

Infrastructure :

- Projet de LGV Mumbai-Ahmedabad : un consortium entre L&T et des entreprises japonaises remporte un contrat de 1 390 millions de roupies (près de 170 M€) pour 28 ponts en acier

Ferroviaire :

- Les *Indian Railways* concluent un appel d'offres pour 44 rames de trains de type Vande Bharat
- 350 à 400 km de couloir de fret dédié seront finalisés d'ici mars, déclare le ministre des chemins de fer M. Piyush Goyal
- Les chemins de fer indiens prévoit de dépenser 400 milliards de roupies (5 Mrd €) pour le matériel roulant au cours de l'année fiscale 2021-22
- Les *Indian Railways* franchissent une nouvelle étape vers un réseau zéro émissions avec la conception de deux locomotives de manœuvre électriques

Développement et transports urbains :

- Le RLDA conclut sa tournée de présentation en ligne sur le réaménagement de la gare ferroviaire de New Delhi

Pétrole, gaz et biocarburants :

- Les prix de l'essence et du diesel restent stables et à des niveaux records
- Adani Total Gas et Torrent Gas deviennent les premiers investisseurs stratégiques dans IGX (Indian Gas Exchange)

Electricité et énergies renouvelables :

- Total acquiert 20% du capital d'Adani Green Energy
- Le gouvernement va se concentrer sur les distributeurs d'électricité (*discoms*) déficitaires pendant les 3-4 prochaines années pour atteindre l'objectif d'une alimentation électrique en continu pour tous.
- Les entreprises publiques NTPC et SJVN ont soumis des offres concurrentes pour acheter les centrales éoliennes de l'entreprise PTC
- L'Alliance Solaire Internationale envisage la création d'une banque solaire
- Tata Power Solar enregistre une commande de 1 200 crore INR (140 M€) de NTPC pour mettre en place un projet de 320 MW
- Le gouvernement prévoit une réforme de 41 Mrd USD pour relancer les *discoms* en difficulté
- EDEN Renewables India obtient un financement de 165 M USD pour un projet solaire de 450 MW

Mobilités électrique :

- Les véhicules électriques vont dominer le marché indien d'ici 2030, selon Mahindra
- Tesla arrive en Inde et s'installe à Bangalore

Environnement et qualité de l'air :

- Le Ministère de l'Environnement n'est pas favorable à une extension de deux ans des délais pour la mise en place de systèmes de désulfuration des fumées des centrales électriques au charbon
- Un projet phare pour amener l'eau du robinet dans toutes les villes en préparation

1. Infrastructure

Mumbai-Ahmedabad Bullet Train Project: Consortium of L&T, Japanese firm wins Rs 1,390 cr deal for 28 steel bridges

The Financial Express, 27 janvier 2021

A contract for procurement and fabrication of steel bridges for the Mumbai-Ahmedabad High Speed Rail Corridor has been given to a consortium of Larsen and Toubro and Japanese IHI Infrastructure Systems. The contract is worth Rs 1,390 crore and 28 bridges will be built under this. The bridges are proposed to be built over railway lines, highways, rivers, roads, and other structures, the National High Speed Rail Corporation Limited said.

According to an estimate, around 70,000 metric tons of steel will be used in making these bridges. The steel required for building these bridges will be provided by Indian steel manufactures and this will give a big boost to the industry and their allied supply chain.

“Indian steel industries will provide quality steel for the fabrication of super structures. The NHRCL has already spoken to the industry players and briefed them about the requirement for India’s first bullet train project,” it said.

64 per cent of the civil contracts for the construction of the Mumbai-Ahmedabad High Speed Rail (MAHSR) Corridor have already been awarded by the NHRCL. This includes a train depot at Surat, five HSR stations, and a mountain tunnel of 350 metre.

The total length of these 28 steel bridges will be around 4.5 km. Individually, the length of these bridges will be anything between 60 metre to 130 metre for the project.

Initially, the steel super structure project was given to Japan Lead (JV) companies as the structures needed to be built as per high-quality Japanese standards for high speed railway. But with the focus shifting to ‘Make in India,’ fabrication of steel structures is being done by Indian companies for all other projects. According to the statement, the NHRCL is looking to open the bid to Indian companies as well.

A high-power committee was formed in March 2019 and comprised experts from both the Indian and Japanese sides. They included NHRCL, India Experts, and JRTT and were tasked to open steel superstructure works to Indian companies by assessing the capabilities of these companies.

The committee was also tasked with the responsibility of making recommendations that can help these companies improve their fabrication quality and meet global standards.

The committee said that the fabrication of steel bridges can be achieved by Indian companies as they have all the required infrastructure. “It will not only reduce cost but also give a boost to the ‘Make in India’ aspect,” the statement said.

2. Ferroviaire

Big boost to Make in India! Indian Railways finalises tender for 44 rakes of Vande Bharat Type trains

The Financial Express, 22 janvier 2021

Modi government’s ‘Make in India’ mission to get a big boost as more Vande Bharat Express type trains are likely to run on the Indian Railways network soon. Piyush Goyal chaired Railway Ministry has

finalized the tender for design, manufacture, development, integration, supply, testing as well as commissioning of IGBT based 3-Phase Propulsion, Control as well as other equipment for as many as for 44 rakes of Vande Bharat type train sets, with each comprising of 16 cars on 21 January 2021. According to a press release issued by the Railway Ministry, the procurement includes a comprehensive annual maintenance contract of five years with the supplier.

According to the Railway Ministry, for manufacturing the train sets indigenously, the specifications were prepared after multiple deliberations with the industry at various levels. **The tender, for the first time, required a minimum 75 per cent local content requirement of the total value of the tender**, the ministry said. The move is expected to give a boost to the Modi government's "AtmaNirbhar Bharat" mission.

The Railway Ministry said three bidders participated in this tender for 44 rakes of Vande Bharat type train sets, and the lowest offer was from indigenous manufacturer **Medha Servo Drives Limited who met the minimum local content of 75 per cent of the total value successfully. The tender for 44 rakes of 16 car each was finalised on Medha Servo Drives Limited for all in cost of Rs 2211,64,59,644.**

These rakes will be produced at three production units of the national transporter– 24 rakes at Integral Coach Factory (ICF) in Chennai, 10 rakes at Rail Coach Factory (RCF) in Kapurthala and balance 10 rakes at Modern Coach Factory (MCF) in Raebareli. According to the ministry, the delivery schedule for the supply of these 44 Vande Bharat rakes is – first, two prototype rakes will be delivered in a period of 20 months. On successful commissioning of these rakes, thereafter, the company will be delivering an average of six rakes per quarter, the Railway Ministry added.

Indian Railways to add 350 km to 400 km of Dedicated Freight Corridor by March, says Rail Minister Piyush Goyal

The Financial Express, 21 janvier 2021

Piyush Goyal-led Indian Railways is adding speed and strengthening logistics ecosystem! **By March this year, Indian Railways will add 350 kilometre to 400 kilometre of Dedicated Freight Corridor (DFC)**, Minister for Railways Piyush Goyal said. Goyal's announcement has come after Prime Minister Narendra Modi had recently inaugurated 306-kilometre long Rewari-Madar section of the Western DFC and 351 kilometre long New Bhaupur-New Khurja section of Eastern DFC.

Dedicated Freight Corridor Corporation of India (DFCCIL), a PSU under the Ministry of Railways is constructing the 1504 kilometre long Western DFC and 1856 kilometre long Eastern DFC.

"In India, we 200 billion dollar logistics ecosystem, a good part of that is supported by Indian Railways where we are making massive efforts to bring down the cost of logistics to expand the scope of service that Indian Railways provides. By March, we will have 350-400 km of DFCs ready," Railway Minister Piyush Goyal said.

"These are freight corridors which only carry freight traffic therefore adding the speed exponentially, and bringing down the cost while adding huge capacity to be able to transport volume goods as well as a small parcel. Indian Railways is strengthening logistics ecosystem. PM Narendra Modi inaugurated the first 650 km of dedicated freight corridor, on both, the Eastern and the Western front," Piyush Goyal said.

Indian Railways is making dedicated freight corridors to provide exclusive movement on fast speeds for goods trains. Dedicated Freight corridor is being seen as a game-changer in Economic Development of India, Indian Railways has said.

The Eastern DFC starting from Sahnewal near Ludhiana (Punjab) will pass through the states of Punjab, Haryana, Uttar Pradesh, Bihar and Jharkhand to terminate at Dankuni in West Bengal. The Western DFC starts from Dadri in Uttar Pradesh to Jawaharlal Nehru Port (JNPT) in Mumbai will traverse through the states of UP, Haryana, Rajasthan, Gujarat and Maharashtra of WDFC. The 2800 kilometre route is likely to be commissioned by June 2022, the Ministry of Railways stated.

Indian Railways line up Rs 40,000-crore spend on rolling stock in FY22

The Financial Express, 29 janvier 2021

Highlighting the opportunities for partnering with the Government, Goyal pointed out a wide range of smart solutions from industry which have helped the national transporter to complete and clear a backlog of 200 infrastructure projects held up for years.

Indian Railways (IR) will target to manufacture 8000 locomotives, coaches and wagons in FY22, up from likely 5,000 in FY21 at a cost of Rs 40,000 crore. The transporter had manufactured 7,000 locomotives, wagons and coaches in FY20, but the pandemic slowed the production at its coach factories in the current financial year.

Piyush Goyal, minister of commerce & industry and railways, on Thursday sought industry collaboration and investment in transforming Railways into a smart organisation. "I want Railways to be a modern, agile, safe, reliable part of the economy and make technology the overarching support system for logistics and transport in both passenger and freight business," Goyal said, addressing the 'Smart Railway Conclave' organised by FICCI.

CSMT, railway stationNow, visually-impaired passengers can easily navigate CSMT station! Indian Railways installs braille signagesengine, zero carbon emissionIndian Railways takes another step towards zero carbon emission network; designs two 25KV shunting engines

Highlighting the opportunities for partnering with the Government, Goyal pointed out a wide range of smart solutions from industry which have helped the national transporter to complete and clear a backlog of 200 infrastructure projects held up for years. "A cargo train from Mumbai reaches Guwahati in approximately two and a half days compared to the earlier timeline of seven days. It has been a collective effort of industry and Railways which has helped to drive changes like faster speed for freight trains, extensive electrification of tracks to aid in total elimination of diesel ecosystem and shift from single tracks to double tracking," Goyal said.

Replying to queries on IR's plan to seek benefits from the PLI scheme announced by the government for 10 key sectors as incentive to enhance India's manufacturing capabilities and enhance exports, AK Chandra, executive director for mechanical/TC, Railway Board, said IR is a strong contender for the PLI incentive. Industry feels that some part of that benefit could come into the railway sector, in areas like speciality steel and components. This would help IR to compete with roadways which commands the bulk of automobile freight, a sector which has got `57,000-crore PLI incentive.

"We will certainly put forward our case very strongly. Productivity has always been at the forefront of our plans for manufacturing, in our rolling stock companies," he said.

Uday Shankar, president, FICCI, noted that IR has been pushing the envelope on customer-centricity through initiatives like freight on priority and redesign of the freight development portal which will also be a step forward in enhancing ease of doing business and encouraging digitisation.

Indian Railways takes another step towards zero carbon emission network; designs two 25KV shunting engines

The Financial Express, 28 janvier 2021

The Railway Ministry plans to transform the Indian Railways network into Green Railways by the year 2030 and has taken various steps towards mitigation of global warming as well as combating climate change.

Indian Railways takes another step towards a zero carbon emission network! Two 25 KV shunting engines have been recently designed at Kanchrapara Workshop in West Bengal, according to the Railway Ministry. These newly designed engines can also be operated by batteries, the ministry stated. Railway Minister Piyush Goyal said with this achievement, Kanchrapara Workshop in West Bengal has become the first railway workshop in the country with smokeless electric traction. The Railway Ministry plans to transform the Indian Railways network into Green Railways by the year 2030 and has taken various steps towards mitigation of global warming as well as combating climate change.

Some of the key measures taken by the national transporter to achieve net zero carbon emission include railway electrification, green certification for installations or stations, improving energy efficiency of trains and locomotives as well as fixed installations, installing bio toilets in train coaches and also, switching to renewable sources of energy.

During 2014-20, the national transporter had completed electrification of more than 40,000 Rkm (63 per cent of Broad Gauge routes) in which electrification work has been done on 18,605 km, till the month of July 2020. Previously, during the period 2009-14, only 3,835 km electrification work was completed by Indian Railways. The Railway Ministry had a fixed target of electrification of 7000 Rkm for the year 2020-21. All railway routes on the Broad Gauge network have been planned to be electrified by December 2023.

Also, a number of initiatives have been taken by the national transporter to promote solar energy. Through roof top solar panels (Developer model), the national transporter is working to harness the potential of 500 Mega Watt (MW) energy. Apart from this, Indian Railways is also trying to generate power from land based solar installations for running trains. In addition to these measures, Indian Railways has taken several other steps towards zero carbon emission.

3. Développement et transports urbains

RLDA concludes online roadshow on the redevelopment of New Delhi Railway Station

The Economic Times, 22 janvier 2021

The Rail Land Development Authority (RLDA), conducted the online roadshows on the redevelopment of the New Delhi Railway Station (NDLS)- the first project to be undertaken on the Transit-Oriented Development (TOD) concept in Delhi-NCR.

Macquarie Group, Ontario Teachers' Pension Plan, Brookfield, I Squared Capital, Mahindra Group, Medef International, Infrastructure Asia, were among the companies who participated in the roadshow.

According to RLDA, the objective was to engage with relevant stakeholders such as leading international real estate developers, infrastructure players and financial institutions from advanced geographies such as Europe, Australia and South Asia.

"The project has attracted interest from various stakeholders. As a responsible organization, our foremost priority is to engage with them, keep them apprised of various developments and incorporate their views and suggestions into the Project," said Ved Parkash Dudeja, Vice Chairman, RLDA.

RLDA has conveyed that similar online sessions will be planned in future to further discuss and refine the project with intending players.

The project is currently at Request for Qualification (RFQ) stage with February 2 as the last date of submission of applications.

The road show was preceded by a pre-bid conference held in September 2020 in which prominent players such as Adani Group, GMR, JKB Infra, Arabian Construction Company, SNCF and Anchorage participated and have shown interest in undertaking the prestigious redevelopment project.

The project entails a capital expenditure of approximately USD 680 million over a period of four years and offers multiple revenue streams to the developer, including revenue from real estate rights for a period of 60 years.

The station has a master plan area of 120 hectares, out of which 88 hectares is being planned in Phase 1 (of the Project).

The project involves the development of around 12 lakh sqm of the built-up area as a higher FSI is permitted under the TOD Policy.

The project will be undertaken on the Design, Build, Finance, Operate and Transfer (DBFOT) model, and would involve redevelopment and management of the station for a 60 year-concession period.

4. Pétrole, gaz et biocarburants

Petrol, diesel prices remain unchanged at record high levels

The Economic Times, 24 janvier 2021

Retail fuel prices were unchanged on Sunday across the four metros.

On Saturday, petrol and diesel touched fresh all-time high levels.

In the national capital, petrol was priced at Rs 85.70 per litre. In Mumbai, Chennai and Kolkata, petrol was sold at Rs 92.28, Rs 88.29 and Rs 87.11 per litre, respectively.

Although the pump prices of fuels were unchanged on Sunday, they have been elevated for long and have been touching new highs of late.

Global oil prices are above \$55 per barrel currently. Crude prices have remained firm for the last couple of weeks in the wake of unilateral production cuts announced by Saudi Arabia and a pick up in the consumption in all major economies globally.

The last time the retail price of auto fuels were closer to current levels was on October 4, 2018 when crude prices had shot up to \$80 a barrel.

The current price rise is largely on account of steep increase in central taxes of petrol and diesel and firm crude prices.

Adani Total Gas, Torrent Gas become first strategic investors in IGX

Mint, 22 janvier 2021

Adani Total Gas and Torrent Gas -- with stakes in both upstream and downstream hydrocarbon value chain -- have acquired five percent equity stake each in Indian Gas Exchange (IGX).

India's first authorised gas exchange envisions to play a key role in the development of gas market which is aligned with the government's vision to increase the share of gas in energy mix from 6 to 15% by 2030, said Director Rajesh K Mediratta.

"In our journey to shape the nascent gas markets, we are delighted to partner with Adani Total Gas and Torrent Gas. We look forward to working in collaboration as IGX braces to play a pioneering role in developing India's gas markets," he said in a statement on Friday.

Suresh P Manglani, CEO of Adani Total Gas Ltd, said the company is committed to building gas infrastructure to increase the share of natural gas in India's energy mix.

The precedent of Indian Energy Exchange has remarkably transformed electricity trading. Likewise, the IGX is amply equipped to transform the gas sector in the coming years as it will enable efficient and competitive gas pricing and help in securing equitable distribution of natural gas in the country.

"IGX is one key step towards achieving the government's vision of a gas-based economy and will play a key role in discovering India's own price benchmarks," said Manglani.

Jinal Mehta, Director of Torrent Gas, said India is on the course to become a formidable energy and gas hub. IGX can play a catalytic role for India's gas market and will stimulate demand, increase availability and ensure competitive prices.

"Torrent's investment in IGX, which is India's first delivery-based gas exchange, is in line with our strategy to enhance our footprint in India's energy landscape," said Mehta.

IGX is also the first gas exchange in the country to have secured authorisation from Petroleum and Natural Gas Regulatory Board (PNGRB) under recently notified Gas Exchange Regulations 2020.

The exchange now has 16 members and more than 500 registered clients. With three physical hubs at Hazira and Dahej in Gujarat and KG Basin in Andhra Pradesh, IGX has already traded 75,000 metric million British thermal units (MMBTUs) since its launch in June 2020.

It also has plans to introduce two new hubs -- one at Dhabol in Maharashtra and other in West Bengal.

5. Électricité et énergies renouvelables

Total to acquire 20 % stake in Adani Green Energy

Mint, 18 janvier 2021

The Adani Group said on Monday that France-based Total will acquire 20% minority interest in Adani Green Energy Ltd (AGEL).

The investment in AGEL is another step in the strategic alliance between Adani Group and Total across various businesses and companies of the Adani Group, covering investments in liquefied natural gas (LNG) terminals, gas utility business, and renewable assets across India.

"This is in line with the commitment of both Adani and Total to be leading participants in the sustainable economy of the future and help India in its quest for development of renewable energy," the Adani Group said.

In 2018, Total and Adani embarked on the energy partnership with investment by Total in Adani Gas Ltd's city gas distribution business, associated LNG terminal business, and gas marketing business.

Total acquired 37.4% stake in Adani Gas Ltd and 50% stake in Dhamra LNG project. It was agreed that Total and Adani will continue this alliance into the wider sustainable energy space.

Total and Adani agreed to the acquisition of a 50% stake in a 2.35 GWac portfolio of operating solar assets owned by AGEL and a 20% stake in AGEL for a global investment of \$2.5 billion.

"We are delighted to deepen our strategic alliance with Total, a global energy major, and welcome it as a significant shareholder in AGEL," Adani Group chairman Gautam Adani said.

"We have a shared vision of developing renewable power at affordable prices to enable a sustainable energy transformation in India. We look forward to working together towards delivering India's vision for 450 GW renewable energy by 2030," he said.

Total SE's chief executive officer Patrick Pouyanne said the agreement is an important step in the alliance with the Adani Group in India and with regard to the common vision and goals concerning the importance of access to low carbon energy in India.

Total's entry into AGEL is a major milestone in its strategy regarding the renewable energy business in India put in place by both companies, which began with the first joint venture of 2.3 GW of renewable capacity.

"Given the size of the market, India is the right place to put this into action and to deploy our energy transition strategy based on two pillars: renewables and natural gas," he said.

India has a policy target of setting up 450 GW of renewable power capacity by 2030, driven by the vision of Prime Minister Narendra Modi. Starting with his commitment to the Paris Agreement in 2015 and reinforcement at the 2019 United Nation Climate Action Summit, India has been at the forefront of the global fight against climate change.

In this context, Adani Group and Total have joined hands to develop green power sources at affordable prices and to deliver this transformational energy solution.

As on date, AGEL has more than 14.6 GW of contracted renewable capacity, with an operating capacity of 3 GW and another 3 GW under construction and 8.6 GW under development.

The company aims to achieve 25 GW of renewable power generation by 2025 and is committed to contributing meaningfully to India's COP21 goals and to the wider United Nations Framework Convention on Climate Change goals of sustainability.

Govt to focus on loss-making discoms for next 3-4 yrs to achieve '24X7 power for all'

The Economic Times, 22 janvier 2021

The government's spotlight will be on electricity distribution utilities or discoms, which are mostly state-run and cash-strapped due to losses, to achieve the goal of 24X7 power for all, a senior official said.

There is stress in the power sector due to the inability of discoms to make timely payments for supply of power by gencos (power generating firms), which affects the entire value chain.

Participating in a webinar organised by the Institute of Directors, Ashish Upadhyaya, additional secretary in the Ministry of Power, said the major focus of the central government will be on the distribution sector for the next three-four years.

Talking about the continuous losses of discoms, he said there is a gap between the actual rate of supply of power and the cost recovered from consumers.

According to power ministry data, discoms' total outstanding dues stood at over Rs 1.42 lakh crore as of November 2020.

Last year, the government announced a Rs 90,000 crore liquidity infusion scheme for discoms which was later expanded to Rs 1.2 lakh crore.

Earlier this year, some reports also suggested that the forthcoming Budget may unveil the second phase of the UDAY (Ujwal Discom Assurance Yojana) for revival of discoms.

The UDAY scheme was launched in November 2015 under which the discoms' financial performance was to be turned around in three years.

Upadhyaya further pointed out that some states have not fixed tariffs commensurate with the actual cost of supply for years, while expenditure on power generation has kept on rising.

Participating in the webinar, Gujarat Energy Minister Saurabh Patel said the power sector can change if there is political will of the state governments.

He emphasised on curbing transmission and distribution losses to make the power sector vibrant in the states.

Citing Gujarat's example, he said there has not been a single year in the last 15 years in which the four discoms in the state did not report at least a minor profit. He exuded confidence that there would be 12 GW power generation capacity addition in the state in the next two years.

NTPC and SJVN in fray to buy PTC's wind power assets

Mint, 25 janvier 2021

State-run NTPC Ltd and SJVN Ltd have placed bids to buy out PTC India Ltd's 289MW wind power assets spread across Madhya Pradesh, Karnataka, and Andhra Pradesh, said two people aware of the development.

With a potential enterprise value of around ₹2,000 crore, the sale is part of the country's largest electricity trader PTC India Ltd's plans to exit its wind power business.

These seven assets are owned by PTC India's subsidiary PTC Energy Ltd.

This deal comes against the backdrop of India's electricity demand registering an all-time high of 187.3GW on Friday morning. KPMG was previously hired to manage the sale, which initially saw interest from Macquarie Infrastructure and Real Assets, CLP India Pvt. Ltd, and Hero Future Energies. However, the deal could not be finalized. PTC India has now decided to sell the assets to a government-owned firm, with SBI Capital Markets Ltd advising it on the sale. "At present, the divestment process of PTC Energy Limited is on. At this juncture, therefore, the company would not like to comment on any market speculation," a PTC India spokesperson said in an emailed response.

Electricity firms such as NTPC and SJVN have pivoted toward green energy against the backdrop of a rapidly evolving Indian energy landscape. NTPC plans to acquire at least 1GW each of operational solar and wind projects as part of its strategy to have a 32GW clean energy portfolio by 2032. SJVN, a joint venture between the Union government and the Himachal Pradesh state government also has ambitious clean energy plans.

Queries emailed to the spokespersons of NTPC and SJVN late on Wednesday night remained unanswered.

A KPMG spokesperson said "As a policy, we cannot comment on any company specific matters." An SBI Capital Markets spokesperson also did not comment.

Mint had earlier reported about PTC India exploring the possibility of exiting its wind power business and scouting for investors.

ISA to consider solar bank plan

Mint, 24 janvier 2021

The steering committee of the International Solar Alliance (ISA) is set to meet shortly to clear the decks for the World Solar Bank (WSB), which is expected to be headquartered in India, said two people aware of the development. India may become its lead member by taking a 30% stake in it through a \$600 million equity commitment.

This would be the first multilateral development bank (MDB) headquartered in India and comes even as Beijing has taken the lead in creating the Asian Infrastructure Investment Bank and the New Development Bank (NDB).

ISA and Brickworks Analytics has prepared a feasibility study report for setting up the WSB and former NDB and ICICI Bank chief K.V. Kamath's help was sought for building a multilateral lending institution from the ground up. Kamath hasn't charged any fee for the proposed MDB and has helped frame the terms of reference of the Brickworks report.

"Among the growing cities in India, New Delhi, Bangalore and Ahmedabad/GIFT City would be the best suited locations to host the WSB," said the Brickworks Analytics report reviewed by Mint.

The international steering committee members comprising France, India, the UK, Netherlands, Cuba, Guyana, Fiji and Nauru are expected to discuss issues such as WSB's governance structure, resource mobilization and the country where it should be headquartered. The WSB plans to disburse around \$50 billion to ISA member countries over the next 10 years.

"GIFT City may be shown as the potential place if India is chosen to have the HQ," said one of the persons mentioned above requesting anonymity.

The idea of a WSB has gained traction as many ISA member countries may have difficulty raising finances on their own. This also comes against the backdrop of around 800 million people not having access to power.

"We plan to make presentations to all leading member and prospective member countries (which are now all 193 UN member countries) in the coming weeks, including Germany and Japan, explaining the need and logic of the WSB and how essential it is to usher in universal energy access and gender justice," ISA director general Upendra Tripathy said.

Setting up the WSB may require a total equity capital of \$10 billion, a committed capital of \$8 billion, and a paid-up capital of \$2 billion. This will help mobilize debt to the tune of around seven times the equity value.

"The setting up of the NDB by BRICS countries demonstrates that the WSB has a place in today's context and, importantly, that it can be done in a profitable manner. More so when the purpose of the institution is to look at green energy, which indeed is the future," Kamath said.

Setting up the WSB will add heft to India's credentials as a clean energy champion that was bolstered by co-founding the ISA, the first treaty-based international government organization headquartered here. Mint had first reported about the proposed bank on 25 June 2018.

An external spokesperson for Brickworks Analytics declined to comment, citing confidentiality. Queries emailed to a spokesperson for India's ministry of new and renewable energy late on Tuesday night remained unanswered.

Tata Power Solar wins Rs 1,200 cr order from NTPC to set up 320 MW project

Business Standard, 23 janvier 2021

Tata Power Solar on Saturday announced that it has bagged an order worth Rs 1,200 crore from state-run power giant NTPC for setting up of 320 MW ground mounted solar project.

Tata Power Solar, India's largest integrated solar company and a wholly-owned subsidiary of Tata Power, has received a "Letter of Award (LoA)" to build 320 MW of ground mounted Solar PV project for NTPC, a company statement said.

The order value of the project is approximately Rs 1,200 crore (USD 162 million). The commercial operation date for this project is set for May 2022.

With this addition, the order pipeline of Tata Power Solar stands at approximately 4 GWp with approximate value of Rs 12,000 crore.

The scope of work includes the land, acquisition, engineering, procurement, installation, and commissioning of the grid-connected solar project on a turnkey basis along with three years of operations and maintenance services for the solar plant, power evacuation system and telemetry up to the interconnecting state transmission utility (STU) substation.

Speaking on the achievement, Praveer Sinha, CEO and MD, Tata Power, said in the statement, Tata Power is in the forefront of producing green energy across the country. Such achievement demonstrates the trust and leadership of Tata Power's project management capability and execution skills in solar projects."

Tata Power Solar comes with a successful background of executing large projects such as the 150 MW Ayana at Ananthapur, 50 MW Kasargod at Kerala, 56 MW Greenko, 30 MWp solar power plant in Lapanga, Odisha, 105 MWp of floating solar project at Kayamkulam (under implementation). **It has also won an auction conducted by Gujarat for 400 MW of projects to be built at Dholera solar Park.**

Government plans \$41 billion reform to revive ailing power utilities

The Economic Times, 27 janvier 2021

India plans to spend Rs 3 lakh crore (\$41 billion) on a new plan to revive regional electricity retailers, people with knowledge of the matter said, after a previous attempt failed to stem losses at the utilities.

The spending would be spread over a few years and is likely to be unveiled on Feb. 1 as part of the government's budget for the year starting April 1, the people said, asking not to be identified as the proposal isn't public. The plan for carrying out reforms for reducing losses of state distribution utilities was sought by the nation's power ministry and is under discussion.

Prime Minister Narendra Modi's government is focusing on turning around electricity distributors to ensure reliable power supplies, improving the financial health of generators and making the sector more attractive to foreign investors.

The spending would focus on upgrading infrastructure and technology of the ailing utilities to make them more efficient and reduce financial losses, according to the people. **Under the plan, the federal government would provide annual grants to states that meet targets set by New Delhi.**

Spokesmen at the finance and power ministries were not immediately available for comment.

The plan could include some specific measures such as separating power feeder grids for farmers and residential users, and installation of prepaid smart meters to stop pilferage and encourage timely payment, they said. It also plans to replace overhead cables with special insulated wires to prevent theft.

Electricity retailers are the weakest link in the country's power supply chain, **losing on an average about a fifth of their revenue because of technical and commercial reasons,** including loss of power supplies through theft, poor transmission infrastructure and inefficient billing and collection.

The plan will be a modified version of an earlier program unveiled in 2015 to revive power distributors through restructuring of their debt. That attempt remained unsuccessful in making retailers profitable by March 2019.

EDEN Renewables India secures \$165 million finance for 450-MW solar project

The Economic Times, 27 janvier 2021

EDEN Renewables India has tied up with DBS Bank Ltd, Standard Chartered Bank and Sumitomo Mitsui Banking Corporation (Singapore Branch) for USD 165-million (about Rs 1,200 crore) funding for its 450-megawatt peak solar power project in Rajasthan.

"EDEN Renewables India (EDEN) has successfully secured financial close for its 450 MWp (megawatt peak) SECI III solar PV project, with a group of three major international banks," according to a statement.

The SECI III project has been successfully financed through a green limited recourse project term loan of USD 165 million provided by DBS Bank Ltd, Standard Chartered Bank, and Sumitomo Mitsui Banking Corporation (Singapore Branch).

For this transaction, EDEN was advised by Herbert Smith Freehills and L&L Partners Law Offices as legal advisors, and Chatham Financial Europe as hedge benchmark advisor.

The project, currently under construction in Rajasthan, was awarded to EDEN within the context of a tender launched by the Solar Energy Corporation of India (SECI), following which EDEN signed a power purchase agreement (PPA) with SECI in June 2019.

The project's commissioning is expected towards the first half of 2021.

EDEN Renewables India CEO Sudhir Verma said, "I am pleased that we have successfully reached the financial close of our SECI III Solar Farm. This is one more success for EDEN and a significant moment for the development of renewable energy in India."

He added that EDEN is eager to provide its expertise in high-scale solar PV farms to contribute to a low-carbon environment in the country, in line with the country's objective to achieve 40 per cent of non-fossil fuel generation by 2030.

Total Eren Chief Financial Officer Laurence Juin said, "This successful financial close reflects the ongoing interest and trust of the lenders in the Indian renewable energy market and its promising prospects."

EDF Renewables Executive Vice-President (International Operations) Frédéric Belloy said, "We are pleased to achieve this new breakthrough for our SECI III project, with our partner Total Eren through our joint venture EDEN Renewables India that is among the leaders in the Indian solar market."

He added that the secured financing carried out together with the financial partners is a major step in the delivery of our 450 MWp project.

"We are now fully mobilised towards its completion. SECI III as well as our recent successes representing 1,300 MWp new projects, demonstrate EDF Renewables' willingness to support India to reach its great ambition for renewables energy," Belloy said.

EDEN Renewables India was founded in 2016 as a joint venture between Total Eren and EDF Renewables to build and operate solar photovoltaic projects across India.

As of 2021, the company has 207 MWp operating solar plants, 450 MWp under construction, and over 1,600 MWp under development and due to commission by 2022.

6. Mobilités électriques

Electric Vehicles to dominate in India by 2030, Mahindra says

Mint, 4 janvier 2021

Electric-vehicle sales should overtake gas guzzlers in India by the end of the decade as prices become more aligned and infrastructure and technology improves, hopefully with help from the government, according to Mahindra & Mahindra Ltd., one of the country's biggest automakers.

While authorities can assist in terms of cost parity for EVs, in India it's "difficult for the government to justify subsidizing cars for the rich," Mahindra Deputy Managing Director Anish Shah said in an interview with Bloomberg Television broadcast Monday. "We have to find technology advances faster."

The government will have to play a significant role in developing infrastructure for EVs, he said, adding that the technology side -- charging times and driving ranges -- is "moving fairly rapidly already."

"In three to five years' time, we will have modern electric platforms in India" and cars with internal combustion engines will start to be phased out, Shah said. "2030 is what we see as a tipping point where electric will overtake ICE engines in terms of sales."

For now, Mahindra is focusing on larger sports utility vehicles and pickup trucks, a "reasonably large segment to drive scale," Shah said. The company's new Thar SUV is proving popular, with a nine-month waiting list, according to Shah. "A changing dynamic we are seeing of consumers wanting to go out with nature a lot more and that positions our SUVs very well."

Mahindra reported its first quarterly loss in nearly two decades last year as an economic slowdown in India squeezed purchasing power. Rural India was resilient thanks to demand for farm vehicles and equipment, and Shah said this was likely to continue being a growth area for the company.

Mahindra has a 43% market share of India's tractor market and sees "a lot of opportunity for growth" in the farm implements business, which is still nascent in the country, Shah said. Its unlisted entities are well positioned to expand, in areas including used cars, rural housing finance and supply-chain consulting, he said.

Tesla drives into India through Bengaluru

Mint, 13 janvier 2021

Billionaire Elon Musk's Tesla Inc. has set up a subsidiary in Bengaluru ahead of a planned introduction of its electric cars in India this year, regulatory filings showed.

Tesla India Motors and Energy Pvt. Ltd has its registered office at Lavelle Road, a business district in Bengaluru, with a paid-up capital of ₹1 lakh and an authorized capital of ₹15 lakh, a Registrar of Companies (RoC) filing showed.

Musk, founder and chief executive officer of the Cupertino-based Tesla, said on Twitter last year that the company plans to enter India "for sure" in 2021. Tesla India has named Vaibhav Taneja, Venkatram Sreeram and David Jon Feinstein as its three directors.

"We have been interacting with Tesla for the last few months, and it is happy news that it has decided to incorporate its company here. We have impressed upon them that Bengaluru is not only the technology capital but also the aerospace and space capital. For any kind of technology collaboration, it has the right kind of talent pool," said Gaurav Gupta, state principal secretary for commerce and industries.

"How they want to enter and take it forward is left to their judgement. Hopefully, this will lead to a sales office, research and further developments as necessary," he added.

The state had earlier said Tesla would open a research and development (R&D) centre in Bengaluru and that it had offered space for any other plans the company may have, including a factory.

Union road transport and highways minister Nitin Gadkari said in December that Tesla will begin its operations in India early this year with sales, and later venture into assembly and manufacturing of electric cars.

Tesla did not respond to an email seeking more information.

Tesla's expected entry comes at a time when the Union and state governments are encouraging higher adoption of green vehicle technologies to help reduce air pollution.

Mobility startups such as Ola, Uber, Bounce and Vogo have set targets to include more electric vehicles (EVs) in their fleets. Ola is also entering EV manufacturing with a two-million two-wheeler EV plant coming up in Tamil Nadu for ₹2,400 crore. Other large automakers such as Mahindra, Hero and Hyundai, and startups like Ather Energy are pressing ahead with plans to capture a bigger share of India's nascent EV market that still accounts for less than 1% of the entire automobile market in the country.

Musk, who recently became the wealthiest individual in the world overtaking Amazon Inc. founder Jeff Bezos, also enjoys a cult-figure like status in India as he does abroad, adding to the growing demand for Tesla and its products.

"Tesla is considered one of the most aspirational brands across the globe, and the formation of its subsidiary is quite significant for India's economy and its nascent EV industry. This can be an inflection point for electric mobility in India and might convince many prospective customers to consider buying an EV in the future. Also, an investment from Tesla might convince other leading vehicle manufacturers and their component suppliers to invest in India for development of EV and related parts," said Puneet Gupta, director, IHS Markit, a data analytics firm.

7. Environnement et qualité de l'air

No 2 year blanket extension in FGD timelines for power plants: MoEF

The Economic Times, 24 janvier 2021

The environment ministry is not in favour of a blanket two-year extension to coal-fired plants for implementing emission control measures but is considering appropriate relaxations in view of pandemic and less capacity of local manufacturers, environment secretary R P Gupta said.

He said the environment ministry may consider a maximum extension of two years to eligible power plants.

The power ministry has in a letter to Gupta recommended a two year extension in current deadline for 448 operational thermal generating units.

“The ministry of power wants a blanket two-year extension. That will not happen. However, delays to due to the disruptions arising from the Covid-19 pandemic and the push for domestic manufacturing must be accommodated but it won’t be a blanket two years for all plants,” Gupta told ET. “If there had been no pandemic, we would not be considering delaying the deadline,” he said.

He said the ministry is working out a graded extension to thermal power plants that takes into account factors such as pollution levels in the area where the plant is located, and the preparedness of the plant -- that is have they ordered the pollution control technology. On the basis of this information the period of extension will be decided.

“The maximum extension to meet the deadline given to any plant will be two years,” he said.

In the letter dated January 20, the power ministry told the environment ministry that “time extension of two years to the existing CPCB timelines may be considered for all units on account of delays due to COVID-19 pandemic, equipment import restrictions, minimum local component condition under Atma Nirbhar Bharat, liquidity crunch and credit refusals due to high stress in power sector.

The power ministry has also sought that no penalty be levied on these plants before the proposed revised timelines.

While the power industry has welcomed the power ministry initiative, environmentalists have alleged power plants are making excuses to delay emission control process.

"The bottleneck is regulatory uncertainty and a lack of coordination across the multiple agencies in the approval process. Power plants are using this as an excuse to explain delays on their part. This uncertainty stems from a lack of regard for the health of our citizens. What we need is to remove all stops to prioritise this," said Karthik Ganesan, Fellow at the Council on Energy, Environment and Water- a Delhi-based think tank.

Association of Power Producers director general Ashok Khurana said “Power ministry’s recommendation for two years’ extension is a pragmatic step, in accord with ground realities. There is no rationale in having timelines which cannot be met for reasons beyond the control of generators.”

The power ministry had earlier informed the environment ministry that 70% of thermal power stations will miss the December 2022 deadline set by the Supreme Court for implementation of flue gas desulphurisation (FGD) units.

ET had on January 4 reported that the power ministry has suggested that the environment ministry should review the deadlines for installation of pollution control gears by thermal power plants by prioritising areas with high-risk air quality.

In the pipeline: Flagship scheme to take tap water to all cities, towns

The Indian Express, 25 janvier 2021

IN THE Budget, the Centre is likely to announce a new flagship programme — Jal Jeevan Mission-Urban (JJM-Urban) — to provide tap water connections to all statutory towns, and, separately, sewer connections to all cities with a population of over 1 lakh, by 2026.

Government sources said the Expenditure Finance Committee approved the Rs 2,79,500-crore five-year programme on December 17, and the Union Housing and Urban Affairs Ministry has submitted the proposal to the Cabinet Secretariat.

“There was a demand from states that cities not covered under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) should also be provided support for water and sewage,” a source told The Sunday Express.

“More than 3,500 cities are not supported by any structured scheme... so the government has decided to launch another scheme to cover all 4,000 for water supply,” the source said. The proposal to the EFC estimates JJM-Urban to target 2.68 crore households which do not have tap connections, and 2.64 crore households without sewerage or septage facilities.

Sources said the proposal would subsume AMRUT under JJM-Urban. The ongoing AMRUT programme focuses on 500 cities, mostly those with over 1 lakh population, and aims to provide tap connections to 1.39 crore households. The scheme has currently provided 95 lakh connections, roughly 75 per cent, they said.

While JJM (U) aims to saturate urban areas with tap connections, the remaining sewage connections outside of the AMRUT cities will be overseen by the Swachh Bharat Mission.

Acknowledging that the onus of fetching water falls squarely on women and girls in the Indian society, the proposal states that “the time saved could be used to attend to education, economic activities, and general wellbeing.”

The proposed funding pattern for JJM (U) is to have the Centre provide 100 per cent funding in Union Territories without a legislature, 90 per cent in North Eastern and other Himalayan States, half in cities with a population below one lakh, one-third in cities with a population between one lakh and 10 lakh, and one-fourth in cities with over a million people.

“With ever changing scenarios in the field of water, like improving technology, funding through external sources and availability of water through various sources like surface water, recycled waste water, harvested rainwater etc. it is imperative to devise comprehensive water plans for every city... The water supply needs to be sustainable, equitable and should meet specified quality standards,” the proposal seen by The Sunday Express states.

“The EFC had recommended a few suggestions, such as providing outcome-based funding, rather than just input or project based funding,” said the source, stating that they would attempt to combine these types of funding after two years. Swachh Bharat Mission currently provides some level of outcome based funding, where the Center pays the states once certain goals are achieved.

“The EFC also recommended private-public partnerships... but this may be difficult in the water sector. It’s not like roads with tolls,” the source said.

The document states The Agence Française de Développement (AFD), the French Development Bank, and KfW, the German Development Bank, have show interest to fund up to \$200 million and \$300 million, respectively.

India's urban population is roughly 37.7 crore, of which 32 crore people live in 4,041 statutory towns and 20.48 crore people have access to piped water supply, according to Census 2011. At the household-level, 4.28 crore households out of a total 6.71 crore in the statutory towns had access to piped water supply.

The proposal to the EFC estimates a total urban population of 44.03 crore in statutory towns by 2025 (assuming a growth rate of 2.31 per cent), of which 33.19 crore will have access to piped water supply. Similarly, it estimates 9.24 crore urban households in all statutory towns.

A portion, 11 per cent, of funds may be earmarked for development of parks and green spaces, the proposal states. Other allotted costs include a technology sub-mission; information, education, and communication; and reform incentive.