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GREAT PLACE TO WORK LIST

ONGC among one of India's best employers

NEW DELHI: Oil and Natural Gas Corporation Limited (ONGC) has been declared as one of India's Best Employers among Nation-Builders by the Great Place to Work (GPTW) on Friday. The Energy Maharatna has been featured in GPTW "Wall of Fame" for its commitment towards securing India's energy availability.

According to GPTW, ONGC has been recognised for not only creating essential energy infrastructure in the country and directly and indirectly generating large scale employment opportunities, but also for its significant

investment of resources for CSR to serve the community.

Over 850 companies participated this year in GPTW survey, one of the largest in the country. To come up with the list of best employers of 2021, Great Place to Work rigorously studied firms through majorly two lenses. Firstly, by measuring the quality of employee experience through a globally validated survey instrument known as Trust Index and secondly, by measuring the quality of a firm's people practices, covering the entire employee life-cycle. **MPOST**

CONSUMER CONNECT INITIATIVE

India's Best Employers Among Nation-Builders

Against the backdrop of a disruptive year, the revival of our economy rests in the capable hands of key players. Taking on the challenges and responsibilities, these torchbearers of the future hold the key to a more lucrative tomorrow. Recognised as Best Employers Among Nation-Builders, meet the winners of this prestigious recognition programme (winners listed in alphabetical order)



ADANI PORTS AND SPECIAL ECONOMIC ZONE LTD.

adani
Ports and Logistics

As a significant infrastructure contributor to supporting India's growth with the nation's largest port and special economic zone, Adani Ports and Special Economic Zone Ltd. (APSEZ) is a part of the nation-building effort through its operations in the ports and special economic zones. The organisation is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone. The organisation is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

BHARTI FOUNDATION

bharti
Bharti Foundation

Bharti Foundation is an organisation that is committed to the nation's growth and development. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone. The organisation is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

HCL TECHNOLOGIES

HCL

Through its 100+ year HCL Foundation, HCL is committed to the nation's growth and development. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone. The organisation is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

INDIAN OIL CORPORATION LIMITED

IndianOil

Indian Oil Corporation Limited is a leading oil and gas company in India. It is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

INFOSYS

Infosys

Infosys is a leading IT services company in India. It is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

KOTAK MAHINDRA BANK

Kotak

Kotak Mahindra Bank is a leading financial institution in India. It is committed to the nation's growth and development, particularly in the ports and special economic zones. It is the first of its kind in the world, providing a platform for the nation's largest port and special economic zone.

India's Best Employers Among Nation-Builders

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MAGIC BUS INDIA FOUNDATION



poverty. In the current year, 3,75,000 children are on this journey of moving out of poverty in 23 states and 40 districts of India.

Magic Bus works with children and young people's aspirations—parents, peers, community and local institutions to ensure support and encouragement to cross a person out of poverty. The program ensures all children complete secondary education, delay their age of marriage, and skilling young people to be in jobs. Magic Bus is helping move a generation out of the vicious cycle of poverty. Magic Bus has transformed the lives of one million children and young people in India, helping them move out of

RELIANCE INDUSTRIES LIMITED



lay of funds towards corporate social responsibility.

It continues to hold close to the principle espoused by its founding fathers—'what is good for India, is good for Reliance'.

In philanthropic arm, the Reliance Foundation, works with some of the most vulnerable and marginalised communities in the country to enhance the quality of their lives. The Foundation lays significant emphasis on leveraging technology for developmental solutions.

Reliance has made significant contributions towards the Covid-19 response to the central government as well as to some state governments. It also responded to the need for medical-grade liquid oxygen during the Covid-19 crisis.

NTPC Limited



action-building of a scale and magnitude that few organisations can match.

Founded to accelerate the power development in India, NTPC has successfully established itself as the dominant power, major and India's largest energy conglomerate, fulfilling India's power needs with a presence in the entire power generation value chain.

One of India's premier public enterprises, a Maharatna company with a progressive vision, NTPC is committed to diversified growth even in the renewable energy sector.

A common refrain of its employees characterises the spirit of the organisation—every fluid built in the country is lit by NTPC. Along with the huge outlay of funds towards its Corporate Social Re-

OIL AND NATURAL GAS CORPORATION LIMITED



Besides operating in an essential services sector and one of the largest tax contributors to the government, it is deeply committed to several of the UN global goals in human development. ONGC is one of the top 10 companies in the country concerning CSR.

ONGC's CSR footprint can be traced in every state of our country—starting from the tiny villages of Tiki Kuan in Arunachal to the Indian district of Gujarat and from Baramulla in Jammu and Kashmir to the southern tip of Rameswaram. In the last year itself, ONGC has undertaken more than 4,000 projects covering every nook and corner of the country.

ONGC's commitment to enhance India's energy availability, which is a critical component of Nation-Building. A large public sector Maharatna company, ONGC is not just a creator of essential energy infrastructure in the country and directly and indirectly generates large scale employment opportunities, but also has a considerable outlay of funds and resources for CSR services to the community.

SIS LTD.



While supporting the functioning of the major vital sectors and services of our economy by keeping them up and running through security and

legislation, SIS also ensures that it generates large-scale employment opportunities for young Indians from all walks of life.

Recently, SIS Global won the Green Galaxy Corona Fighter Award in recognition of its work during the national lockdown. The entire fleet of SIS Global kept discharging their critical services on the frontlines of the battle against the pandemic, against all odds—from the maintenance and upkeep of hospitals, health centres and other vital establishments and facilities to the security and logistics services.

While doing all this, the organisation ensured that their Corona Warriors were well equipped and protected. The entire team rose to the occasion and delivered beyond the call of their duty to serve the community across the country. Several initiatives across the country have hailed SIS Global as worthy Corona Warriors for their premier service to the nation.

NTPC SAIL POWER COMPANY LTD.



Joint venture between two public sector heavyweights, NSPCL is deeply committed to its vision of being a sustainable, reliable and efficient power producer that delivers consistent value to its stakeholders. Interestingly, apart from its core area of power generation, it has also committed to other goals such as sustainable growth and commitment to care for the environment and the community. And all of this noble intent also translates into on-site action on the ground. As a result, it has won several coveted awards from the government.

Due to its alignment to sustainable power development, there is considerable thrust on environment protection, rehabilitation, and ash utilisation. And like most public enterprises, NSPCL also provides facilities and infrastructure in education and healthcare for the local communities across the stations where they operate.

The thrust areas of CSR activities at NSPCL is Capacity Building of marginalised sections of society and integrating them with the mainstream. The beneficiaries primarily represent the local communities in and around the stations where NSPCL has its installations and operations.

TATA STEEL



It would be most appropriate to label Tata Steel India's journey—the original Nation-Builder. It was established as the first truly Indian enterprise and was built on the foundation of nation-building. Strengthening India's industrial base through effective utilisation of people and materials was the underlying idea of the Jamshedji Tata's vision.

Tata Steel's aspiration to be a global benchmark of Corporate Citizenship indicates its vision. Articulating a desire to be a leader in CSR is certainly not a very common phenomenon in the corporate world.

Opening up the resources of Jharkhand and Odisha, where the socio-economic development is not at par with the rest of the country, Tata Steel has taken it upon itself to develop the overall infrastructure of these places—facilities, healthcare, education and opportunities for earning a livelihood, to provide a superior quality of life, equally benefitting its employees and the local population.

Tata Steel tracks the impact of its CSR initiatives on the various Sustainable Development Goals of the United Nations and ensures embedding a social perspective in all key business decisions.

It also actively responded to the critical need for medical-grade liquid oxygen during the Covid-19 crisis.

आवंटित ब्लॉकों से उत्पादन शुरू करने के लिए संघर्ष

त्वेष मिश्र

नई दिल्ली, 21 जून

देश में संशोधित नीति के तहत तेल और गैस के नए इलाकों को विकसित करने के लिए बोली वाली कंपनियां महामारी संबंधी मुश्किलों को देखते हुए उत्पादन में देरी करेंगी। अधिकांश मामलों में महामारी और उसके बाद लगाए गए लॉकडाउन ने 2018 के बाद से आवंटित क्षेत्रों के विकास को रोक दिया है।

अब तक केंद्र ने नीलामी के पांच चरणों में राजस्व साझाकरण व्यवस्था के तहत 105 ओपन एकरेज लाइसेंसिंग पॉलिमरी (ओएएलपी) ब्लॉकों का आवंटन किया है। ओएएलपी बोली चरणों में अधिकांश ब्लॉक पेशकश के तहत वेदांत, तेल और प्राकृतिक गैस निगम (ओएनजीसी) और ऑयल इंडिया (ओआईएल) को आवंटित किए गए। वैश्विक दिग्गज बीपी पीएलसी और इसके साझेदार रिलायंस इंडस्ट्रीज (आरआईएल) ने भी एक ब्लॉक हासिल किया था।

इन सभी कंपनियों ने महामारी को देखते हुए परियोजना को लागू करने की समय सीमा में केंद्र द्वारा मिली छूट का लाभ लिया है।

आरआईएल की वार्षिक रिपोर्ट के मुताबिक केंद्र ने केजी-यूडीडब्ल्यू ब्लॉक के लिए आरंभिक अन्वेषण चरण को 341 दिन का विस्तार दिया है। आरआईएल-बीपी के संयुक्त उद्यम को यह ब्लॉक दूसरे ओएएलपी लाइसेंसिंग चरण में दी गई थी। आरआईएल ने कहा कि पेट्रोलियम अन्वेषण लाइसेंस (पीईएल) अगस्त 2019 में जारी किया गया था और ब्लॉक में 3डी भूकंपीय अधिग्रहण अभियान चलाया गया था।

देश में केयन ऑयल ऐंड गैस के पास फिलहाल 51 ओएएलपी ब्लॉक हैं। यह कंपनी वेदांत लिमिटेड का हिस्सा है। इन ब्लॉकों में पहले ओएएलपी चरण में जीते 41 ब्लॉक और दूसरे तथा तीसरे चरण में जीते 5-5 ब्लॉक शामिल हैं। वेदांत के पास दूसरे खोजे गए छोटे क्षेत्र के लिए बोली चरण में भी हासिल दो ब्लॉक हैं।

उत्पादन में देरी

- लॉकडाउन की वजह से आवंटित तेल व गैस क्षेत्रों को विकसित करने का काम रुका
- अब तक केंद्र ने 5 चरणों की नीलामी में राज्य साझा मॉडल पर 105 ब्लॉकों का आवंटन किया है



केयन ऑयल ऐंड गैस ने बिजनेस स्टैंडर्ड की ओर से ईमेल के जरिये पूछे गए प्रश्नों जवाब में कहा, 'ओएएलपी ब्लॉकों और चालू परियोजनाओं को पूरा करने पर कोविड-19 का खासा असर पड़ा है। हमने ओएएलपी अन्वेषण समयसीमा में विस्तार देने की मांग की थी क्योंकि लॉकडाउनों के कारण अन्वेषण का काम बाधित हुआ है। पिछले वर्ष सरकार ने 28 फरवरी, 2021 तक के लिए 341 दिनों की अतिरिक्त समय सीमा दी

थी। हालांकि, दूसरी लहर के कारण समय में और अधिक विस्तार देने की जरूरत होगी।'

यह दूसरा विस्तार मोटे तौर पर महामारी के चालू दूसरी लहर के कारण है जिसने घरेलू और अंतरराष्ट्रीय दोनों प्रकार की आवाजाही को प्रतिबंधित किया। इसके कारण जमीन पर काम प्रभावित हो रहा है। वेदांत ने कहा, 'पिछले वर्ष कोविड-19 की परिस्थिति और इस बार आई दूसरी लहर ने योजना के क्रियान्वयन

और आगे की योजना को पटरी से उतार दिया है। देश में समय बुनियादी ढांचे पर भी दबाव नजर आ रहा है जिससे परिचालन चुरी तरह से प्रभावित हो रहे हैं।'

क्रियान्वयन होने से कंपनियों को प्रतिबद्ध कार्य कार्यक्रम (सीडब्ल्यूपी) को पूरा करने में सहूलियत होती है।

ओएनजीसी को पांच चरणों में 24 ब्लॉक हासिल हुए। कंपनी ने हासिल किए गए ओएएलपी ब्लॉकों में करीब 850 करोड़ रुपये का निवेश किया।

सरकारी कंपनी ऑयल इंडिया लिमिटेड ने 25 ब्लॉक हासिल किए जिनमें से 12 उत्तर पूर्वी राज्यों में, पांच-पांच राजस्थान और ओडिशा में, दो अंडमान द्वीप में और एक केरल-कोकण के उथला अपतटीय क्षेत्र में है। किसी ओएएलपी ब्लॉक में भौतिक गतिविधि शुरू करने के मामले में यह अन्य परिचालकों से एक छलांग आगे रही और अपने अधिग्रहित ब्लॉकों में से एक में भूकंपीय डेटा अधिग्रहण पूरा करने में यह पहले स्थान पर रही।

Crude Oil Output Slips 6.3% in May

New Delhi: Crude oil production fell 6.3% year-on-year in May while natural gas output rose 19%, according to the petroleum and natural gas ministry data.

A 9.6% drop in ONGC's output was primarily responsible for the overall production contraction. Oil India's production fell 2.1% while output from the fields operated by private players increased 0.7%.

However, natural gas output rose 19%, said petroleum and natural gas ministry data

ONGC is facing a natural decline of output from its ageing fields. In May, oil and gas production was also affected by cyclone Tauktae that hit

Arabian sea and disrupted ONGC's operation off the Mumbai coast. Crude oil imports rose 18% in May from a year ago. The import of refined products fell 26% while their export fell 2%. Overall consumption of petroleum products in the country contracted 1.5% in May as lockdown restricted mobility and economic activity. —**Our Bureau**

ECONOMY & PUBLIC AFFAIRS P6

Diesel crosses ₹100/litre in Odisha and Rajasthan

The price of diesel has crossed the ₹100/litre mark in some parts of the country on the back of global cues and high levels of state and central taxes. Rajasthan's Sri Ganganagar and Hanumangarh, and Odisha's Koraput, Nabarangapur, and Malkangiri were some districts where diesel sold above ₹100 a litre on Monday.

Diesel tops ₹100/litre in Odisha, Rajasthan

TWESH MISHRA
New Delhi, 21 June

The price of diesel has crossed the ₹100/litre-mark in some parts of the country on the back of global cues and sustained high levels of state and central taxation.

Rajasthan's Sri Ganganagar and Hanumangarh, and Odisha's Koraput, Nabarangapur, and Malkangiri were some of the districts in the country where diesel sold above ₹100 a litre on Monday, while in Madhya Pradesh's Anupur, the rate was ₹99 a litre.

Diesel is expensive in these states as they levy the highest rates of Value Added Tax (VAT) alongside cesses on auto fuels in the country. The price is even higher in these cities because of added freight costs, incurred in transporting diesel, that are also borne by consumers.

States such as Andaman and Nicobar Islands, Arunachal Pradesh, and Meghalaya, where diesel is the cheapest have low VAT rates ranging less than 13 per cent.

In addition to the state levies, the Centre imposed a basic excise duty of ₹1.80/litre, special additional excise duty of ₹8/litre, agriculture infrastructure and development cess of ₹4 per litre and additional excise duty (road and infrastructure cess) of ₹18 a litre. The correspondingly high state levies are largely on account of the tweaking of central levies to increase the take of the central government at the cost of the states.

For most of 2016-17, some 56 per cent of the excise duty on auto fuels was levied as cess. This is revenue from excise collections which the Centre retained. The rest of fuel revenues went to the kitty, which was shared with states.

But in 2020-21, less than 10 per cent of excise taxes went to that kitty. In other words, the Centre now keeps much more of the tax collected on auto fuels solely for itself, and



STATES WITH MOST COSTLY DIESEL (MONDAY PRICES)

State	State levies on diesel	Highest price in state
Rajasthan	26% VAT+ ₹1.750/KL road development cess	₹100.53/ litre
Odisha	28% VAT	₹100.78/ litre
Madhya Pradesh	23% VAT+ ₹3/litre VAT+1% Cess	₹99.33/ litre

STATES/UTs WITH CHEAPEST DIESEL (MONDAY PRICES)

State	State levies on diesel	Highest price in state
Andaman and Nicobar Islands	6% VAT	₹82.07/litre
Arunachal Pradesh	12.5% VAT	₹89.30/litre
Meghalaya	12% or ₹9.00/Litre- whichever is higher*	₹87.51/litre

(*₹6.10/litre pollution surcharge)

PRICE OF DIESEL HAS RISEN BY OVER ₹14 A LITRE IN 2021 SO FAR

Price of diesel in Delhi

January 1	March 1	May 1	₹87.97/ litre June 21
₹73.87/litre	₹81.47/ litre	₹80.73/litre	
February 1	April 1	June 1	
₹76.48/ litre	₹80.87/ litre	₹85.38/litre	

Source: Petroleum Planning and Analysis Cell

does not share it with states.

This puts the states, especially those that are not on favourable terms with the central government, in a position where they need to maintain higher levels of state levies.

The Centre had hiked these duties when global crude oil and benchmark petrol and diesel prices were at lows. The fall in international prices was due to a demand slump in light of the Covid-19 pandemic, but that pessimism seems to have been shrugged

off and Brent (the most popular marker for crude oil prices) is well above \$70 a barrel now.

This is due to a strong global drive towards vaccination and expectations of a demand recovery as lockdowns ease around the world. In Delhi, the price of diesel has risen from ₹73.87 a litre on January 1, 2021 to ₹87.97 a litre on Monday (June 21). This rise of over ₹14 a litre has a cascading effect on all other commodities since it pushes up freight costs through truck rentals.

Don't increase the fuel tax, replace it

Need a vehicle-miles-traveled tax—and the technological infrastructure it requires

KARL W SMITH

Bloomberg

A BIPARTISAN GROUP of senators has proposed indexing the gas tax to inflation. That would be an improvement over the current system, but it wouldn't fix the structural problems with the gas tax. What the US needs to do is adopt a vehicle-miles-traveled tax—and create the technological infrastructure for much more efficient transportation system.

The federal gas tax hasn't been raised since 1993, and as a result, its real value has been cut in half, requiring Congress to regularly top-up the Highway Trust Fund. The gas tax was supposed to steadily fill the fund's accounts, allowing Congress to allocate the money to new capital projects. The idea was for the heaviest users of the highways to bear most of the cost of their construction. It hasn't worked out that way: The Congressional Budget Office currently projects that the highway account will run a cumulative deficit of \$113 billion between now and 2030. Two factors led Congress to the current predicament.

First, since George HW Bush's defeat in

1992, Republicans have increasingly signed on to the idea that net taxes should never be raised. Democrats, meanwhile, say that they should only be raised on the rich. Second, the popularity of SUVs in the 1990s and early 2000s drove gasoline consumption up faster than vehicle miles driven. So for the same level of highway usage, the federal government collected more money. That trend reversed itself in the mid-2000s, sending revenues into steady decline even as highway construction costs continued to rise.

The first of these problems would be solved by indexing the gas tax to inflation. The tax would rise automatically without Congress having to take politically difficult votes every few years.

The second problem, however, will only accelerate as Americans increasingly adopt hybrid and electric vehicles. The federal government estimates that gasoline consumption will decline 20% by 2050—and that's a conservative guess.

The most effective way to combat this

would be with a VMT tax. The tax would act as a sort of continuous toll, charging a car's owner for each highway segment they drive. The primary concern with such systems is privacy. Setting up toll booths along every stretch of interstate would be inefficient and provide a huge enforcement challenge. An alternative would be to track the vehicle using GPS and then transmit that data to a central database for billing. That might sound dystopian, especially if the database were operated and owned by the government. Yet most Americans don't think twice about carrying mobile phones that allow Apple or Google to continuously log their location. If car owners were allowed to choose their billing provider, that would provide an extra layer of insulation.

Most people would probably sign on to a major tech platform that provided all the equipment necessary for tracking for free. Those who wanted more privacy could opt for niche providers with automatic data deletion procedures and an army of

lawyers designed to thwart any potential subpoena. This type of arrangement would allow states and even municipalities to raise funds based on actual road usage. In particular, it could allow for automatic congestion pricing on crowded highways or within the central business district. It could even allow for variable-rate street parking or for retailers to rent their parking spaces to non-customers. This type of constant metering is one way to deal with the endless congestion and constant search for parking that plague many urban areas.

No matter what the solution, however, the US has to move on from its antiquated system of financing transportation infrastructure. Indexing the gasoline tax to inflation is better than nothing—but if Congress really wants to tackle the problem, it needs to seriously explore a national VMT tax.

This column does not necessarily reflect the opinion of the editorial board or Bloomberg LP and its owners

घरों को बीपीसीएल की डीजल आपूर्ति सुविधा

भारत पेट्रोलियम निगम लिमिटेड (बीपीसीएल) ने हरियाणा में न्यूनतम 20 लीटर डीजल की जरूरत वाले ग्राहकों के लिए घरों में यह ईंधन पहुंचाने की सुविधा शुरू की है। बीपीसीएल ने एक बयान में कहा कि उसने घरों में डीजल पहुंचाने की ऐप आधारित सेवा - हमसफर के साथ-साथ यह सेवा शुरू की है। कंपनी के बिक्री अधिकारी मयंक सिंह ने कहा, हरियाणा के औद्योगिक शहर से शुरू होने वाली घरों में 20 लीटर के जेरी कैन में डीजल पहुंचाने की सेवा से हाउसिंग सोसाइटी, मॉल, अस्पतालों, बैंकों, निर्माण स्थलों, किसानों, मोबाइल टावर, शिक्षा संस्थानों और लघु उद्योगों को फायदा होगा। बयान में कहा गया कि यह सेवा कम जरूरत वाले ग्राहकों में काफी लोकप्रिय हो जाएगी। सिंह ने कहा, 20 लीटर का प्लास्टिक का डिब्बा पेट्रोल पंप से लेकर जाने के मुकाबले घरों पर उनकी आपूर्ति को लेकर किए गए इस बदलाव का सफल होना तय है।

भाषा

Going green prerequisite for survival, says Ambani

Calls connectivity, communication fundamental rights of each individual

AGENCIES

New Delhi, 21 June

Asia's richest man Mukesh Ambani on Monday said there was no option for businesses but to go green and every unit of Reliance Industries will have to pivot as the conglomerate moves towards net-zero.

"We have no option as a society, as a business but to really adopt a sustainable business model," he said while speaking at the Qatar Economic Forum.

On if this green push will require dialling back on some of Reliance's businesses, Ambani said "it means transforming our businesses and integrating that with the future", without sharing more details.

The pivot towards a greener, cleaner version of itself won't be an easy one for India's most valuable company, which got about 60% of revenue from its hydrocarbon-fuelled energy operations for the year-ended March.

Ambani pressed for bridging the digital divide "both among nations and within nations", saying connectivity and communications have become the fundamental rights of every person.

"The digital divide must be bridged, both among nations and within nations. This is because connectivity and communications have become the basic needs, and also fundamental rights of every human being on the planet (just) as basic as food, clothing, and shelter," he said.

Ambani, who heads India's youngest but the largest telecom operator, said, "Our Prime Minister (had) given a call for Digital India and I was privileged (that) our digital services company called Jio rolled out a 4G network across the length and breadth of the country by 2018."

"We have always wondered what would we have done without a 4G network across India in facing the corona crisis," he added.

"I think that this string of digital and physical (health-care infrastructure) will be the new normal," he said. "To my mind, it is an absolute must for all economies to integrate, and enhance this digital infrastructure which has been so very useful in the corona crisis." "The crisis tested the resilience of mankind. The world has suffered, but ultimately what will triumph... is



"I THINK THAT THIS STRING OF DIGITAL AND PHYSICAL (HEALTH CARE INFRA) WILL BE THE NEW NORMAL... IT'S AN ABSOLUTE MUST FOR ALL ECONOMIES TO INTEGRATE, AND ENHANCE THIS DIGITAL INFRASTRUCTURE WHICH HAS BEEN SO VERY USEFUL IN THE CORONA CRISIS

MUKESH AMBANI,
Chairman and MD, RIL

not the virus, but the human spirit," he said, adding that there has been unprecedented global solidarity in the production of vaccines as well as the inoculation drive.

The global collaboration was not restricted to just vaccines. Countries came out to help the ones that were facing a crisis.

"We in India will never forget Qatar's friendship during this crisis when it moved much beyond commerce and even used all their passenger aircraft to get medicine and supplies to India" during the second wave of Covid-19 infection, he said.

"What this has shown is that Qatar will be a small nation in sight but it has a very big heart," he said. "Because I think that trade along with purpose, and compassion is the way forward." Ambani said the second challenge is to make sure that economies that did not have the benefit of stimulus support, are nursed back and they grow.

The three-day event kicked off with Qatar's ruler calling on countries to avoid hoarding vaccines to the "detriment of others".

Iranian prez-elect won't meet Biden but backs N-talks

REUTERS & BLOOMBERG

Dubai, 21 June

President-elect Ebrahim Raisi on Monday backed talks between Iran and six world powers to revive a 2015 nuclear deal but flatly rejected meeting US President Joe Biden, even if Washington removed all sanctions.

In his first news conference since he was elected on Friday, the hardline cleric said his foreign policy priority would be improving ties with Iran's Gulf Arab neighbours, while calling on Iran's regional rival Saudi Arabia to immediately halt its intervention in Yemen.

Raisi, 60, a strident critic of the West, will take over from pragmatist Hassan Rouhani on Aug. 3 as Iran seeks to salvage the tattered nuclear deal and be rid of punishing US sanctions that have crippled Iran's economy.

"We support the negotiations that guarantee our national interests ... America should immediately return to the deal and fulfil its obligations under the deal," he said.

Negotiations have been under way in Vienna since April to work out how Iran and



Iran's President-elect Ebrahim Raisi addresses media REUTERS

the United States can both return to compliance with the nuclear pact, which Washington abandoned in 2018 under then-President Donald Trump before reimposing sanctions on Iran.

Iran has subsequently breached the deal's limits on enrichment of uranium, designed to minimise the risk of it developing nuclear weapons potential. Tehran has long denied having any such ambition.

Oil holds near \$72

Oil held near \$72 a barrel as inconclusive nuclear talks between world powers and Iran — which has elected a new hardline president — allayed prospects for a swift revival of the Islamic Republic's crude exports.

Oil India Q4 net down 27% sequentially

OUR BUREAU

New Delhi, June 21

Oil India Ltd on Monday reported a 27 per cent sequential decline in consolidated net profit for the March quarter at ₹1,142 crore. Total income grew by 11 per cent sequentially to ₹7,193 crore.

Profit for the quarter under review fell 34 per cent on a year-on-year basis. The decline in profit is partly due to tax rebates during the previous quarter and year.

For the financial year 2021, profit fell 17 per cent to ₹4,146 crore while revenue grew 7 per cent to ₹23,590 crore. Profit from the firm's crude oil production business declined 54 per cent during the year to ₹1,446 crore.

The company board on Monday approved a final dividend of ₹1.501 per share for 2020-21. Including the interim dividend paid out in March, the total dividend for the fiscal comes to ₹4.002 per share.

The central government, which controls 57 per cent stake in the firm, will get a total dividend of ₹246 crore.

राजस्थान-ओडिशा में डीजल ने मारा शतक

ऊंची कीमतों से कराह उठी जनता, साल के आरंभ से 14 रुपये प्रति लीटर बढ़ चुके हैं दाम

विशेष मिश्र

नई दिल्ली, 21 जून

वैश्विक संकेतों और उच्च राज्य तथा केंद्रीय कराधान की वजह से देश के कुछ हिस्सों में डीजल की कीमत 100 रुपये प्रति लीटर से ऊपर च आ चुकी है।

राजस्थान के श्रीगंगानगर और हनुमानगढ़ तथा ओडिशा के कौरापुट, नवरंगपुर और मल्कानगिरि देश के कुछ ऐसे जिले हैं जहां सोमवार को डीजल की कीमत 100 रुपये प्रति लीटर से ऊपर रही। मध्य प्रदेश के अनूपपुर में डीजल 99 रुपये प्रति लीटर से अधिक कीमत पर बेची गई।

अलग अलग वैट

इन राज्यों में डीजल इतना महंगा होने की वजह यह है कि ये राज्य सबसे अधिक मूल्य वर्धित कर (वैट) वसूलते हैं इसके अलावा देश में वाहन ईंधनों पर उपकर भी लगाया जाता है। इन शहरों में विशेष तौर पर कीमत अधिक होने की वजह डीजल से दुलाई

सबसे महंगे डीजल वाले राज्य (सोमवार को कीमत)

राज्य	डीजल पर राज्य का कर	राज्य में उच्चतम दर
राजस्थान	26 फीसदी वैट+1750 रुपये/किलोलीटर सड़क उपकर	100.53 रु. प्रति लीटर
ओडिशा	28 फीसदी वैट	100.78 रु. प्रति लीटर
मध्य प्रदेश	23 फीसदी वैट+3 रुपये/लीटर वैट+1 फीसदी उपकर	99.33 रु. प्रति लीटर

स्रोत: पेट्रोलियम योजना और विश्लेषण प्रकोष्ठ तथा तेल कंपनियों

सबसे सस्ते डीजल वाले राज्य (सोमवार को कीमत)

राज्य	डीजल पर राज्य का कर	राज्य में उच्चतम दर
अंडमान और निकोबार द्वीप समूह	6 फीसदी वैट	82.07 रु. प्रति लीटर
अरुणाचल प्रदेश	12.5 फीसदी वैट	89.30 रु. प्रति लीटर
मेघालय	12 फीसदी या 9 रुपये/लीटर जो भी अधिक हो (0.10 रुपये/प्रति लीटर प्रदूषण उपकर)	87.51 रु. प्रति लीटर

स्रोत: पेट्रोलियम योजना और विश्लेषण प्रकोष्ठ तथा तेल कंपनियों

की लागत बहुत ज्यादा बढ़ गई है जिसकी वसूली भी उपभोक्ताओं से ही की जाती है और महंगाई की मार ग्राहकों पर पड़ रही है। अंडमान और निकोबार द्वीप समूह, अरुणाचल प्रदेश और मेघालय जैसे राज्य जहां पर डीजल सबसे सस्ता है उसकी वजह वहां वैट की कम दर का होना। इन राज्यों में वैट की दर 13 फीसदी से कम है।

केंद्र के कई कर

राज्य करों के अलावा केंद्र भी 1.80 रुपये प्रति लीटर मूल उत्पाद शुल्क, 8 रुपये प्रति लीटर विशेष अतिरिक्त उत्पाद शुल्क, 4 रुपये प्रति लीटर कृषि वृत्तियादी ढांचा और विकास उपकर (एआईडीसी) और 18 रुपये प्रति लीटर अतिरिक्त उत्पाद शुल्क वसूलता है।

राज्यों का घटा हिस्सा

2016-17 में ऑटो ईंधन पर उत्पाद शुल्क का करीब 56 प्रतिशत उपकर के रूप में लगता था। यह उत्पाद शुल्क संग्रह से आने वाला राजस्व है, जिसे केंद्र सरकार अपने पास रखती है। ईंधन से आने वाला शेष राजस्व उस कोष में जाता है, जिसे राज्यों के साथ साझा किया जाता है।

2021 की शुरुआत से अब तक 14 रुपये लीटर बढ़े दाम

तिथि	कीमत*
21 जून	87.97
1 जून	85.38
1 मई	80.73
1 अप्रैल	80.87
1 मार्च	81.47
1 फरवरी	76.48
1 जनवरी	73.87

*दिल्ली में रुपये प्रति लीटर

केंद्र ने उठाया लाभ

केंद्र ने इन शुल्कों में बढ़ोतरी तब की, जब कच्चे तेल के वैश्विक दाम निचले स्तर पर थे। इसका लाभ उठाकर केंद्र ने कर बढ़ा दिया, जिससे उपभोक्ताओं पर ज्यादा असर नहीं पड़ा। अंतरराष्ट्रीय कीमतों में गिरावट की मुख्य वजह कोविड-19 महामारी के कारण घटी हुई मांग थी। लेकिन अब वह निराशा दूर होती नजर आ रही है और ब्रेंट (कच्चे तेल के दाम के आकलन का सबसे लोकप्रिय मानक) की कीमत 70 डॉलर प्रति बैरल से ज्यादा है। वैश्विक स्तर पर व्यापक टीकाकरण अभियान और मांग में रिकवरी की उम्मीद के कारण ऐसा हुआ है, क्योंकि पूरी दुनिया में लॉकडाउन शिथिल हो रहे हैं।

दिल्ली में डीजल की कीमतें 1 जनवरी, 2021 को 73.87 रुपये प्रति लीटर थीं, जो सोमवार (21 जून) को 87.97 रुपये प्रति लीटर पर पहुंच गई हैं। इस दौरान कीमत में 14 रुपये प्रति लीटर की बढ़ोतरी हुई है, जिसका अन्य जिलों के दाम पर असर पड़ रहा है क्योंकि ट्रकों के माध्यम से दुलाई महंगी हो गई है।

स्थिर रहे पेट्रोल-डीजल के दाम

नई दिल्ली, (वार्ता)। पेट्रोल-डीजल के दाम आज रिकॉर्ड स्तर पर स्थिर रहे। रविवार को कीमतों में बढ़ोतरी की गई थी। अग्रणी तेल विपणन कंपनी इंडियन ऑयल कॉर्पोरेशन के अनुसार, दिल्ली में पेट्रोल की कीमत 97.22 रुपये और डीजल की कीमत 87.97 रुपये प्रति लीटर के रिकॉर्ड स्तर पर अपरिवर्तित रही। दिल्ली में जून में अब तक पेट्रोल का मूल्य 2.99 रुपये और डीजल की कीमत 2.82 रुपये बढ़ चुका है। इससे पहले मई में पेट्रोल 3.83 रुपये और डीजल 4.42 रुपये महंगा हुआ था। देश के दूसरे शहरों में भी दोनों जीवाश्म ईंधनों के दाम में कोई बदलाव नहीं किया गया। मुंबई में पेट्रोल का मूल्य आज 103.36 रुपये और डीजल का मूल्य 95.44 रुपये प्रति लीटर रहा। चेन्नई में एक लीटर पेट्रोल 98.40 रुपये का और डीजल 92.58 रुपये का बिका। कोलकाता में पेट्रोल 97.12 रुपये और डीजल 90.82 रुपये प्रति लीटर मिला। पेट्रोल-डीजल के मूल्यों की रोजाना समीक्षा होती है और उसके आधार पर हर दिन सुबह छह बजे से नयी कीमतें लागू की जाती हैं।