the production-linked incentive scheme (PLI). Ford was among 20 companies that had signed a Champion OEM Incentive Scheme under the PLI project with the government in February this year.

The decision comes as a blow for the 4,000-odd employees at Ford India's Maraimalai Nagar plant near Chennai and in Sanand, Gujarat. In September last year, the company had announced that it would exit the India market, which it had entered in 1995 through an on-again, off-again joint venture with Mahindra & Mahindra (they split in 1998, signed a JV in 2019 and split again in December 2020), retailing petrol and diesel brands such as the EcoSport, Figo, Aspire, and Endeavour. As part of its restructuring plans for India, the Dearborn, Michigan-headquartered automaker had decided to exit India, but was later considering its facilities to make EVs for the domestic and export markets. "After careful review, we have decided to no longer pursue EV manufacturing for exports from any of the Indian plants," the company said in a statement, suggesting a comprehensive India exit.

That leaves its former employees with few options. "When the company applied for the PLI scheme and lined up EV plans, we hoped that our jobs would be saved. Now, we are left with nothing but to finalise the compensation settlement with the authorities," said an employee of the Chennai unit requesting not to be named.

Given that EVs will enjoy robust demand as climate change obligations kick in around the world, why did Ford exit an incentive scheme within three months of signing on? The company declined to comment beyond its official statement but industry analysts suggested that with operating losses of \$2 billion in India and a market share of just 1-2 per cent, the US auto major prefers to invest in markets where it can fetch returns rather than markets that sink money like India. Rising raw material prices on account of the Ukraine war and China's Covid-19 lockdown may have contributed to the decision.

"Ford has exited several Asian markets, and Australia,



which were low in terms of ranking and profitability. In addition, lack of policy clarity in India may have also triggered the decision," said Puneet Gupta, director-automotive forecasting, S&P Global. Though the government has slashed the goods and services tax (GST) on EVs to 5 per cent from 12 per cent in 2019, there is little clarity on how long this would continue.

This apart, unlike e-two-wheelers, the Indian market for electric cars is still small. April this year saw an over four-fold rise in e-passenger car sales to 2,659 units compared to 598 units in April 2021 but it still accounts for about 3 per cent of the total automobile market

rather than markets that sink money like India. Rising raw material prices on account of the Ukraine war and China's Covid-19 lockdown may have contributed to the decision.

"Ford has exited several Asian markets, and Australia,

SPARKS IN THE EV MARKET

Category-wise share of EVs in India (in %)

Electric two-wheeler	67.27
Electric three-wheeler passenger	25.67
E-car	3.64
Electric three-wheeler cargo	3.17
E-bus	0.22
Others	0.04

E-CAR SALES IN INDIA

(in units)

April 2021	598
April 2022	2,659

Source: JMK Research

about 3 per cent of the total automobile market. Apart from its modest size, the market is dominated by two players, according to data available with JMK Research. First mover Tata Motors accounts for 87 per cent of total registrations, followed by MG Motor India, which is owned by China's SAIC Motor. "Other OEMs (original equipment manufacturers) are not yet focusing on India for EV passenger cars," said Vinkesh Gulati, president of the Federation of Automobile Dealers Associations. "The biggest player, Maruti, which has a market share of over 40 per cent (44 per cent), doesn't have an EV.

Mahindra, Kia and Toyota don't have any products either. Once OEMs come out with products in the market for the dealers to sell, demand will pick up."

Stellantis Group, the 50:50 merger between Italy's Fiat Chrysler and France's PSA group, plans to launch its first EV car in India next year but it is well aware of the speed breakers: Price and the fact that electricity generation in India is still mainly coal-based. "The challenge in introducing an EV is two-fold. One is the need to charge with clean electricity and the other is affordability," the group's Chief Executive Officer Carlos Tavares pointed out.

"There is a significant price gap between EVs and conventional technology. Basically an EV is 40-50 per cent more expensive than conventional technology," he added.

Other than higher prices, range anxiety and battery availability may have been concerns before Ford and, indeed, may explain the reason most other automobile majors have not ventured into this market yet. Experts highlight that the government's FAME (Faster Adoption and Manufacturing of [Hybrid] and Electric Vehicles) scheme has also given priority to two-wheelers and three-wheelers, the results of which are evident in the rising demand now. According to data available with the Council on Energy, Environment and Water, two-wheelers contribute to 54 per cent, three-wheelers around 41 per cent and four-wheelers around 4 per cent of EV sales in India.

The government has given priority to two-wheelers because they consume around 70 per cent of the gasoline requirement in India. After 2025, with companies like Reliance, Adani and Tata Chemicals betting big on batteries, more models will be launched in the market by several OEMs," S&P's Gupta added.

Gulati, too, believes that once dealers are able to showcase the product in showrooms, sales will pick up. But Ford, already under pressure from the poor performance in India, is clearly not in a position to wait that long.

Govt on course of privatisation of public sector bank: Sources

NEW DELHI: The government is on course with the privatisation of two public sector banks (PSBs) and will take appropriate steps in the coming months, sources said.

In the Union Budget for 2021-22, the government announced its intent to take up the privatisation of two PSBs in the year and approved a policy of strategic disinvestment of public sector enterprises.

According to sources, the government is committed to the privatisation of two public sector banks and it is on course.

Besides, sources also said the divestment of BPCL is also on the card and fresh bids will

be invited.

The government had to cancel the sale as only a single bidder was left in the fray, sources said.

The government had planned to sell its entire 52.98 per cent stake in Bharat Petroleum Corporation Ltd (BPCL) and invited Expression of Interest from bidders in March 2020.

At least three bids came in by November 2020 but only one remains now after the others withdrew from the race.

On the strategic sale of Container Corporation of India (Concor), sources said, there are some issues and the process would be undertaken

after those are resolved.

The Cabinet, in November 2019, had approved the strategic sale of a 30.8 per cent stake, along with management control, in Concor out of the government equity of 54.80 per cent.

The government will retain 24 per cent stake post-sell-off but without any veto powers.

The government think-tank NITI Aayog has already suggested two banks and one insurance company to the Core Group of Secretaries on Disinvestment for privatisation.

According to sources, Central Bank of India and Indian Overseas Bank are likely candidates for privatisation. PTI

No decision on cut in tax on ATF: Source

NEW DELHI: The Finance Ministry has not yet taken a view on the Civil Aviation Ministry's plea for tax cuts on jet fuel (ATF) to bring down prices, a top source said on Wednesday.

Civil Aviation Minister Jyotiraditya Scindia has been making a case for lowering the high taxes on aviation turbine fuel (ATF) even as most states have already moved to significantly reduce the value-added tax (VAT).

"They (civil aviation ministry) have approached us with a plea to moderate the prices. However, no decision has been taken yet," the source said.

The civil aviation ministry continues to be in discussion with the finance minister over the issue, the source added.

As many as 23 states have lowered VAT on jet fuel from highs of 20-30 per cent. And now it wants the central government to cut excise duty.

ATF makes up for about 40 per cent of the operating cost



of an airline. Jet fuel prices are at a record high in line with the global surge in energy prices. And since India is 85 per cent dependent on imports to meet its oil needs, the only way to cut jet fuel prices is to reduce taxes.

While BJP-ruled states have reduced VAT, the states housing the country's busiest airports of Delhi, Mumbai, Chennai and Kolkata have not done so yet.

ATF presently is chargeable

at an 11 per cent ad valorem rate of excise duty. A concessional rate of 2 per cent is applicable for ATF sold under the Regional Connectivity Scheme.

Ad valorem rate means the incidence of taxation rises whenever there is an increase in the base price.

Some in the industry have demanded that the government bring specific excise duty expressed in Rs per kilolitre to

insulate airlines from such volatility. Petrol and diesel already attract a specific rate of excise duty.

ATF attracts both excise duty of the central government and sales tax or VAT of states. This because when the Goods and Services Tax (GST) was introduced on July 1, 2017, amalgamating 17 central and state levies, five commodities -- namely crude oil, natural gas, petrol, diesel, and ATF -- were kept out of its purview given the revenue dependence of state governments on this sector.

The aviation ministry has time and again sought the inclusion of ATF under GST. The oil ministry too has favoured including ATF along with natural gas under the GST regime to help companies set off tax that they pay on input.

So far no proposal for including ATF in GST has been made to the GST Council -- the apex decision-making body of the new indirect tax regime. PTI

U.S. ramps up efforts to bring India on board with sanctions

Treasury official to discuss Russian oil purchases during visit

SUHASINI HAIDAR
VIKAS DHOOT
NEW DELHI

Stepping up the U.S. effort to bring India on board with its sanctions against Russia, Washington has sent another senior official to discuss India's oil purchases and plans to use the rupee-rouble payment mechanism to circumvent sanctions.

U.S. Assistant Secretary for Terrorist Financing and Financial Crimes Elizabeth Rozenberg arrived in India on Wednesday ahead of meetings with Reserve Bank of India (RBI) officials in Mumbai, as well as officials of the Union Finance Ministry, Home Ministry and External Affairs Ministry in Delhi, officials said.

Ms. Rozenberg will also discuss the upcoming plenary session of the Financial



Elizabeth Rozenberg

Action Task Force (FATF) in June, where Pakistan's grey listing will be reviewed and possible measures against Russia could be discussed.

According to the U.S. Embassy spokesperson, Ms. Rozenberg's travel is "part of a continued [U.S.] treasury effort to engage with partners and allies around the implementation and enforcement of the unprecedented multi-lateral sanctions and export

controls imposed on Russia for its war against Ukraine".

According to collated reports by agencies, Indian refiners have placed orders for 40 million barrels of Russian oil in the first two months of the war, more than double the figure for all of 2021.

Indian officials have explained that the rupee-rouble mechanism has been in existence for years, and has never been dismantled. "What we are figuring out now is if that mechanism can be invoked in light of the global moves to check Russia," a senior official said, reiterating the decision to import more volumes of discounted Russian oil to bolster the country's battle against runaway inflation driven by effective crude oil prices for Indian imports hovering around \$110 a barrel.

ऑयल इंडिया लिमिटेड और एनटीपीसी को सम्मानित किया गया

नई दिल्ली, (वीअ)। एक शानदार समारोह में छठे सीएसआर हेल्थ इम्पैक्ट अवार्ड्स के विजेताओं को महामारी के दौरान स्वास्थ्य और पर्यावरण के लिए किये गए उनके महत्वपूर्ण प्रयासों और कार्यों के लिए सम्मानित किया गया। विजेताओं को स्वच्छ हवा, स्वच्छता और शुद्ध पानी की महत्वपूर्ण समस्याओं सहित पर्यावरण और स्वास्थ्य हेतु किये गए कामों में महत्वपूर्ण भागीदारी निभाने के लिए सम्मानित किया गया। इस अवसर पर सामाजिक न्याय और अधिकारिता राज्य मंत्री श्री रामदास अठावले ने समारोह की शोभा बढ़ाई। उन्होंने विशेष रूप से महामारी के दौरान विजेताओं द्वारा किये गये प्रयासों की सराहना करते हुए कॉर्पोरेट्स और व्यक्तियों को पुरस्कार वितरित किए। उन्होंने यह भी कहा कि ठसबका साथ सबका विकास ठ तभी संभव

है जब हम एक मजबूत और स्वस्थ राष्ट्र के निर्माण के लिए हाथ मिलाएंगे। उन्होंने आगे कहा कि ठसीएसआरफंड ने कोविड -19 के दौरान कम्युनिटी बिल्डिंग और रिहैबिलिटेशन (सामुदायिक निर्माण और पुनर्वास) में महत्वपूर्ण भूमिका निभाई। इस कार्यक्रम की शुरुआत दर्जनों कॉर्पोरेट और चिकित्सा क्षेत्र के विशेषज्ञों के साथ पैनल चर्चा के साथ हुई।

इस पहल के साथ जुड़े सभी लोगों ने सीएसआर पहल की भूमिका, चुनौतियों और अवसरों पर चर्चा की और चैरिटी से धीरे-धीरे सशक्तिकरण के दृष्टिकोण में बदलाव किया। इस दृष्टिकोण का प्रभाव महामारी के बाद के रिकवरी फेज में देखा जा रहा है क्योंकि लोगों ने इस पहल के दौरान मात्र चैरिटी ही नहीं की बल्कि समाज को सशक्त बनाने के लिए व्यक्तिगत रूप से आगे भी आये।

ऑयल इंडिया और एनटीपीसी सीएसआर कोविड-19 राहत प्रयासों के लिए सम्मानित



वैभव न्यूज ■ नई दिल्ली

एक शानदार समारोह में छोटे सीएसआर हेल्थ इम्पैक्ट अवार्ड्स के विजेताओं को महामारी के दौरान स्वास्थ्य और पर्यावरण के लिए किये गए उनके महत्वपूर्ण प्रयासों और कार्यों के लिए सम्मानित किया गया। विजेताओं को स्वच्छ हवा, स्वच्छता और शुद्ध पानी की महत्वपूर्ण समस्याओं सहित पर्यावरण और स्वास्थ्य हेतु किये गए कामों में महत्वपूर्ण भागीदारी निभाने के लिए सम्मानित किया गया। इस अवसर पर सामाजिक न्याय और अधिकारिता

राज्य मंत्री रामदास अठावले ने समारोह की शोभा बढ़ाई। उन्होंने विशेष रूप से महामारी के दौरान विजेताओं द्वारा किये गये प्रयासों की सराहना करते हुए कॉर्पोरेट्स और व्यक्तियों को पुरस्कार वितरित किए। उन्होंने यह भी कहा कि सबका साथ सबका विकास भी संभव है जब हम एक मजबूत और स्वस्थ राष्ट्र के निर्माण के लिए हाथ मिलाएंगे। उन्होंने आगे कहा कि सीएसआर फंड ने कोविड -19 के दौरान कम्युनिटी बिल्डिंग और रिहैबिलिटेशन (सामुदायिक निमाज़ण और पुनर्वास) में महत्वपूर्ण भूमिका निभाई।

वैश्विक सीईओ ने साइबर क्षेत्र को मजबूत बनाने के लिए सामूहिक कार्रवाई का संकल्प लिया

दावोस, (भाषा)। साइबर हमलों को रोकने के लिए बड़ी संख्या में वैश्विक मुख्य कार्यपालक अधिकारियों (सीईओ) ने उद्योग से एकजुट होने की अपील की है और साइबर क्षेत्र में जुझारू क्षमता को लेकर सामूहिक कार्रवाई का बुधवार को संकल्प जताया है। अपनी सालाना बैठक में विश्व आर्थिक मंच ने कहा कि तेल और गैस पारिस्थितिकी तंत्र के 18 वैश्विक संगठन बढ़ते साइबर जोखिमों को कम करने और साइबर मजबूती को बढ़ावा देने के लिए एक एकीकृत दृष्टिकोण का समर्थन कर रहे हैं। डब्ल्यूईएफ ने कहा कि ऐसा अनुमान है कि साइबर अपराधों की वजह से 2025 तक 10,500 अरब डॉलर प्रतिवर्ष का नुकसान उठाना पड़ सकता है और साइबर अगुवाओं का निजी तौर पर मानना है सबसे बड़ा खतरा साइबर हमले की वजह से अवसंरचना के ठप पड़ने का है। मंच ने विभिन्न क्षेत्रों के संगठनों से साइबर जुझारूपन संकल्प का अनुमोदन करने का अनुरोध किया।