



MINISTÈRE  
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REVUE DE PRESSE SECTORIELLE

ENERGIE ET DEVELOPPEMENT DURABLE

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## G En bref

### Infrastructures

- Le ministère des Transports maritimes et le ministère de l'Aviation civile signent un accord pour le développement du transport de passagers par hydravion en Inde.
- L'Autorité Nationale des Autoroutes Indiennes (NHAI) prévoit de lever près de 150 Mds INR (1,7 Mds EUR) grâce à la monétisation de ses actifs.

### Ferroviaire

- Les travaux pour le réseau ferroviaire suburbain de Bangalore reliant la capitale du Karnataka à sa périphérie devraient débuter prochainement.

### Développement et transports urbains

- A quelques mois de l'échéance de la première phase de la *Smart Cities Mission*, 49% des 5 000 projets initiés restent inachevés.
- Le ministère de l'Eau accorde à l'état de l'Assam une subvention supplémentaire de 56 Mds INR (630 M EUR) pour développer l'accès à l'eau potable dans les zones rurales.

### Pétrole, gaz et biocarburants

- Le Ministère du pétrole propose d'inclure l'hydrogène dans le régime juridique des huiles minérales afin d'encourager son développement dans le pays.
- Le gouvernement indien va recevoir 14 Mds INR (160 M EUR) sous forme de dividendes de la part de l'entreprise minière *Coal India Limited*.

### Électricité et énergies renouvelables

- Le groupe indien *Reliance Industries* annonce un investissement de 750 Mds INR (8,5 Mds EUR) sur trois ans pour développer ses activités dans le domaine des énergies propres.
- Le gouvernement indien annonce travailler sur un programme de stations de transfert d'énergie par pompage.

- Des experts estiment que le développement du secteur indien des énergies renouvelables nécessitera 500 Mds USD d'investissement dans la prochaine décennie.
- Le ministre des Energies Renouvelables R. K. Singh affirme que l'Inde est désormais un leader mondial en matière d'accès à l'énergie, de transition énergétique et de lutte contre le changement climatique.
- Le gouvernement souhaite allouer près de 200 Mds INR (2,3 Mds EUR) au développement de l'énergie solaire photovoltaïque dans le secteur agricole.

### Mobilités électriques

- Le ministère des Industries lourdes annonce la prolongation du programme FAME-II pour deux ans, jusqu'en 2024.
- L'entreprise Triton Electric Vehicule et l'Etat du Telangana annoncent avoir signé un accord pour la construction d'une usine de fabrication de véhicules électriques, d'une capacité de 10 000 unités par an.
- Une enquête de Deloitte révèle que 68% des indiens continueront de privilégier la technologie thermique pour leur prochain achat de véhicule, contre seulement 4% pour l'électrique.
- Le fabricant indien de batteries au plomb, Amara Raja, se lancera bientôt dans la production de batteries Lithium-ion.

### Environnement et qualité de l'air

- L'Inde demande une meilleure prise en compte des émissions historiques des pays développés et de nouveaux moyens pour financer la lutte contre le réchauffement climatique pour la COP26.



# Revue de presse

## 1. Infrastructure

Shipping Ministry, MoCA sign pact to develop seaplane services in India

*Mint, 15/06/2021*

Two ministries of central government have signed a pact to start seaplane services across India. Ministry of Ports, Shipping and Waterways signed a Memorandum of Understanding with Ministry of Civil Aviation for this project in the presence of their respective ministers Mansukh Mandaviya and Hardeep Singh Puri on Tuesday.

This MoU envisages developing non-scheduled and scheduled operation of seaplane services within territorial jurisdiction of India. Under this agreement, seaplane services will be developed as a part of the RCN-UDAN initiative of the Civil Aviation Ministry.

Civil Aviation Ministry, Shipping Ministry and Sagarmala Development Company Limited (SDCL) will consider operationalising seaplane operating routes as identified by various agencies. A co-ordination committee comprising officials of Ministry of Civil Aviation, Ministry of Ports, Shipping and Waterways and Ministry of Tourism will be set up for timely rollout of seaplane services at various locations, a joint statement by the two ministries said.

Shipping Ministry would identify and develop waterfront aerodromes and other required infrastructure, as well as obtain required statutory approvals in coordination

with Civil Aviation Ministry, Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) by defining the timelines for all activities involved in the development of facilities for starting seaplanes operations.

Civil Aviation will select potential airlines operators based on their commercial consideration through bidding process. It will also incorporate the location and routes as identified by Shipping Ministry and routes identified through bidding process in UDAN scheme document.

This ministry is also obligated to fund water aerodromes awarded under RCS-UDAN scheme, as well as coordinate with chief secretaries of all states for the seaplanes operations.

"This MoU between the two ministries will help in expediting the development of new water aerodromes and also operationalisation of new seaplane routes in India. This will give a big fillip to the provision of a new kind of tourism service in India," said Civil Aviation Minister Hardeep Singh Puri.

A total of 28 seaplane routes and 14 water aerodromes in Gujarat, Assam, Telangana, Andhra Pradesh, Andaman and Nicobar islands and Lakshadweep are in various stages of development at a cost of ₹450 crore, Puri further said.

Signing of the MoU will be a game changer both for Indian maritime and civil aviation sector as it will not only enhance seamless connectivity across the nation by promoting eco-friendly transportation through seaplanes but also give a boost to the

tourism industry," said Shipping Minister Mansukh Mandaviya.

Prime Minister Narendra Modi had on October 31 last year inaugurated SpiceJet's seaplane service between the Statue of Unity near Kevadiya in Gujarat's Narmada district and Sabarmati riverfront in Ahmedabad. However, this seaplane service has not been operational for the last two months due to Covid-19.

NHAI to mop up Rs 15,000 cr via monetisation this fiscal

*Financial Express, 17/06/2021*

The National Highways Authority of India (NHAI) has set a target to raise around Rs 15,000 crore through monetisation of its operating assets through toll-operate-transfer (TOT) and Infrastructure Investment Trust (InvIT) routes in the current fiscal.

Sources said the authority's maiden InvIT, through which NHAI plans to raise around Rs 5,100 crore and for which market regulator SEBI has given clearance, is expected to be launched in a month or so. The units are proposed to be listed in the NSE. Proceeds from the listing will be utilised for infusion of debt or equity into the SPV concerned — National Highways Infra Projects Pvt Ltd (NHIPPL). The SPV will collect tolls on the stretches under it for 30 years.

The NHAI InvIT, the second one promoted by a public sector entity after PGInvIT, sponsored by power transmission utility PGCIL, was launched in late April. It will be out of bounds for retail investors.

NHAI may raise further funds of around Rs 5,000 crore by transferring more assets to the InvIT later in the year.

The source said NHAI also plans to raise at least Rs 5,000 crore through monetisation of toll roads through the ToT route, but whether it would comprise one bundle or more is yet to be decided. **"It will entirely depend on the return of the traffic on the roads," the source said.**

According to rating agency Icra, toll collections fell by around 10% in April 2021 over March 2021 and estimated to have declined by 25-30% in May 2021 over April 2021.

NHAI has raised around Rs 17,000 crore through the ToT model so far by granting in long-term lease in three bundles out of the five attempted so far. The sixth bundle could also have taken off by now but for the subdued traffic on roads.

Proceeds from the asset monetisation programme are used to repay debt and develop highways. As on March, 2021, NHAI had Rs 3 lakh crore debt.

The authority was given the task of executing the Bhartmala Pariyojona project in October, 2017 under which the government plans to develop 34,800 km highway project (including 10,000 km residual NHDP stretches) with an estimated outlay of Rs 5.35 lakh crore. Out of this, as on March-end, 2021, it has awarded 14,679 km of stretches worth over Rs 4 lakh crore.

For the current fiscal, NHAI has been allocated Rs 57,350 crore in the Budget for 2021-22, up from Rs 49,050 crore (RE) in 2020-21. NHAI has also been permitted to borrow Rs 65,000 crore in 2021-22, same as in 2020-21.

## 2. Ferroviaire

Bengaluru Suburban Rail Project: Here's everything to know about India's most integrated rail

*Financial Express, 28/06/2021*

India's most integrated rail project coming soon! Work on the Bengaluru Suburban Rail Project is likely to start in three months. The project, which was first proposed in the year 1983 and has been one of the dreams of the Karnataka government, is expected to be completed by the year 2026 at an estimated cost of Rs 15,767 crore. The Bengaluru Suburban Rail Project (BSRP) aims to link the capital of Karnataka to its satellite townships, suburbs, as well as surrounding rural areas by a rail-based rapid-transit system. The rail project, with AC and metro-like trains, is expected to run across the network and provide a faster, safer and more comfortable mode of transport to several rural and urban commuters, according to officials quoted in an IE report.

Who is in charge of conceptualizing & implementing the Bengaluru Suburban Rail Project?

A joint venture of the Karnataka government and the Railway Ministry of Railway- Rail Infrastructure Development Company, Karnataka, (K-RIDE) is in charge of conceptualizing and implementing the project.

Which areas will the rail project connect?

As per the latest blueprint of BSRP, the project will span 148.17 kilometres. It will involve 57 stations across four corridors. The BSRP is expected to link Bengaluru to its outskirts in six directions – towards Devanahalli (Kolar side), Kengeri (Mysuru

side), Rajanukunte (Doddaballapura side), Chikkabanavara (Tumakuru side), Whitefield (Bangarapet side) and Heelalige.

What are the four corridors called?

All four corridors of the BSRP have been named after common regional flowers found in and around the city of Bengaluru: Mallige (Chameli), Sampige (Champa), Kanaka (Priyadarsha), Parijata (Prajakta). The first letters of these regional flower varieties have been put together as "Samparka", which means connectivity in Kannada.

Corridor-1 (Sampige) links KSR Bengaluru City (Majestic) to Devanahalli. It covers 15 stations and runs across 41.40 kilometres. Corridor-2 (Mallige) will connect areas between Baiyappanahalli Terminal and Chikkabanavara, covering 14 stations and running across 25 kilometres. Corridor-3 (Parijata) will be 35.52-kilometres long. It will cover 19 stations between Kengeri and Whitefield. While Corridor-4 (Kanaka) will have another 19 stations linking the remaining 46.24-km-long rail route.

What does the BSRP aim to achieve?

According to K-RIDE officials, the project will ensure connectivity, cost-effective commute, convenience, commercial stimulus, convergence, and a mode of sustainable mobility. Also, the fares are expected to be cost-effective. Besides, the Bengaluru suburban rail network is planned to integrate multiple transport modes. At over 60% of its stations, travellers will be able to interchange with other transport modes like Indian Railways and Metro, the officials further explained. Once commissioned, BSRP is expected to cater to around 10 lakh commuters daily. Also, it is said that the project will turn out to be a

sustainable mobility solution ending the traffic woes of Bengaluru to a large extent as well as reduce the city's carbon footprint.

What will be offered by Smart Station Hubs?

According to the report, K-RIDE plans to evolve all 57 stations of BSRP to integrated commercial hubs (smart station hubs) where people can work, shop, eat, park and trade. K-RIDE officials said that these multi-storied hubs will support multiple businesses, monetizing land parcels in and around station areas, using air-space for commercial activities as well as enabling rail-to-rail, rail-to-air and rail-to-metro changeover. Besides, these hubs are expected to house retail and shopping activities, parking facilities, plug-and-play workspaces, hospitality, and convention spaces.

### 3. Développement et transports urbains

49% of over 5,000 projects for smart cities unfinished as deadline nears

*Business Standard, 25/06/2021*

Imagine clean air all-year round in currently pollution-racked New Delhi, with sensors monitoring its air quality 24x7. Think of parched Chennai receiving 24x7 water supply through a smart metering system that conserves water. Or Bengaluru's traffic chaos disciplined via digital devices.

These scenarios sound almost impossible in India's metros that have been struggling for years with urban issues such as pollution, water shortage, traffic congestion and waste management crisis. However, had the government plan for smart cities mooted in 2016 been anywhere close to meeting its

first deadline, these could have been a reality today. A smart city, as per the government, is one that is "liveable", "sustainable" and "thriving" with opportunities for people to pursue diverse interests.

India's Smart Cities Mission (SCM) identified 100 cities, covering 21% of India's urban population, for a makeover in four rounds starting January 2016 (see table below). Each smart city is expected to complete its projects within five years from the date of selection. These projects are meant to improve core infrastructure and services to make cities more liveable, economically vibrant and environmentally sustainable.

However, 49% of 5,196 projects for which work orders were issued across 100 smart cities in India remain unfinished, as per government data. Among 33 cities which completed their five-year duration this year, 42% projects are incomplete, our analysis shows.

Why is the mission lagging? Institutional and structural issues with the special purpose vehicles (SPVs)--public-private partnerships supposed to implement the mission--funding roadblocks, understaffed and unskilled manpower, and the lack of citizen participation are some intrinsic flaws, urban planners and analysts told IndiaSpend. They also criticised the mission for not incorporating "sustainable" and "inclusive" factors into its development plans, as we explain later.

In 2019, around 470 million people lived in Indian cities, about a third of the country's total population. India's urban population is expected to rise to 38.6% by 2026. Rapid urbanisation will then pose even bigger challenges related to waste management, air

pollution, traffic congestion, scarce resources and more. Smart cities were envisioned to be a solution to these concerns.

### 'Overambitious plans'

The mission has often been criticised for being too ambitious. "Many studies show that the majority of the cities have actually sent proposals that are beyond their own capacity--[in terms of] both finance and human resources," said Gaurav Dwivedi, associate director at the Centre for Financial Accountability, an organisation that monitors finance to bring in transparency and accountability in development projects.

"The budget allocated from the central and state government for each city for five years is around Rs 1,000 crore (approximately Rs 196 crore annually). On the other hand, proposals have been planned and designed by the city-level municipal corporation (MC)," Dwivedi explained. "For example, a second-tier city with a government grant of around Rs 1,000 crore has sent a proposal of Rs 2,500-3,000 crore. The Rs 1,000 crore is like seed funding given by the government, and then based on this seed funding, the SPV and MC have to raise more funds to implement the smart city projects." These funds, he explained, can come from various sources -- raising taxes on entertainment, water and sanitation/solid waste management, increasing parking charges and advertising fees, and from loans from banks or international institutions like the World Bank.

On average, the Centre is supposed to release Rs 100 crore annually to every smart city. However, this is subject to the submission of a "City Score Card" that will be used to analyse the city's financial and

physical progress, milestones crossed and the functioning of its SPV, as per the mission guidelines.

SPVs were created as public-private partnerships (PPP) to implement the mission and operate as limited companies under the Companies Act, 2013, with the concerned State/UT and urban local body (ULB) having a 50:50 equity shareholding. Their boards consist of nominees of Central and state governments as well as ULBs and the private companies or financial institutions who procure an equity stake in the SPV.

Between the financial years 2015-16 and 2020-21, of the 33 cities selected in the first round (including fast-track), the Centre released no funds to two cities for four years, 13 cities for three years, 12 cities for two years and five cities for one year, showed government data.

The Centre and state governments had proposed to spend Rs 48,000 crore each over five years. By June 23, 2021, Rs 40,622 crore (42%) of the Rs 96,000 crore was released. Of this, Rs 27,862 crore (69%) was utilised, according to utilisation certificates submitted by the cities, our analysis shows.

### Budget constraints

A 2018 study by the Centre for Policy Research (CPR), a Delhi-based think-tank, across 99 smart cities showed that about 70% of funds were sourced from public sources, some 25% from PPP initiatives and corporate social responsibility (CSR) funds, 5% from loans and 1% from user charges.

Apart from the current global economic downturn, certain flaws in the mission's model have made it difficult for the municipal corporation to raise and utilise funds, said Dwivedi. "Municipal Corporation-

owned public assets are being transferred to the SPVs and then the SPVs are selling that property at market rates. There are also profit margins involved and that might be creating distortion in the market; this appears to be taking prices to a substantially higher level," he said.

In interviews with 13 government officers and seven industrial professionals/consultants for a 2019 case study conducted by Virginia Polytechnic Institute and State University on two smart cities, Kakinada in Andhra Pradesh and Kanpur in Uttar Pradesh, "budget constraints" and "designing financially infeasible projects" were the most frequent complaints.

The interviewees also highlighted "delay in payments" to contractors and "distrust among private players towards city agencies" in explaining why the SCM falls short of the envisaged private investment.

Similarly, smart city Indore faced a scarcity of funds as private companies refrained from investing in projects whose high revenue demands (recovery costs) were to be met by user charges--citizens had to pay for the high maintenance and operation costs but were unable to do so. Chennai and Ludhiana also faced issues of limited funding that hindered their progress, as per a 2018 report by Housing and Land Rights Network (HLRN) India, a charitable trust.

#### Administrative clutter remains

As we said earlier, SPVs have been created in every city in a PPP model to implement the mission. Operating as limited companies under the Companies Act, 2013, these bodies were meant to corporatise the process of setting up a smart city and cut through the political clutter, said Ranjit

Gadgil, programme director at Parisar, a Pune-based NGO that works in the field of environment and education.

But studies found that instead of streamlining processes, SPVs ended up bypassing the democratic process. "Earlier when there were issues, the local representatives, cooperatives, counselors, and other members of the Municipal Corporation would discuss and debate the issues in the municipal assembly. But with the powers shifting to the SPVs, no such mechanism exists," said Dwivedi. "There is a double whammy--decision-making has been shifted to the SPVs but the financing is still on the shoulders of the MC."

This goes against the 74th Amendment Act, 1992 that gives autonomy to local bodies and encourages decentralisation. Mumbai even opted out of the mission as it disagreed with the philosophy of SPVs on the grounds that it would weaken the powers of the Municipal Corporation.

This structure has also led to delays in project implementation through the private sector with projects getting stuck in the tendering stage where a project analysis has to be jointly done by the SPV, the State Planning Board, and the state government, as per the Indore case study.

Furthermore, employees of the SPVs also work for the municipality and this creates friction between the private partners and government officials, said an industry professional interviewed for the Kakinada and Kanpur case study. For instance, Chennai SPV comprises 11 officials from the Tamil Nadu government as board of directors, and of the five non-official members (including the CEO) only two are



independent directors, as per the HLRN report.

Pune smart city has not really done anything innovative that is not already being applied in the rest of the city, Gadgil said. "This is because, first, the smart city does not operate independently of the normal city, as a lot of city commissioners are also smart city CEOs in some cities. Second, the smart city does not have as much control over the ground-level staff as it would have liked, they rely entirely on consultants who develop project ideas or produce reports; and they don't have any of the city engineers, junior engineers, and sanitation inspectors who can ultimately run the city," he said.

There were also complaints that officers in the SPVs were being transferred frequently or were holding multiple positions. "Let's say hypothetically, an urban development secretary or a commissioner is assigned to Ahmedabad MC; then tomorrow he might shift to the department of housing or finance. This breaks the continuity," said Mihir Bholey, senior faculty of interdisciplinary design studies at the National Institute of Design.

#### Not enough urban planners

India is expected to fall short of 1.1 million urban planners by 2020, IndiaSpend reported in April 2018. "On the issue of shortage of town planners, the Committee feel that the 5,500, town planners who are working under the Mission with ULBs is too less.," said a March 2018 Parliamentary Standing Committee report.

The Kakinada and Kanpur case studies found the SPVs to be understaffed. Kochi saw a slow start in its initial stages due to non-availability of project consultants

among other reasons; Gwalior also saw a shortage of experts.

"There is no course on urban management as such, and MCs do not have the dedicated skilled manpower who know the ins and outs of urban management," said Bholey. "Therefore, we need to develop that skill pool of manpower who know how urban governance is used from the economic, financial, administrative and technological perspective."

#### Increasing disparities

Lutyens Delhi, an already developed area of the capital city, has been selected for the area-based development under the mission. Several other cities have chosen well-serviced pockets for development, which will increase urban disparities, said the CPR analysis.

"Under Pune's area-based development, the Balewadi region where the mission is being implemented is a fairly well-developed region with not many slums and is not that deficient, to begin with. And this has been the criticism for many smart cities," said Gadgil.

As we said earlier, the mission has limited benefits for India's urban dwellers. Of the total cost (Rs 2.05 lakh crore or \$27.6 billion) the SCM will incur, only about 20% will be dedicated to pan-city development and 80% to area-based development.

In many cases, only a small percentage of a city's population will benefit from the mission: Under area-based urban development projects, only 0.8% of Pune's population will benefit; Ahmedabad (1.5%), Bhopal (1.7%), Ludhiana (2.2%), Patna (2.3%), Aurangabad (2.4%), and Lucknow (2.5%) will also see small sections benefit, the Ministry

of Housing and Urban Affairs told Rajya Sabha on July 27, 2017. Cities where a high percentage of population benefits include Port Blair (77%), Namchi (74%), Vellore and Pasighat (63%), Thane (57%) and Dharamshala (51%),

Furthermore, about 17,700 people were evicted from their homes due to the SCM in 2018 alone, according to 'Forced Evictions in India in 2018: An Unabating National Crisis', a report by NHLR. The report documented evictions in 34 of the 100 smart cities including Coimbatore, Nagpur, Bhopal and Varanasi.

There are no comprehensive data on whether all these people were rehabilitated. However, the report mentions that of the 218 known cases of eviction (which include SCM and other reasons), rehabilitation data are available for 173 cases, and only 53 sites from those were given resettlement/alternative housing. There was no monetary compensation provided in 98% of the forced eviction cases.

Also, 28 of 99 smart cities do not mention any steps towards the marginalised and low-income groups in their proposals, says the HLRN 2018 report.

#### Not enough 'smart' citizens

Smart city proposals lay emphasis on digital outreach and feedback through MyGov websites, Facebook, Twitter, applications etc. but India's digital divide could further exclude the marginalised from the process. Only 40 of the top 60 cities had provided information on the exact number of people consulted through a non-digital medium, and only 24 mentioned inputs received--but mostly from limited public consultations--said the CPR analysis.

For instance, residents from 24 low-income settlements in NDMC and five settlements in Bhubaneswar were not consulted about the proposals affecting them, as per a survey by HLRN.

The Smart City Advisory Forum that is to be set up in every city allows NGOs and local youths to be members, but lacks any platform for civil society and local community representation, said the HLRN report. This raises concerns about citizens' issues not being heard in the project implementation.

Absence of a 'smart citizen' in the equation further stifles the mission's progress, experts say. For instance, in waste management, along with using smart technologies such as GPS tracking devices for city sweepers, the relationship between the waste collector and waste generator is fundamental. "Smart cities are focused more on creating accomplished infrastructure such as large-scale plants but not on the relationship between the waste collector and generator. This relationship needs to be mended to validate the costly infrastructure and bring in sustainability," said Suraj Nandakumar, co-founder of Recity Network Pvt. Ltd, an urban development organisation.

#### Sustainability not prioritised enough

No city has prioritised smart environments over other dimensions, according to a policy analysis by Telematics and Informatics, an interdisciplinary journal. A break-down of the smart environment dimension showed that 17 smart cities have strategised to focus on cleanliness and clean energy. The second-most prioritised sub-dimensions in 16 cities are improvement in air quality and establishing sustainable infrastructure that includes solid-waste treatment, renewable

sources of energy, public toilets, and green cover.

While Bhubaneswar and Kochi have an all-embracing focus on the environment, New Delhi (NDMC) and Kakinada only have a 'marginal reference' to a smart environment.

"The absence of the smart environment dimension at the smart city policy-making level in India is concerning--considering the increasing rate of environmental issues around the world as climate changes unfold," said the report.

The SCM guidelines mandate at least 10% of energy to come from solar energy; however, this is not enough considering India is the fourth largest carbon emitter in the world, says the HLRN 2018 report.

Four Indian cities--Hyderabad, New Delhi, Mumbai and Bengaluru--saw a drop in their positions in the Global Smart City Index 2020, wherein citizens from 109 cities were surveyed on technological provisions in five key sectors: health and safety, mobility, activities, opportunities and governance. Survey respondents cited air pollution as the most urgent issue out of the list of 15 indicators.

Almost 40% of the transportation projects focus on roads and parking lots and 20% on public transportation with only 2% of the transportation budget dedicated to buses, says the CPR report.

#### Way ahead

IndiaSpend collated some suggestions from experts and reports on how the mission can be administered more effectively:

Aim for a wholistic and equitable approach across cities because problems of housing,

services, water supply, health access and unemployment are ubiquitous across the country--HCLR Report 2018

Smart cities need to revisit their core idea of using smart technologies to stay one step ahead: How can applications and monitoring devices be used to extract the most from limited resources? They need to be innovative to ensure that citizens are at the centre of all decision-making, that there is feedback. -- Ranjit Gadgil

Models of a city should be small, manageable, and self-sustaining. Small cities are better for creating good urban governance where people skilled in technology, management and finance come together -- Mihir Bholey

There is a need for a transparent platform where demand and supply interact. Complicated, big-ticket projects will not bring in collective benefits--SPVs have to be created on a smaller scale and more byte-sized projects should be launched to offer targeted solutions in a small time frame -- Suraj Nandakumar

Jal Jeevan Mission: About 7.99 lakh households in Assam have tap water connections, rise of 10 pc from 2019, says govt

*Financial Express, 19/06/2021*

About 7.99 lakh households in Assam have tap water connections, a rise of 10 per cent from 2019, the Jal Shakti Ministry said on Saturday, as it allocated a grant of Rs 5,601.16 crore to the state to expedite the implementation of Jal Jeevan Mission.

Union Jal Shakti Minister Gajendra Singh Shekhawat, while approving this four-fold

increase in allocation, assured full assistance to the state for making provision of tap water supply in every rural home by 2024, the ministry said in a statement.

The ministry further said that Assam has already approved schemes for 41.9 lakh tap water connections and work orders for about 17.85 lakh connections have been issued in 2021-22.

With the allocation, the ministry urged the state to expedite the implementation of the Jal Jeevan Mission, the statement said.

In Assam on August 15, 2019, at the time of launch of the Jal Jeevan Mission, only 1.11 lakh (1.76 per cent) households, out of a total of 63.35 lakh households in 25,335 villages, had tap water supply. In the last 22 months, 6.88 lakh households (10.87 per cent) in the state have been provided tap water connections, thus 7.99 lakh households (12.63 per cent) have tap water supply.

The state has to provide tap water supply to the remaining 55.35 lakh households in the next three years. To achieve this task, Assam has planned to provide connections to 22.63 lakh households in 2021-22, 20.84 lakh households in 2022-23, and 13.20 lakh tap water connections in 2023-24.

The Jal Shakti Ministry this year allocated a grant of Rs 5,601.16 crore to Assam under the Jal Jeevan Mission, a four fold increase from Rs 1,608.51 crore in 2020-21.

The Ministry of Jal Shakti has also released Rs 700 crore to the state as the first tranche.

Shekhawat has written a letter to the Assam chief minister, highlighting the challenges and important aspects related to planning and implementation of the Jal Jeevan Mission in the state.

In his letter, the Union minister has expressed hope that the state government will make all out efforts to draw and utilize this enhanced allocation to achieve planned activities under the mission to provide tap water connection to every household in rural areas.

The allocation of the central grant to Assam under the JJM has been enhanced to Rs 5,601.16 crore. With this increase in central allocation, unspent balance of Rs 123.78 crore and the state's matching share of Rs 636.10 crore, Assam has an assured availability of Rs 6,361.04 crore for water supply work in 2021-22.

#### 4. Pétrole, gaz et biocarburants

Petroleum Min proposes changes in law to include hydrogen in mineral oil

*Energy World, 18/06/2021*

The petroleum ministry has proposed amendments to existing law to include cleaner sources of energy like hydrogen within the definition of 'mineral oils' for which the government gives out licence to explore and produce. Seeking stakeholder comments, the ministry said the Oilfields (Regulation and Development) Amendment Bill 2021 proposes to amend the present Act to "create opportunities for exploration, development and production of next-generation cleaner fuels and mitigate regulatory challenges and risks."

It also proposes a new definition of 'mineral oils' by including within its ambit modern and cleaner sources of energy like hydrogen. Conventionally, mineral oil is understood to mean hydrocarbons in various forms including natural gas and petroleum oil.

In the aftermath of the COVID-19 pandemic and the Paris Climate Change Agreement, the global community is committed to developing and using clean energy sources. Hydrogen gas is one such clean source of energy, which can be produced, distributed and regulated in conjunction with natural gas, it said.

"Presently, the Oilfields (Regulation & Development) Act, 1948 deals with 'mineral oils' as understood in the conventional sense. In order to facilitate the development and production of alternative/derivative clean energy sources that are being or may be developed in future, this Bill seeks to redefine 'mineral oil'," the draft said.

The term as defined in the Bill includes not merely hydrocarbons but also the next-gen fuels viz. 'other gases which are capable of being used as fuels occurring in association with mineral oils or can be produced from mineral oils such as hydrogen'.

The Bill also seeks to foster investment in the exploration and production of oil and gas by offering a lease on stable terms and enabling the government to prescribe a compensation mechanism to protect the investment. The compensation shall be payable in case of suspension, revocation or cancellation of the lease or in case of restriction of access to the leased area.

The Bill also seeks to explicitly enumerate the power of the government to prescribe rules for the extension of the period of the lease, the maximum or minimum area of the lease, a mechanism for determination of the economic life of the oilfield, terms for merger or combination of leases and resolution of disputes.

It provides for the imposition of fines of up to Rs 1 crore for the first contravention of

provisions of any rules. Subsequent contraventions will attract a fine of up to Rs 10 lakh per day. The Bill also seeks to empower the government to recover royalty, cess, lease or licence fee, penalty payment under the law, the draft said.

Coal India final dividend to enrich govt by Rs 1,426 cr

*Energy World, 15/06/2021*

Kolkata, Jun 14 () The government will receive Rs 1,426 crore as dividend from Coal India Limited (CIL) after the dry fuel miner on Monday announced an additional final dividend of 35 per cent or Rs 3.5 per share on equity shares of Rs 10 each, an official said. The total dividend payout for FY'21 stood at Rs 16 per share or 160 per cent.

The government is the largest shareholder with control of 66.1 per cent in the CIL. Its shareholding in the company has reduced from 71 per cent due to continuous dilution in small tranches since March 2019.

However, the CIL's generous dividend policy and high capital expenditure led to a sharp drop in the free cash position of the world's largest miner, the official said.

Coal India's free cash balance (cash, equivalent and bank balances) dropped to Rs 17,309 crore in FY21 from around Rs 28,000 crore in 2019-20 as its cash flow generation could not match the outflow due to lower sales trend last year owing to slowdown and Covid-19 pandemic related disruptions.

E-auction sale for the quarter was 28.92 million tonne that realized Rs 1752 per tonne against Fuel Supply Agreement (FSA) that

fetches Rs 1391 a tonne. It sold total raw coal of 165 million tonne during the quarter.

The CIL on Monday reported Rs 4,588.96 crore consolidated net profit (before other comprehensive income) for the fourth quarter ended March 2021, a marginal decline over the corresponding quarter profit of FY'20 of Rs 4,625.76 crore. BSM NN NN

## 5. Electricité et énergies renouvelables

Reliance Industries to invest Rs 75,000 crore on new clean energy business over 3 years

*The Economic Times, 25/06/2021*

Reliance Industries has announced an ambitious initial investment of Rs 75,000 crore over the next three years to build a new clean energy business to fuel its commitment to be net carbon neutral by 2035.

Chairman Mukesh Ambani told shareholders **at the company's Annual General Meet** that RIL will transform its legacy business into a sustainable, circular and net zero carbon materials business resulting in a **"multi-decade growth path" for the company**. A twin strategy will aim at decarbonising and repurposing its existing assets to extend their economic life and earning capacity on one hand, and on building a new energy and materials ecosystem on the other.

**"New Energy is the most exciting, most challenging and most purpose-driven mission I will be pursuing in my life. I seek your blessings and support for success in this mission," Ambani told shareholders.**

The clean energy business plan will entail three parts-- Rs 60,000 crore investment in four giga factories that will manufacture and fully integrate all the critical components for the business, Rs 15,000 crore investment in building value chain, partnerships and future technologies, including upstream and downstream industries, and repurposing the **company's engineering, project management and construction capabilities towards clean energy.**

The four giga factories would include an integrated solar photovoltaic module factory, an advanced energy storage battery factory, an electrolyser factory for green hydrogen, and a fuel cell factory for converting hydrogen into motive and stationary power.

**"We will target to achieve costs that are lowest in the world to ensure affordability of our solar modules. We are highly inspired by the goal set by our Prime Minister Shri Narendra Modi for India to achieve 450 gigawatts (gw) of renewable energy capacity by 2030. Out of this, I am pleased to announce today that Reliance will establish and enable at least 100 gw of solar energy by 2030," Ambani said.**

The company will explore new and advanced electro-chemical technologies that can be used for large-scale grid batteries to store the energy generated. As India adds renewable energy with the goal to have 450 gw of operational capacity by 2030, grid integration of large-scale variable renewables is a big challenge and RIL's move can help fill the gap.

**RIL's first Integrated Solar Photovoltaic Giga Factory will create solar energy. It plans to use raw silica and convert it to poly silicon which we will then convert to ingot and**

wafers, components for which India primarily depends on China for imports.

**"Reliance is also evolving a vision for new material and green chemicals. We will kickstart this by strategically investing in India's first world-scale carbon fiber plant for supporting our hydrogen and solar ecosystems. You will hear more about this in the months to come," Ambani said.**

Govt to roll out pumped hydro storage policy soon: Power & Renewable Energy minister R K Singh

*Energy World, 22/06/2021*

New Delhi: The government will soon announce a pumped hydro storage policy for which 63 projects with 96 gigawatt (GW) capacity have already been identified, said power and renewable energy minister R K Singh on Tuesday.

**"We already have about 5,000 megawatt (MW) of installed capacity and 1,500 MW capacity under installation for pumped hydro. We have identified 63 projects with a potential capacity of 96 GW... the policy will encourage pumped storage," said Singh at a virtual press conference.**

He said that the power ministry has been working on the policy and a paper on it will be given to him in another 20 days. **"We have already identified 96 GW capacity.. We will have to encourage people to invest in it, our hydro PSUs will also invest in it," the minister added.**

Singh also spoke about a new scheme on green tariff mechanism which is under examination. Under this, discoms will be able to supply green power to industries through a separate green tariff.

**"Green tariff mechanism will be an enabling set of rules where the discoms can buy green energy and supply that to industries who ask for it at tariffs which are estimated to be lower than those for fossil fuel energy," he said.**

This separate tariff will be the weighted average of the cost of procurement of green energy, he added.

The minister also said that they plan to expand offshore wind energy, which initially would be expensive like solar but has huge potential. For this, a provision of viability gap funding may be required.

India's renewable energy sector requires over \$500-bn investments in next decade: Experts

*Energy World, 17/06/2021*

New Delhi: India's renewable energy sector will witness a large part of incoming investments in the areas of indigenous products, innovative start-ups, transmission, and generation space in the coming years, said industry experts at a panel discussion in The Economic Times Energy Leadership Summit 2021.

According to Deepak Bagla, managing director and chief executive officer, Invest India, the country has huge potential in terms of investment opportunities.

**"India had about \$10 billion of foreign direct investment from 2000-2020 in the renewable energy sector, and of this over 50 per cent has come in the past five years," said Bagla.**

Industry experts said that India's RE sector requires over \$500 billion in the next decade -- in wind and solar infrastructure,

expansion and modernisation and for the indigenisation of batteries, etc.

"According to our Order book, indicated investments flow in India's RE sector was about \$70 billion before March 2020 i.e. the start of the pandemic and now it is \$168 billion," added Bagla.

Invest India is the national investment promotion and facilitation agency that helps investors looking for investment opportunities and options in India.

When it comes to drivers of RE's future trajectory in the country, panelists agreed that disruptive technologies and creative innovations would be key.

According to Anita Marangoly George, executive vice-president and deputy head, CDPO Global, for India to leapfrog in the global RE manufacturing trend it needs to make use of comparative advantages over other nations such as China.

"India has a comparative advantage when it comes to software... We can become one of the most modern manufacturing centres in the world. Artificial Intelligence, machine learning and 3D printing can also be used to start a trend of 'software heavy' manufacturing," said George.

Apart from this, she added that incentivising the private sector for a long term to enter the manufacturing sector would be important along with an increased government focus on the supply of commodities on which the RE sector depends.

ET Energy Leadership Summit: India is world leader in Energy Access, Energy

transition and tackling climate change:  
R K Singh

*Energy World, 17/06/2021*

New Delhi: India has emerged as a leader on the world stage when it comes to managing the three key challenges within the energy domain -- energy access, energy transition and climate change, Power and New and Renewable Energy Minister R K Singh said today.

"In all the three challenges including energy access, energy transition and climate change, India has emerged as a leader. The entire world is saying this today," Singh said in his Chief Guest address at the Economic Times Energy leadership Summit. "We are the only country of the G20 countries, who is on track for a sub two degree rise in temperature," he added.

The two-day summit, a mega virtual initiative of ET Energyworld, started today as the country's largest event on Energy sector leadership. Apart from R K Singh, the key speakers at the conference include environment minister Prakash Javadekar, coal minister Pralhad Joshi, Power Secretary Alok Kumar, and Petroleum Secretary Tarun Kapoor.

Singh said India is going to overachieve its Intended Nationally Determined Contributions (INDC) targets committed as part of the Paris Agreement on Climate Change.

"The climate change performance index of 2020 rates India as among the 10 highest performers for climate action and rates India very high for well below 2 degrees rise in temperature. We did it in a very, very short timeframe," Singh said.



The minister also said that India has tripled its renewable energy capacity base in past 5 years and its solar energy capacity has gone up by more than 15 times. "We had said we will install 175 gigawatts by 2020. We have had to give extensions in installation because of the COVID for almost two years now. Even after taking into account those extension, we will be achieving our target," he said.

Singh said the government plans to decarbonize agriculture under the provisions of the Kusum scheme with an ambition of switching over the entire agriculture operation system to renewables. As part of the plan, the government is focusing on setting up agricultural feeders and has earmarked around Rs 15,000 crore for projects.

New plan worth Rs 20,000 crore to solarise agri feeders: Singh

*The Economic Times, 18/06/2021*

The government is planning to set aside Rs 20,000 crore under a new scheme for solarising agricultural feeders, power and renewable energy minister R K Singh said at The Economic Times Energy Leadership Summit 2021 on Thursday.

"In the new scheme we are coming out with, which will be put before the cabinet soon, we are setting aside Rs 20,000 crore for agricultural feeders which we will solarise," he said. "The cost of solarisation will be met by agricultural subsidy by states."

For solarising the entire agricultural sector, 110 gigawatt (GW) capacity will have to be installed, Singh said in his inaugural speech where he touched upon various topics regarding the renewable energy sector.

He said energy access was a huge challenge for the world and without this energy transition – **global energy sector's shift from fossil-based system to renewable energy** – cannot happen.

About the solar city plan – whereby the government has proposed to run entire cities on renewable energy – the minister said the government has already earmarked 17 cities and more are underway.

He said the government is setting up a 10 GW renewable energy park in Ladakh. Power evacuation survey for the project has been completed and construction will begin by **year end. "Power will also be exported from the project, which would increase the revenues of the region," Singh said.**

Regarding future clean energy technologies, he said the government plans to invite bids for setting up large-scale green hydrogen projects in the next three to four months. The projects will be based on green hydrogen purchase obligations similar to renewable purchase obligations.

India has tripled its renewable energy capacity to 96 GW in the past five years while its solar energy capacity has gone up about 15.5 times.

Speaking on the occasion, power secretary Alok Kumar said the government is working on a four-pronged strategy for boosting discom viability. That includes launching a new distribution reforms scheme and notifying a new National Tariff Policy soon.

**"Also, last week, the recommendation of the finance commission for permitting the states to borrow additional half a percentage of their state GDP every year, subject to their meeting the distribution**

reforms, was formally launched by the Ministry of Finance,” Kumar said.

Power Finance Corp (PFC) and Rural Electrification Corp (REC) have enforced additional prudential norms for discoms for availing loans and the government wants to ensure these norms are extended to all financial institutions including banks, he said.

## 6. Mobilités électriques

Govt extends the deadline of EV promotion scheme FAME-II as only a fraction of targets achieved so far

*The Economic Times, 25/06/2021*

The Department of Heavy Industries on Friday announced the extension of the government’s flagship electric vehicles promotion scheme by a period of two years till March 2024.

The Faster Adoption and Manufacturing of Electric Vehicles in India Phase II (FAME-II) scheme, which has a financial outlay of Rs 10,000 crore to promote EVs by extending buyer subsidies, was first announced as a three-year program effective from April 2019.

The circular did not mention any change in the financial allocation to the scheme.

The project has fallen behind its targets and only a fraction of the intended number of EVs have been sold under the program so far. About 78,000 EVs in total have been sold under the scheme so far, as per the FAME-II website, against the intended target of 1 million electric two-wheelers, 500,000 threewheelers, 55,000 cars and 7,000 buses.

“This will allow the EV industry more time to extend the benefits to customers,” said Sohinder Gill, director-general of EV industry lobby Society of Manufacturers of Electric Vehicles. “In the last few months, we have seen many measures have been announced by Central and State governments, which have brought positive sentiments in the industry. The industry is prepared for a major transformation and we will see EVs occupying major space in the country in next five years,” he said.

The department had earlier this month increased the subsidy given per electric two-wheeler, which is linked to the battery size, from Rs 10,000 per kilowatt hour to Rs 15,000 in a bid to speed up the take of EVs in India. The cap on maximum available subsidy was raised too from 20% of the price of the vehicle to 40%.

This week, the Gujarat government announced its own EV policy which would have purchase incentives for EVs bought in the state on top of the FAME-II scheme.

Triton Electric Vehicle to set up INR 2,100 Cr- manufacturing facility in Telangana

*Energy World, 25/06/2021*

Hyderabad: Triton Electric Vehicle Pvt Ltd on Thursday entered into a MoU with the Telangana government for setting up a manufacturing unit for electric vehicles at the National Investment & Manufacturing Zone at Zaheerabad. Principal Secretary for IT and Industries Jayesh Ranjan and Triton Electric Vehicle Pvt Ltd India development head M Mansoor signed the MoU in the presence of IT and Industries Minister KT Rama Rao, an official release said.

"With an investment of INR 2,100 Crore, Triton Electric Vehicle Pvt.Ltd will establish an ultra-modern electric vehicle manufacturing unit in Telangana. The project will employ more than 25,000 persons and produce 50,000 vehicles over the first five years, including semi-trucks, sedans, luxury SUVs, and rickshaws," it said.

The State government will provide the required land to the firm through Telangana State Industrial Infrastructure Corporation at NIMZ Zaheerabad, the release said.

Rama Rao said the government will extend complete support for the company to acquire the necessary approvals for setting up the facility.

Indians show higher preference for hybrid than for pure EVs: Survey

*Business Standard, 17/06/2021*

An astounding 68 per cent of Indians--the second largest after the US (74)--will prefer the tried and tested internal combustion engine-powered vehicles as their next purchase. Interestingly, among the remaining 32 per cent who are open to buying an alternative fuel vehicle, a staggering 24 per cent prefer a hybrid as their next vehicle while only 4 per cent prefer a pure EV, according to a recent global survey conducted by Deloitte. This is the second-lowest, after the US, where only 16 per cent prefer EVs.

The trend comes as a stark contrast for a market like India, where EVs and not hybrids are getting the subsidy push from the policymakers under the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) scheme. The scheme aims to make EVs more affordable by way of

subsidies, improve India's charging infrastructure for EVs and support the electrification of public transport. It also aims to reduce vehicle emissions and dependence on fossil fuels in a country home to the world's most polluted cities.

According to Rajeev Singh, Partner and Leader—Automotive at Deloitte Touche Tohmatsu India, hybrids can be a good **stepping stone, an "excellent bridge" till India transitions to EVs fully. "Close to 26 per cent of Indians surveyed cited the lack of charging infrastructure as the biggest impediment in faster adoption of EVs. As this is something that cannot be created overnight and will take 5 to 6 years, the hybrid can be a good solution for the interim period till the infrastructure is created."**

To be sure, an exorbitant price that comes on the back of high import duties and lack of subsidies have made hybrids a non-starter in India. Japanese carmakers including Honda, Toyota and Suzuki have been lobbying with the government for a favourable policy push to hybrids under FAME but after some benefits were announced in the first phase of the scheme it was discontinued.

According to Singh, a requisite policy push with a specific mention of the hybrid category --full or mild that are eligible for the **scheme will ensure that it's not left open to interpretation and taken undue advantage of. A well-rounded policy will help in localization, cost reduction, and faster adoption of hybrids. The technology is a win-win for all the stakeholders- for customers as it reduces range anxiety, for manufacturers as it allows them to make a smooth transition and for policymakers as it gives them time to create charging infrastructure.**

The technology is a win-win for all the stakeholders- for customers as it reduces range anxiety, for industry as it allows them to build right products, localize & create charging infrastructure and for policymakers to make a smooth transition to ZEV's meeting our overall goals of reducing pollution & reducing dependency on imported oil.

Amara Raja to invest in Li-ion batteries: New plant, possible partnership explained

*Express Drives, 16/06/2021*

One of the country's leading battery maker, Amara Raja, announced that it has decided to invest in Li-ion batteries. The company issued a statement a couple of days ago however the details like investment, new plant aren't yet made available for public consumption. Express Drives spoke to a source who is close to the development. Whether a new Li-ion battery plant will be set up in India is a bone of contention. A battery factory entails a huge investment, especially if it involves rare materials like Lithium. Moreover, it also requires material import. While most of raw materials will likely be from India, there will be foreign components as well. Once the battery-making gains scale in India, the source said, a higher number of components will be localised. At present, it is being claimed that there is no specific investment in the entire scheme of things that has been approved.

The source maintains that almost \$1 billion will be needed to set up a world-class Li-ion battery plant in India. This investment needs to be done over a period of five to 10 years. It is likely the Amara Raja will make a public announcement of these plans soon. While going solo is a huge risk, the company might

also rope in a local partner. The latter can bring in investments as well as synergies of operation. The battery technology could also be something that the partner could invest in. Amara Raja being a big name in the battery field, the company could also do all of this alone.

If you think that the company has given up on lead-acid batteries, then you are mistaken. In fact, the company feels that there is a strong long-term potential for lead-acid batteries. The company is of the opinion that "The vital role played by lead-acid technology across a variety of applications provide significant growth opportunity in both the domestic and international markets." The Board, it is claimed, has also agreed that the company will continue to invest, and expand the lead-acid battery business in which it is a significant player in many segments. The new strategy, aimed at tapping opportunities in the home inverter, motive power and unorganised segments, is expected to further consolidate the company's existing strengths and market share.

## 7. Environnement et qualité de l'air

We will demand equal distribution of carbon space, fresh finance at Glasgow COP26: Javadekar

*Energy World, 19/06/2021*

New Delhi: India will demand equitable distribution of carbon space along with fresh finance in the upcoming Glasgow COP26 Summit, said environment minister Prakash Javadekar at the Economic Times Energy Leadership Summit 2021 on Friday.

He said that climate change was a result of 200 years of unbridled carbon emissions from industrialised countries and has not happened overnight.

"Can't we demand an equitable share of energy? We require energy and carbon space. Developed world must decide on this," said Javdekar.

The minister said that India's contribution to historical emissions was just 3 per cent and now much of the carbon space of the world has already been consumed.

"It was promised in 2009 that \$100 billion would be given to developing countries for adaptation and mitigation but practically nothing is on the table. Now, the bill is \$1.1 trillion. We are pursuing it... We want new finance and not the grants converted into climate finance," the minister said.

India's per capita annual electricity consumption is 1,100 kilowatt hour (kwh) while that of the US is 11,000 kwh and many other european countries have 7,000-10,000 kwh, he said.

He added that the United States, Europe and from the past 40 years, China, were the real contributors to this stock of carbon which is now choking the world.

The 2021 United Nations Climate Change Conference (COP26) is scheduled to be held in Glasgow in November under the presidency of the United Kingdom.

The minister also said that they plan to create an additional sink of 2.5 billion tonnes of carbon and have already added 15,000 square kilometers of new tree cover in the past seven years.

Pralhad Joshi, minister of coal and mines, in his speech said that Coal India will invest Rs 5,650 crore for building 3,000 MW of solar power projects to become net-zero by 2023-24.

He also added that the country was expected to add three times more renewable energy capacity this year than it did last year and also set to add about 20,000 MW nuclear power generation capacity over the next decade.

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