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IN RETROSPECT

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Indian oil industry

Genesis & initial decades

While India was gradually making strides towards gaining foothold in the strategic oil sector, foreign players dominated the landscape for first eight decades

WITNESS



DIPANKAR DEY

The history of oil in India dates back to 1825. The earliest recorded reference to oil in the upper Assam were found in the despatches of James Wilson. He saw it 'gushing to the surface at Sakhing with great bubbling of gas and green petroleum'. In 1860, H.B. Medley of the Geological Survey of India (GSI) came across the oil seepage while reporting on the coal-field of upper Assam, and recommended a trial boring in the area. This was the first important step towards scientifically assessing the oil prospects in Assam. Assam Railways and Trading Co. Ltd. (ART & T Co.), which was registered on July 30, 1881 with the objective of constructing railways and exploiting the natural resources of coal, successfully spudded a well to the depth of 611 to September 1889 at Dighat. After the discovery of oil by ART & T Co. at Dighat, the refinery industry was created in Margherita in 1903.

In 1896, ART & T Co. formed a new company — Assam Oil Co. (AOC) — to take over their oil interests. The Assam Oil Syndicate was formed and construction of India's first refinery was started. The Dighat refinery was commissioned in 1901. As petrol-driven cars were not introduced in the Indian market at that time, the refinery produced only kerosene, wax, oil for lubrication, fuel oil and grease. The capacity was 300 barrels per day.

The history of Indian petroleum sector can be divided into three phases: (i) between 1889 and the 1960s when it was mostly controlled by foreign companies; (ii) during 1970-1990 when public sector institutions were wielding their control; (iii) from 1991 onwards — the liberalisation, privatisation and globalisation (LPG) phase of Indian economy. This article will remain confined to the first phase only.

Oil before 1970

ART & T Co., whose main business was transportation, trading and coal mining in upper Assam, got involved in petroleum refining without any prior experience and proper planning. Their construction workers discovered oil by a sheer chance and due to the non-existence of any refinery in and around, they had to think of constructing a refinery to process the crude. In 1901, through arrangement with ART & T Co., the Burmah Oil Co. (BOC) took over the control of Assam Oil Company's operations in a phased manner.

The Burmah Oil Company (BOC) — founded by a Scottish merchant in 1869 with headquarters at Glasgow — had proven experience of oil operations. It was the first petroleum transnational corporation which got involved in the nascent petroleum industry of India. After 11 years, a refinery was established in Margherita in 1921. It was entirely reliant on

1923. In 1934, a new gasoline plant and a new lubricating oil distillation unit were added. The Dighat refinery remained the only refinery in India till the early fifties. The other three major transnational corporations which dominated the Indian petroleum industry, mainly as traders, till the early fifties were: (a) Burmah Shell, a joint venture between Burmah Oil Company and Shell Transport and Trading Company of Royal Dutch Group; (b) Standard Vacuum Oil Company (Sovac), a jointly owned affiliate of Standard Oil of New Jersey and Mobil Oil and (c) Cadeca, a joint venture of Standard Oil of California and Texaco.

Immediately after the independence, the Government of India had proposed to Burmah Shell, Standard Vacuum and Cadeca to set up oil refineries in India. But these companies did not accept the proposal as it was more profitable to export crude from the Indian market than to process imported crude. On the other hand, Indian businessmen imported products from Abadan (Iran) than to process imported crude. On the other hand, Indian businessmen were not prepared — both technically and financially — to take up the refining job.

In 1956-57, the government rejected the proposal. This time foreign companies agreed. There were almost two reasons for the refusal of major oil companies. First, there was threat from other smaller oil companies setting up refineries in a large market like India.

The Government signed the first agreement with the Standard Vacuum Oil Company on November 20, 1953, for construction of a refinery at Taty near Bombay. The agreement with Burmah Shell was signed on December 15, 1953 for setting up of a 1.5 MMTPA refinery at Trombay. With Cadeca, the agreement was signed on March 20, 1953 for a 1.5 MMTPA refinery at Vishakhapatnam. The government provided that 'all purchases of crude oil and the crude oil would market price prevailing at the time and place of shipment with inclusion of charge as to the source of supply'.

The terms of refinery agreements were heavily loaded in foreign companies' favour. India suffered due to the inclusion of the clause relating to crude supply and the rent issue.

Crude supply

The crude fields in Dighat were too small to cater to the rising demand of petroleum sector. AOC discovered a new prolific field in the Dugdaiga area which was only a few miles from the Dighat refinery. Till the early fifties, AOC was the only refining and crude producing company in India. Then, in 1953, the government of India opened an Oil and Gas Division with the Geological Survey of India (GSI).

The major objective was to develop the petroleum industry under the public sector. In a nascent state, foreign assistance was a necessity.

Table 1
COMPANY WISE PRODUCTION OF CRUDE OIL IN INDIA ('000 TONNES)

Year	AOC	OIL	ONGC	Total
1959-70	112	3079	6818	6818
1970-71	104	3064	6822W	6822

R6822-3455 (Gujarat) + 3367 (Assam)

Source: S H Vohra, A Hundred Years of Oil, India Ltd, 1987

Table 2
COMPANY WISE BREAK UP OF REFINERY OUTPUT IN 1969

Company	Output (MMTPA)
Assam Oil Company (AOC) Dighat	0.521
Burmah Shell Refinery (BSR), Bombay	3.713
ESSO Standard Refining Company (ESRC), Bombay	2.442
Cadeca Oil Refinery (India) Ltd (ICORIL) Viteg	1.205
Cochin Refinery Ltd (CRL) Cochin	2.469
Medros Refinery Ltd (MRL) Madras	0.566
Indian Oil Corporation (IOC)	6.179
(a) Guwahati, 0.778	
(b) Baroni, 2.055	
(c) Koyali, 3.346	
Total	17.495

Source: Oil, Indian Petroleum and Chemical Statistics, 1970

at least in the early stage. US aid, under the Truman Point Four Programme, was thought of but America refused to help. The American refusal coincided with an invitation in September 1955 from the Soviet Union for an Indian delegation to visit Russia for a study of oil exploration and prospects of procuring equipment.

As a collaborative with international oil advisers were hired. Four other alternatives were explored (Karl H N 1991): (i) seek assistance of government of the Soviet Union which certainly had the capacity and technical knowledge and experience to assist India; (ii) seek the help of a small country, like Burma, which had the same capability of Soviets but would be easier to deal with; (iii) to ascertain whether there was some other country, such as Austria, which was willing to cooperate with India on a Government-to-Government basis; and (iv) to try and develop the industry through self-help, by employing technicians from wherever they could be found and buying the necessary machinery from whichever source it might be available.

Considering all the above alternatives, cooperation with a small power like Austria was thought to be the best option. But a wide range of relationships was then being forged by Nehru with the Soviet Union, and it was one field of collaboration. A larger and well-defined role for the ONGC (moreover than merely surveying and exploring) had become inevitable after the New Industrial Policy Revolution of April 1956, which placed oil for exclusive development in the public sector. In May 1956, the Cabinet conferred the status of a Commission on the ONGC Directorate. Thus, the Oil and Natural Gas Commission (ONGC) was formed.

It was followed by the formation of a joint sector company — Oil India Ltd (OIL) — between the government and Assam Oil Company (AOC).

The major share of OIL was to be held by the hands of AOC/BOC. Assam Oil Company (AOC) — after the formation of OIL India Pvt. Ltd. in 1959, AOC was compelled to be engaged in marketing activities. The 51% share of its mining lease licence of

data of the various sedimentary basins of India, onshore and offshore and (ii) determination of priorities for the exploration of these areas, taking into account the prospects, logistics and economics. Thus, exploration in the offshore basins depended on basins. The on-land and product prices began to increase after 1980. Government was also willing to deposit on foreign oil companies already operating in India, like Burmah Shell, for supply of crude oil to new refineries. Second, at that time, the US-based independent oil companies were emerging as the new suppliers of crude oil to competitive prices. They were also ready to provide credits and technical assistance for the construction of refineries. Their willingness to accept minority shares in the refining company under the government's declared industrial policy. It also served as a warning to the existing foreign oil companies.

Refining and marketing

The Government was able to split the vertical operations of an integrated oil company by not allowing OIL crude to be refined at AOC's refinery at Dighat. Instead, AOC and OIL agreed to construct a pipeline between Moran to Barauni-Dalgaon via Guwahati.

Two public sector refineries at Guwahati and Barauni were established with Russian and Hungarian assistance. ONGC had struck oil in Gujarat. To process ONGC crude, another public sector refinery at Koyali with Russian assistance was built. Thus, the government entered into the challenging field of oil refining also.

Almost simultaneously, a marketing company — Indian Oil Corporation — was formed. By early 1960s, the Indian public sector enterprises were all set to compete with the foreign oil companies operating in the country for decades. However, the journey was not smooth. Foreign oil interests had used all their weapons including foreign aid to derail the process.

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Confrontation with foreign companies

Foreign oil companies took advantage of the financial and technical weakness of India. In the wake of the 1956 Indian oil law, the US and other foreign oil companies had to shift their focus from the oil fields to the refinery and marketing sectors. The US and other foreign oil companies had to shift their focus from the oil fields to the refinery and marketing sectors. The US and other foreign oil companies had to shift their focus from the oil fields to the refinery and marketing sectors.

First, in the late fifties, the government decided to establish refineries at Guwahati and Barauni to process crude oil from Assam fields.

Second, to ensure steady supply of crude, apart from the formation of ONGC, the government entered into a joint venture with AOC to form OIL. The crude production department of AOC was shifted to OIL, and the former was left with refining and marketing functions only.

Third, the government, under the initiative of B.D. Malaviya, started to market Soviet oil products through its early found marketing organisation, Indian Oil Company. This decision had threatened the USSR in September 1969 to seek the help of the USSR experts for working jointly with ONGC to explore and produce oil and gas in the Cambay basin of Gujarat. In that period, exploratory activities were concentrated on highly potential basins of Assam and Gujarat. Between 1958 and 1961, it discovered four oil and gas fields in Cambay, Ardahan, Sakhalin and Badkober in Assam. In 1960, another major field at Talawa in upper Assam was discovered. Government established ONGC as an overriding national company to foreign companies.

Triguna Sen — the then Minister of Petroleum and Chemicals, in consultation with then and ONGC, the scope of the proposed multi-economic study was formulated for (i) overall assessment of the petroleum potential on the basis of the geological and geophysical

Joint sector refineries

In the early stages, the government decided to establish two more refineries at Cochin and Madras under joint ventures. The major reason behind this move were: (i) Government's unwillingness to depend on basins; (ii) increase in crude and product prices began to increase after 1980. Government was also willing to deposit on foreign oil companies already operating in India, like Burmah Shell, for supply of crude oil to new refineries. Second, at that time, the US-based independent oil companies were emerging as the new suppliers of crude oil to competitive prices. They were also ready to provide credits and technical assistance for the construction of refineries. Their willingness to accept minority shares in the refining company under the government's declared industrial policy. It also served as a warning to the existing foreign oil companies.

The first joint venture refinery — Cochin Refinery Ltd. — was incorporated as a public limited company in 1960. The promoters were:

- Phillips Petroleum Company, USA with 26.6 per cent shares.
- Duncan Brothers and Company with 2 per cent share.
- Balmain Co., 19.2 per cent was held by the Government of Kerala, the 13.6 per cent was held by the Government of Madras and the public.

Another joint venture refinery — Madras Refinery Ltd. (MRL) was established during that time in Madras.

Oil for food!

To get an idea about the close association between oil refineries and fertiliser plants, the earliest agreement of OIL demands elaborate discussion. Unlike the Cochin Refinery, in the case of MRL, global tender was invited for the establishment of the refinery. Out of 14 parties, the Government of India shortlisted three parties for further discussion. They were: (a) National Iranian Oil Company; American International Oil Company; (b) National Iranian Oil Company; Burmah Shell; (c) Gulf Oil Company; Continental French Petroleum (TotalPCF).

However, the government rejected the BOC/Shell offer and concentrated on GulfPCF and NIOC/AIOC offer only. In addition to cost-benefit consideration, two other factors played important roles in rejection of BOC/Shell offers.

First, the government's over-ambition to cover the Anglo-Dutch transnational firm Burmah Shell which enjoyed near monopoly for many decades. Second, the political situation in India at that period was inclined more towards the USSR. Discussion was made need to introduce a revolutionary fertiliser package consisting of high yielding hybrid seed, chemical fertiliser and pesticide was in progress with the Rockefeller Foundation.

The refining project gave the US firms an opportunity to get a foothold in the Indian petroleum and fertiliser sector.

Conclusion

The first eight decades of the nascent oil sector of India was primarily dominated by the foreign companies. Major corporate houses of India were not prepared to take the risk of either exploration or refining. Thus, the entire oil sector was dependent on foreign capital and technology. Henry Kissinger, the noted US strategist, once said, 'Control of oil and petroleum resources control food and you control people'. This leads to an important question: Who actually controlled the Indian oil sector during its first eight decades of development? This will be discussed in the subsequent articles.

(Deo expressed an personal



The American refused to grant aid for developing oil industry in India saddled with a prevailing offer from the USSR in 1955

OVL ब्राज़ील में बुदियो गैस खोज के विकास चरण में पहुंची	Pioneer	8	Bureau
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ओवीएल ब्राजील में बुडियाओ गैस खोज के विकास चरण में पहुंची

नई दिल्ली। सार्वजनिक क्षेत्र की कंपनी तेल एवं प्राकृतिक गैस निगम (ओएनजीसी) की विदेश शाखा ओएनजीसी विदेश लिमिटेड ने ब्राजील में 2019 में हुई गैस खोज को वाणिज्यिक रूप से व्यवहार्य करार देते हुए कहा है कि गहरे समुद्र में स्थित यह ब्लॉक अब विकास के चरण में प्रवेश कर गया है। ओएनजीसी विदेश लिमिटेड (ओवीएल) ने अपने एक बयान में कहा कि इस ब्लॉक से गैस का उत्पादन जल्द ही शुरू हो जाएगा। उसने कहा कि विस्तृत मूल्यांकन में इस ब्लॉक को वाणिज्यिक रूप से व्यवहार्य पाए जाने के बाद ब्लॉक के विकास की तत्काल कदम बढ़ाया जा रहा है। कंपनी ने वर्ष 2019 में ब्राजील के सर्गिप अलागोस बेसिन में गहरे समुद्र में स्थित ब्लॉक बीएम-सील-4 में एक बड़ी गैस भंडार की खोज की थी। ब्राजील की पेट्रोब्रास इस गैस ब्लॉक की परिचालक कंपनी है। उसके पास 75 प्रतिशत हिस्सेदारी है, जबकि ओवीएल के पास शेष 25 प्रतिशत हिस्सा है। इस फील्ड में कुछ मात्रा में तेल भंडार भी मौजूद है।

इंडियन ऑयल एक्स्ट्रा ग्रीन डीजल, ग्रीन कॉम्बो लुब्रिकेंट का पहला ट्रायल बल्लभगढ़ रोडवेज डिपो से हुआ शुरू

Dainik Bhaskar

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Bureau

इंडियन ऑयल एक्स्ट्रा ग्रीन डीजल, ग्रीन कॉम्बो लुब्रिकेंट का पहला ट्रायल बल्लभगढ़ रोडवेज डिपो से हुआ शुरू

40 हजार किलोमीटर का ट्रायल पूरा होने पर पूरे हरियाणा रोडवेज में प्रयोग किया जाएगा यह ईंधन
भास्कर न्यूज़ | फरीदाबाद

हरियाणा रोडवेज के लिए अच्छी खबर है। आने वाले दिनों में रोडवेज की बसें ग्रीन डीजल से चलेंगी। इससे प्रदूषण कम करने में भी मदद मिलेगी। इंडियन ऑयल ने हाल ही में एक्स्ट्रा ग्रीन डीजल व ग्रीन कॉम्बो लुब्रिकेंट ऑयल लॉन्च किया है। जिसका ट्रायल हरियाणा रोडवेज की बसों में किया जा रहा है। शनिवार को हरियाणा के परिवहन मंत्री मूलचंद शर्मा ने बल्लभगढ़ रोडवेज डिपो में इस ट्रायल की शुरुआत की। अधिकारियों का कहना है कि 40 हजार किलोमीटर का ट्रायल पूरा होने के बाद इस ईंधन को रोडवेज की सभी बसों में प्रयोग किया जाएगा। इंडियन ऑयल आरडी सेंटर के निदेशक डॉ. एसएसवी रामा कुमार और परिवहन मंत्री ने रोडवेज की बसों में ईंधन भरकर पहली बार शुरू किए गए ट्रायल को हरी झंडी दिखाकर खाना किया।

रोडवेज को सालाना 40 करोड़ रुपए का होगा फायदा



डॉ. रामा कुमार ने बताया कि इंडियन ऑयल के इस ग्रीन कॉम्बो के विभिन्न परीक्षणों में अभी तक 5 से 7 प्रतिशत और इसे अधिक फ्यूल इकोनॉमी का लाभ हुआ है। 40 हजार किलोमीटर के ट्रायल के बाद इसे पूरे हरियाणा रोडवेज में लागू किया जाएगा। जिससे हरियाणा रोडवेज को सालाना लगभग 40 करोड़ रुपए का फायदा होगा। उन्होंने बताया इससे पर्यावरण संरक्षण में लाभ मिलेगा। डॉ. रामा कुमार ने बताया कि इस ग्रीन डीजल के प्रयोग से वाहनों से होने वाले प्रदूषण को कम करने में राहत मिलेगी। साथ ही माइलेज भी सामान्य डीजल से 5 प्रतिशत

अधिक होगी। परिवहन मंत्री मूल चन्द शर्मा ने कहा कि इंडियन ऑयल ने राष्ट्र हित में यह एक बेहतरीन कदम उठाया है। खास बात यह है कि इस ऑयल की खोज भी फरीदाबाद इंडियन ऑयल सेंटर ने की है। इस मौके पर इंडियन ऑयल के अधिकारी डॉ. दीपक सक्सेना, गंगाशंकर मिश्र, मुकुल महेश्वरी, मुख्य महाप्रबंधक डॉ. पंकज भटनागर, अजय कुमार, परवीन कुमार, बृजकिशोर सोनी, अनुपम हरि, सुमित कसाना, सतीश कुमार, हरियाणा रोडवेज के वर्कशाप मैनेजर जितेंद्र कुमार, ट्रैफिक मैनेजर विनीत बजाज सहित कई अधिकारी मौजूद थे।

पहली बार एक्स्ट्रा ग्रीन डीजल और लुब्रिकेंट का ट्रायल शुरू

एक्स्ट्रा ग्रीन डीजल का हरियाणा रोडवेज की बसों में ट्रायल शुरू

जागरण संवाददाता, फरीदाबाद : डीजल से चलने वाले बसों से उत्सर्जित कार्बन मोनोऑक्साइड, सल्फर, कैडमियम तथा नाइट्रोजन के आक्साइड पर्यावरण प्रदूषित करने का बड़ा कारण बनते हैं। इंडियन आयल अनुसंधान केंद्र ने एक्स्ट्रा ग्रीन



डीजल और कॉम्बो लुब्रिकेंट के रूप में अपने नए अनुसंधान से देशभर में व्यापक प्रदूषण को कम करने की उम्मीद जगाई है। अनुसंधान केंद्र ने शनिवार को देश में पहली बार हरियाणा रोडवेज की 20 बसों में एक्स्ट्रा ग्रीन डीजल डाल कर ट्रायल के रूप में इसकी शुरुआत कर दी है। प्रदेश के परिवहन मंत्री मूलचंद शर्मा ने एक्स्ट्रा ग्रीन डीजल से चलने वाली बस को झंडी दिखाकर रवाना किया। करीब 40 हजार किलोमीटर का ट्रायल पूरा होने के बाद पूरे प्रदेश की हरियाणा रोडवेज की बसों में प्रयोग किया जाएगा।

इस अवसर पर परिवहन मंत्री ने कहा कि एक्स्ट्रा ग्रीन डीजल और



एक्स्ट्रा ग्रीन डीजल से चलने वाली हरियाणा रोडवेज की बस को झंडी दिखाकर रवाना करते हरियाणा के परिवहन मंत्री मूलचंद शर्मा • जागरण

कॉम्बो लुब्रिकेंट का प्रयोग प्रधानमंत्री नरेन्द्र मोदी, केंद्रीय राजमार्ग मंत्री नितिन गडकरी और मुख्यमंत्री मनोहर लाल के संपर्कों को साक्षर करेगा। इंडियन आयल ने राष्ट्र हित में बेहतरीन कदम उठाया है। प्रधानमंत्री मोदी ने वर्ष 2070 तक कार्बन न्यूटन खाने नेट जैसी कार्बन इकनामी का लक्ष्य रखा है। इंडियन आयल के आरडी सेंटर के निदेशक डा.एसएसबी रामा कुमार ने बताया कि शुक्रि उनका अनुसंधान केंद्र फरीदाबाद में ही है, इसलिए अपने शहर को ट्रायल केंद्र के रूप में चुनना बेहतर है।

क्या है एक्स्ट्रा ग्रीन डीजल : इंडियन

आयल के आरडी सेंटर के निदेशक डा.एसएसबी रामा कुमार के अनुसार आम डीजल कूड आयल से बनता है। एक्स्ट्रा ग्रीन डीजल में हमने अपने अनुसंधान केंद्र में विकसित किए गए इन्वैटिव केमिकल सर्वोर्ट्स (संसांख्यिक पदार्थ) का मिश्रण किया है। इसमें कोई टॉक्सिक नहीं है, कोई मैटैलिक कंटेन नहीं है। आम डीजल के प्रयोग से इंजन में कार्बन जमा रहता है, जबकि ग्रीन डीजल कार्बन को साफ करने में मदद करता। इससे इंजन सतक सुबरा रहेगा, तो प्रदूषण कम होगा। डा.रामाकुमार के अनुसार ग्रीन डीजल के प्रयोग से 20 प्रतिशत प्रदूषण की कमी आएगी।

एक्स्ट्रा ग्रीन डीजल और कॉम्बो लुब्रिकेंट देगा प्रदूषण से राहत

देश में पहले ट्रायल का परिवहन मंत्री मूलचंद शर्मा ने किया शुभारंभ

40 हजार किलोमीटर का ट्रायल पूरा होने पर रोडवेज बसों में प्रयोग किया जाएगा अब ये ईंधन

प्राचिन्यार समाचार सेवा | फरीदाबाद

इंडियन ऑयल द्वारा इंडियन ऑयल एक्स्ट्रा ग्रीन डीजल और ग्रीन कॉम्बो लुब्रिकेंट का भारत का पहला ट्रायल हरियाणा के यल्लभगढ़ बस अड्डा से शुभारंभ किया गया। इस ग्रीन डीजल से वाहनों से होने वाले प्रदूषण से राहत मिलेगी यही माहलेज भी 5 प्रतिशत बढ़ जाएगी।

इस अवसर पर हरियाणा के परिवहन मंत्री मूलचंद शर्मा



इंडियन ऑयल एक्स्ट्रा ग्रीन डीजल से चलने वाली बसों को झंडी दिखा कर स्वामा करते हरियाणा के परिवहन मंत्री मूल चंद शर्मा व अधिकारी।

मुख्यातिथि के रूप में पहुंचे जबकि इंडियन ऑयल के आरडी सेंटर के निदेशक डॉ एसएसबी रामा कुमार विशेष रूप से मौजूद रहे। इस अवसर पर हरियाणा के परिवहन मंत्री मूलचंद शर्मा इंडिया ऑयल और हरियाणा रोडवेज के अधिकारियों और कर्मचारियों को भी बधाई दी।

उन्होंने कहा कि इंडियन ऑयल ने राष्ट्रहित में यह एक बेहतरीन कदम उठाया है। उन्होंने कहा कि इस एक्स्ट्रा ग्रीन डीजल और ग्रीन कॉम्बो लुब्रिकेंट से प्रदूषण में कमी आएगी, माहलेज भी बढ़ेगी, खास बात यह कि इस ऑयल को खोज भी फरीदाबाद में इंडियन

ऑयल सेंटर ने की है। परिवहन मंत्री मूलचंद शर्मा ने कहा कि आज ये ट्रायल देश के प्रधानमंत्री नरेंद्र मोदी और प्रदेश के मुख्यमंत्री मनोहरलाल खट्वा के परिवहन मंत्री नितिन गडकरी जी के सपने को पूरा करेगा।

परिवहन मंत्री ने एक्स्ट्रा ग्रीन ऑयल से चलाई जानी वाली बसों को झंडी दिखाने के बाद कहा कि आज इंडियन ऑयल की दूरगामी विजन, लगन और मेहनत रंग ला रही है। यहां के विज्ञानिकों द्वारा लगातार देश हित में कार्य किया जा रहा है। देश के प्रधानमंत्री नरेंद्र मोदी ने 2070

तक कार्बन न्यूट्रल यानी नेट जीरो कार्बन इकॉनॉमी का लक्ष्य रखा है।

इस अवसर पर रामकुमार ने बताया कि इंडियन ऑयल के इस ग्रीन कॉम्बो के विभिन्न परोक्षणों में अब तक पांच और खात प्रतिशत और इसे अधिक फ्यूएल इकॉनॉमी का लाभ हुआ है। इस 40 हजार किलोमीटर के ट्रायल के बाद इसे पूरे हरियाणा रोडवेज में लागू करेंगे। जिससे हरियाणा रोडवेज को सालाना लगभग 40 करोड़ रुपये का फायदा होगा।

इससे लगभग 1000 टन कार्बनडाइ ऑक्साइड के उत्सर्जन में कमी आएगी और पर्यावरण संरक्षण में लाभ मिलेगा। इस मौके पर इंडियन ऑयल के अधिकारी डॉ दीपक सक्सेना, गंगाशंकर मिश्र, मुकुल महेशरी, डॉ पंकज भटनागर, मुख्य महाप्रबंधक, अजय कुमार, परवीन कुमार, बृजकिशोर सोनी, अनुपम हरि, सुमित कसाना, सतीश कुमार, के अलावा हरियाणा रोडवेज के बर्कशाप मैनेजर जितेंद्र कुमार, ट्रेफिक मैनेजर विनीत बजाज सहित कई कर्मचारी मौजूद रहे।

IOC starts trial run of 'Extragreen Diesel'

FARIDABAD, JANUARY 22

The research and development wing of the Indian Oil Corporation (IOC), the public sector giant in fuel production and supply, on Saturday started the trial run of Extragreen Diesel and Green combo lubricants.

The trial will be conducted in association with the Haryana Roadways Depot of the Transport Department.

Transport Minister Mool Chand Sharma, who inaugurated the trial run at the local depot, said the new variant of the diesel and lubricant

To help curb pollution, increase mileage

would be adopted by the state buses as it was expected to reduce air pollution and increase mileage by around 5%. He said the trial would be completed after a total of 40,000 km run as per the protocol announced by the IOC. The usage of the combo of diesel and lubricants was likely to incur an annual savings of Rs 40 crore to the Haryana Roadways, he said. — TNS



The trial run of the 'Extragreen Diesel' and lubricant begins at the Faridabad depot of the Haryana Roadways on Saturday.

Activate Windows