


<p>कोल इण्डिया लिमिटेड महारात्ना कंपनी 3 तल्ला, कोर-2 प्रेमिसेस-04-एमआर, प्लॉट-ए एफ-III, एक्शन एरिया-1A, न्यूटाउन, राजरहट, कोलकाता- 700156 फोन 033-२३२४६५२६. फैक्स-033-२३२४६५१० ईमेल: mviswanathan2.cil@coalindia.in वेबसाइट: www.coalindia.in CIN- <u>L23109WB1973GOI028844</u></p>		<p>Coal India Limited A Maharatna Company (A Govt. of India Enterprise) Regd. Office: 3rd floor, Core-2 Premises no-04-MAR, Plot no-AF-III, Action Area-1A, Newtown, Rajarhat, Kolkata- 700156 PHONE; 033-2324-6526, FAX; 033-23246510 E-MAIL: mviswanathan2.cil@coalindia.in WEBSITE: www.coalindia.in CIN- <u>L23109WB1973GOI028844</u></p>
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Ref.No.CIL:XI(D):4156/4157:2019: 22943

Dated: 31st May'19

To,
The National Stock Exchange of India Ltd.
Plot No. C/1, G Block,
Bandra-Kurla Complex,
Bandra (E), Mumbai-400 051.
Script Code:INE522F01014

To,
The Bombay Stock Exchange Ltd,
Phiroze Jeejeebhoy Towers
Dalal Street,
Mumbai-400 001.
Script Code: 533278

SUB:- Newspaper Advertisement of Audited Financial Results of Coal India Limited for the 4th Quarter and Financial year ended 31st March, 2019

Dear Sir,

Further to our letter Ref.No.CIL:XI(D):04156:2019: dated 30th May'2019, we are enclosing the copy of Newspaper Advertisement of Audited Financial Results of Coal India Limited for the 4th Quarter and Financial year ended 31st March, 2019 published on date in one English daily newspaper i.e. **Business Line** circulating in the whole or substantially whole of India and in one Bengali daily newspaper i.e. **Ananda bazaar Patrika** where the Registered Office of the Company is situated.

This is for your information and records. This is as per Regulation 47 of the SEBI (LODR) Regulations 2015.

Yours faithfully,



(M. Viswanathan/एम.विस्वनाथन)
Company Secretary/कंपनी सचिव
& Compliance Officer/कम्प्लायंस ऑफिसर

Encl: As above

Late entrant Hyundai Venue feels special on the move

S MURALIDHAR

The sub-four-metre size segmentation in the passenger car industry and tax incentives extended to promote this segment has largely been a handicap rather than a USP in terms of the global competitiveness and further development of the sector. The regulation is unique, in that no other country has such a fixated vehicle dimension limitation. Other governments are focussed on metrics like fleet average fuel efficiency, engine size or emissions for doling out tax incentives. During the two decades of this very Indian imposition, a compliant industry sought out the competitive advantage that the lower tax rate offered to cater to the price sensitive domestic market. We have also had some unattractive vehicles, which had to be chopped up to meet the size limitation. But now there seems to be a glimmer of hope that this might inadvertently turn out to be an advantage in a world that is increasingly becoming conscious of its carbon footprint.

The Hyundai Venue is the latest entrant into this segment which, ironically, combines the growing preference for sports utility vehicle body styles and manages a sub-four-metre footprint too. And Hyundai says that the Venue will go global after being introduced first in India. But the Venue is still late to the party here, with competitors like the Maruti Suzuki Vitara Brezza, Mahindra XUV300, Ford EcoSport and the Tata Nexon already serving up such vehicles in this size class.



The Venue's rear



Biggest addition to the sub-compact SUV segment. But does it have the heft to take on the Vitara Brezza?

So, can the Venue pip them to the post? To find out, I travelled to Guwahati to drive Venue on some of the most scenic, and easily some of the best hilly, winding roads in the country.

Design

The Venue's design has a lot of SUV flavour despite its compact proportions. So it doesn't look like a glorified hatch. A fairly tall, boxy profile and the strong bulging shoulder and side character line make it look larger than it actually is. The front design maybe a bit less appealing for some, especially the lower position of the headlamps. But the unique dark chrome grille and the square DRLs that give it a nice night time signature are bound to convert buyers into fans. Projector style



The Venue gets three engine options

square headlamps and fog lamps, 16-inch alloys wheels, silver faux skid plates, chrome door handles, etc, are some of the other exterior features you'll get depending on the trim variant. The Venue gets its strong SUV styling from the full volume wheel arches, the mildly clamshell style bonnet and the Hyundai signature window lines and roof design, which has been borrowed from the Creta.

On the road, the Venue's stance is quite appealing and its rear design complements the rest of the car. A wide, squat look at the rear with elements in shapes that are co-ordinated with the front makes it appealing to look at from the rear three-quarter angle too. Square wrap-around tail-lamps with Z-shaped LED lights and a stepped tailgate with the Hyundai logo and Venue in chrome lettering add more impact to the rear.

Hyundai has chosen to load the Venue's cabin with a lot of new features, many of

which aren't obvious or visible when one gets behind the wheel for the first time.

Cabin

But the dashboard design and layout is clean, almost symmetric, and all the controls fall into your hands neatly. The leather-wrapped steering wheel (in the top trim) is the signature Hyundai size and features multi-function controls similar to other cars from the brand. It offers tilt adjustment, but not telescopic, for reach. The centre console is topped by an eight-inch touchscreen infotainment system that is set in between two aircon vents. The rest of the centre stack is simply divided into three layers with specific arrays of controls for the infotainment system, auto aircon and a lower storage and connectivity area for USB slots and a wireless charging tray.

The seats feature a combination of leatherette and fabric upholstery that's been wrapped onto comfortable

seats with tall side bolsters.

The driver's seat gets manual height adjustment in addition to backrest tilt. The rear bench seat has been specially designed to offer extra thigh support, and it also gets a centre portion with a slightly lowered squab to enable a middle passenger to also sit comfortably. There is also the addition of rear aircon vents, both of which will surely be appreciated by many owners who prefer to be chauffeur-driven. The quality of plastic on the dash, doors, and switches and controls has a premium feel and a mix of glossy and textured finishes, and LED backlighting, they elevate the cabin's premiumness. The Venue is being offered with a lot of connected car features, all of which depend on an embedded SIM that allows your smartphone to communicate with the car. Hyundai's proprietary tech is called BlueLink, which in addition to remote operations, also offers features like a concierge service, SOS button and roadside assistance. The smartphone that had been logged in and paired with the car that I was driving easily let me remotely start the engine and control aircon temperature, etc. Some of the features seem to still be a work in progress, like the concierge service, which was answered at the other end only once out of three trials. The one-touch buttons for these assistance



The interiors come with a host of added features

services are located at the bottom of the rear-view mirror.

Performance

Venue is being offered with three engine options—the 1.2-litre petrol and the 1.4-litre diesel, both of which have been seen in other Hyundais including the Creta. But the key new addition is the one-litre, three-cylinder turbocharged petrol engine and its seven-speed dual clutch (DCT) transmission. With this engine, Hyundai is making a tech evolution statement, while also prepping itself to meet future norms. This Kappa T-GDI petrol engine is both disproportionately powerful and fuel efficient. And to be paired with a DCT in this segment makes it significant for Hyundai and its customers. The 998 cc engine delivers 120 PS of peak power and 17.5 KgM of peak torque from about 1,500 rpm. We have seen slightly larger displacement three cylinder turbos from competitors like Ford EcoSport, Mahindra XUV 300 and Tata Nexon and they were all not bad themselves. But Hyundai's new one-litre turbo petrol surprises with its refined and sprightly performance. There is enough shove from the engine at

moderate speeds and there is not much giving away its three-pot character. But, floor the pedal and the engine delivers fairly linear acceleration, even though there is mild turbo lag that combines with the gearing in the DCT set with a fuel efficient bias. The auto gearbox shifts are imperceptible and the refinement level of this transmission is better than the AMTs and torque converters offered by competitors. The six-speed manual gearbox also offered with this engine feels even quicker; with its short throw gear stick. Follow a pre-emptive shift style and its performance puts a lot of larger engines in the shade.

I also drove the 1.4-litre Diesel engine, which is paired with the six-speed manual gearbox, a powertrain we are all familiar with from the Creta. The engine generates 90 PS of power and 22.4 KgM of torque. It feels adequate in the Creta, but in the Venue, it offers a decidedly peppy performance. Driving up the winding roads from Guwahati to Shillong, the diesel variant dismisses quick overtakes and steep hairpin

climbs with its strong acceleration. Vehicle stability management cuts wheel slippage and helps draw in the rear, even if one dives into corners a bit overenthusiastically.

Bottom Line

The Venue feels special in other departments too and one big surprise was how good the steering feels. This is probably the best steering set up I have seen in a Hyundai. The steering is light in traffic and weighs up at speeds, is much more accurate than what have seen in other models and there is none of the centre vagueness. It could do with more feedback though. The ride quality is another plus with the suspension set for a pliant ride, that doesn't lead to it thudding uncomfortably through cracked tarmac and potholes. Shock absorber rebound has also been controlled, which combined with its stiffer chassis distinctly improves ride quality.

The Venue does miss out on a few features like a split rear bench seat and many of the features are loaded only onto the top SX

(O) trim including a lot of the safety equipment. But it is still interesting to see features like an electric sunroof, wireless phone charger, air purifier and cruise control in a vehicle in this size and price class. The Venue's package and price (starting at ₹6.5 lakh, ex-showroom) make it a strong contender for the top spot in this segment. It has already led to the competition rethinking its strategy. We have to wait and see if the Venue can unseat the Vitara Brezza from its perch.



Ferrari's hyper hybrid is out

Sets historic V8 performance benchmark with new PHEV SF90 Stradale

OUR BUREAU

The day that Ferrari fans had feared has arrived with the House of the Prancing Horse officially introducing its first series production PHEV (Plug-in Hybrid Electric Vehicle), the SF90 Stradale. But it is not at all bad news and even hardcore petrol-heads will be thrilled to know that the new model is extreme on every level and represents a paradigm shift delivering unprecedented performance for a production car. Figures such as 1,000 CV, and a weight-to-power ratio of 1.57 kg/cv, and 390 kg of downforce at 250 kmph put the SF90 Stradale at the top of its segment. But it also means that a V8 is the top-of-the-range model for the first time in the brand's history.

An official Ferrari statement says that the car's name encapsulates the true significance of all that has been achieved in terms of performance. The reference to the 90th anniversary of the foundation of Scuderia Ferrari underscores the strong link between Ferrari's track and road cars.

The SF90 Stradale has a 90-degree V8



This beast hits 200 kmph in less than seven seconds

turbo engine capable of delivering 780 CV, the highest power output of any eight-cylinder in Ferrari history.

Combined force

The remaining 220 CV is delivered by three electric motors, one at the rear, known as the MGUK (Motor Generator Unit, Kinetic) due to its derivation from the Formula 1 application, located between the engine and the new eight-speed dual-clutch transmission on the rear axle, and two on the front axle. The combined torque is 800 Nm. The Ferrari release mentions that this sophisticated system does not, however, make for a more complicated driving experience. Instead, the driver

simply has to select one of the four power unit modes, and then just concentrate on driving. The sophisticated control logic takes care of the rest, managing the flow of power between the V8, the electric motors and the batteries.

Ferrari confirmed that the SF90 Stradale is also the first Ferrari sports car to be equipped with 4WD, a step necessary to allow the incredible power unleashed by the hybrid powertrain to be fully exploited, ensuring the car has become the new benchmark for standing starts: 0-100 kmph in 2.5 seconds and 0-200 kmph in just 6.7 seconds.

Ferrari's engineers were able to further broaden the spectrum of dynamic controls by introducing the full-electric front axle, known as the RAC-e (electronic cornering set-up regulator). As well as exclusively providing propulsion in electric drive, the two front motors independently control the torque delivered to the two wheels, extending the concept of Torque Vectoring. Fully integrated into the car's vehicle dynamics controls, the RAC-e governs the distribution of torque, making driving on the limit much simpler and easier, claims Ferrari.

A noteworthy addition is the innovative shut-off Gurney, a patented active system located at the rear of the car, which regulates the air flow over the

upper body, reducing drag at high speeds with low lateral dynamics loads and increasing downforce in corners, under braking and during changes of direction.

Ferrari's statement mentions that the new car is also a huge shift from a stylistic perspective as it completely rewrites the mid-rear-engined sports berlinetta proportions introduced on the 360 Modena twenty years ago, instead taking its inspiration from its recent supercars. A good example is the cockpit, which has a smaller frontal section and is placed closer to the front of the car to reduce drag. This was also achieved without impacting on-board comfort. The HMI (Human-Machine Interface) and interior layout concept are a complete departure from previous models.





Another major innovation is the steering wheel, which now has a touchpad and a series of haptic buttons that allow the driver to control virtually every aspect of the car using just their thumbs. The central instrument cluster is now entirely digital with the first automotive application of a 16" curved HD screen, which can be fully configured and controlled using the controls on the steering wheel.

On the central tunnel, improved ergonomics have been combined with an element from the past: the automatic gearbox controls are now selected by a grille-style feature that references Ferrari's legendary manual gear-shift gate. Thus past and present skilfully merge to point the new Ferrari towards the future.

The SF90 Stradale also sees the debut of the new ignition key with full keyless technology which will gradually be introduced across the rest of the range, personalised with the model's name. Thanks to a special compartment in the central tunnel, it becomes an integral part of the car's styling. For the first time on a Ferrari, clients can choose between the standard car and a version with a more sports-oriented specification — the Assetto Fiorano specification.



The sportscar's interiors

		Coal India Limited A Maharatna Company Coal Bhawan, Premises No. 4, MAR, Plot AF-II Action Area-1A, New Town, Rajarhat, Kolkata - 700 150 Website: www.coalindia.in CIN: L23109WB1973GOI028644							
EXTRACT OF AUDITED CONSOLIDATED FINANCIAL RESULTS FOR THE QUARTER AND YEAR ENDED MARCH 31, 2019									
₹ in Crores except EPS)									
Sl. No.	Particulars	Quarter ended		Year ended					
		31.03.2019	31.03.2018	31.03.2019	31.03.2018				
		(Audited)	(Audited)	(Audited)	(Audited)				
1.	Total Income from Operations	28546.26	26547.58	99646.89	86650.37				
2.	Net Profit/(Loss) for the period (Before Tax, Exceptional and/or Extraordinary items)	8892.70	1163.35	27125.46	10770.31				
3.	Net Profit/(Loss) for the period Before Tax (After Exceptional and/or Extraordinary items)	8892.70	1163.35	27125.46	10770.31				
4.	Net Profit/(Loss) for the period after taxes, minority interest and share of profit/(loss) of jointly controlled entities and associates	6004.16	1302.51	17461.85	7038.56				
5.	Total Comprehensive Income for the period (Comprising Profit/(Loss) (after tax) and Other Comprehensive Income (after tax))	5960.92	1541.35	17479.23	7681.38				
6.	Equity Share Capital (Face value of share ₹10/- each)	6162.73	6207.41	6162.73	6207.41				
7.	Other Equity (Reserves excluding Revaluation reserve)			20291.19	13971.33				
8.	Earnings Per Share (for continuing and discontinued operations) (of ₹ 10/- each) (not annualised)								
	Basic:	9.71	2.10	28.14	11.34				
	Diluted:	9.71	2.10	28.14	11.34				
* The net profit/(loss) reported in Sl. No. 2,3 & 4 and total Comprehensive Income reported in Sl. No. 5 relating to the previous quarter ended 31.03.2018 has been increased by ₹11.21 crore (in Sl. No. 283) and Rs. 7.29 crore (in Sl. No. 4&5 net of tax) to account for certain prior period incomes/expenses following Ind AS-8. The net profit/(loss) reported in Sl. No. 2,3 & 4 and total Comprehensive Income reported in Sl. No. 5 relating to the previous year ended 31.03.2018 has been increased by ₹43.87 crore (in Sl. No. 283), Rs. 18.22 crore (in Sl. No. 4 net of tax) and Rs. 28.53 crore (in Sl. No. 5 including OCI) to account for certain prior period incomes/expenses following Ind AS-8. Earnings Per Share (Basic & diluted) for the year ended 31.03.2018 on the basis of above adjustment is ₹11.34 per equity share as against ₹11.31 per equity share reported earlier. The Other Equity (Reserves excluding Revaluation reserve) reported in Sl. No. 7 as at 31.03.2018 has been increased (net) by ₹332.17 crore to account for certain prior period incomes/expenses relating to FY 2017-18 and periods prior to FY 2017-18 following Ind AS-8.									
EXTRACT OF AUDITED STANDALONE FINANCIAL RESULTS FOR THE QUARTER AND YEAR ENDED MARCH 31, 2019									
₹ in Crores except EPS)									
Sl. No.	Particulars	Quarter ended		Year ended					
		31.03.2019	31.03.2018	31.03.2019	31.03.2018				
		(Audited)	(Audited)	(Audited)	(Audited)				
1.	Total Income from Operations	345.94	347.94	934.30	933.91				
2.	Net Profit/(Loss) for the period (Before Tax, Exceptional and/or Extraordinary items)	4395.41	8994.16	10562.42	9314.83				
3.	Net Profit/(Loss) for the period Before Tax (After Exceptional and/or Extraordinary items)	4395.41	8994.16	10562.42	9314.83				
4.	Net Profit/(Loss) for the period after taxes	4315.66	9021.22	10469.67	9293.42				
5.	Total Comprehensive Income for the period (Comprising Profit/(Loss) (after tax) and Other Comprehensive Income (after tax))	4294.60	9024.28	10458.25	9298.78				
6.	Equity Share Capital (Face value of share ₹10/- each)	6162.73	6207.41	6162.73	6207.41				
7.	Other Equity (Reserves excluding Revaluation reserve)			7834.66	6487.30				
8.	Earnings Per Share (for continuing and discontinued operations) (of ₹ 10/- each) (not annualised)								
	Basic:	6.96	14.53	16.87	14.97				
	Diluted:	6.96	14.53	16.87	14.97				
Notes:									
1. The above are the extracts of the detailed formats of Consolidated (including all subsidiaries/ share in jointly controlled entities) and Standalone Financial Results for the quarter and year ended 31.03.2019 filed with the Stock Exchanges under Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015. The full format of the Financial Results for the quarter and year ended 31.03.2019 are available on the Stock Exchange websites and on the Company's website. Company's website : www.coalindia.in, BSE Limited : www.bseindia.com, NSE Limited : www.nseindia.com									
2. The above results have been reviewed by the Audit Committee and thereafter approved by the Board at their respective meeting held on 30th May, 2019. As required under Regulation 33 of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, the Statutory Auditors have conducted a audit of the above financial results for the quarter/year ended 31st March, 2019.									
3. The financial results of the company have been prepared in accordance with the Companies (Indian Accounting Standards) Rules, 2015, ("Ind AS") prescribed under section 133 of the Companies Act, 2013. (For detailed notes refer to the websites mentioned in Note 1 above).									
(A.K.Jha) Chairman-Cum-Managing Director (DIN - 06845361)									
Date : 30th May, 2019 Place : Kolkata									
EMPOWERING INDIA NURTURING NATURE ENABLING LIFE									

