



MINISTÈRE  
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REVUE DE PRESSE SECTORIELLE

ENERGIE ET DEVELOPPEMENT DURABLE

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A l'occasion du 75ème anniversaire de l'indépendance, le Premier ministre Narendra Modi a procédé à plusieurs annonces visant les thématiques de l'énergie, des infrastructures et du développement durable. Les principales annonces, reportées dans les articles listés ci-dessous, sont :

- Le lancement prochain de « Gati Shakti », un programme d'investissements de 1 100 Mds EUR dédié aux infrastructures
- Le lancement officiel de la mission nationale dédiée à l'hydrogène
- L'annonce de la cible d'une indépendance énergétique de l'Inde à horizon 2047
- L'annonce de la mise en service de 75 nouveaux trains à semi-grande-vitesse Vande Bharat d'ici août 2022

## En bref :

Infrastructure :

- Le Ministre du Transport Routier et des Autoroutes affirme son ambition de porter la construction d'autoroutes à 100 km/jour
- Le Premier Ministre annonce le lancement prochain d'un programme d'investissements de 1 100 Mds EUR dédié aux infrastructures

Ferroviaire :

- En juillet 2021, les *Indian Railways* ont établi pour le onzième mois consécutif un record de volume de fret ferroviaire transporté
- Les *Indian Railways* lance un appel d'offres pour une expérimentation visant le retrofitting de trains diesel en trains à hydrogène
- En plus des 125 gares en cours de rénovation, la *Rail Land Development Authority* obtient les autorisations pour 49 gares supplémentaires

- Lors de l'*Independance Day*, le Premier ministre annonce la mise en service de 75 nouveaux trains à semi-grande-vitesse Vande Bharat **d'ici août 2022**

#### Développement et transports urbains :

- Le Ministère du Logement et des Affaires Urbaines (MoHUA) publie la liste des lauréats de la première édition du programme *Cycles4Change*

#### Pétrole, gaz et biocarburants :

- Le gouvernement central a subventionné la consommation de gaz et de produits pétroliers pour 7 milliards INR depuis 2011
- Le Premier ministre annonce la **deuxième phase d'un programme visant à fournir une connexion au gaz de ville aux ménages modestes**

#### Electricité et énergies renouvelables :

- Le Ministère des Energies Nouvelles et Renouvelables (MNRE) initie un programme de subventions destiné au développement de la méthanisation
- **La stratégie nationale dédiée à l'hydrogène prévoit une augmentation de l'utilisation de l'hydrogène vert dans les usines d'engrais et les raffineries**
- **A l'occasion du 75<sup>ème</sup> anniversaire de l'indépendance**, le Premier ministre annonce le lancement officiel de la mission nationale dédiée à l'hydrogène
- Lors de l'*Independance Day*, le Premier ministre annonce l'**objectif d'atteindre l'indépendance énergétique d'ici 2047**

#### Mobilités électriques :

- Tesla et Volkswagen s'associent pour demander une réduction de la taxe à l'**importation des véhicules électriques**
- NITI Aayog publie son « Manuel pour le développement des infrastructures de recharge des véhicules électriques »

#### Environnement et qualité de l'air :

- Selon le dernier rapport du GIEC, la fréquence des événements climatiques **extrêmes frappant l'Inde va augmenter en raison du changement climatique**
- Les actifs des banques indiennes sont fortement exposés au changement climatique, selon l'**ONG Carbon Disclosure Project (CDP)**
- Le gouvernement publie une nouvelle interdiction des plastiques à usage unique, qui prendra effet au 1<sup>er</sup> juillet 2022

# Revue de presse

## 1. Infrastructure

My target is to achieve 100 km per day of highway construction: Gadkari

*Business Standard, 11/08/2021*

Union minister Nitin Gadkari on Wednesday said infrastructure development is very important for the country and his target is to achieve the pace of 100 km per day in highway construction.

Addressing a virtual event organised by industry body CII, the road, transport and highways minister said delays and not taking decisions is a big problem in the country.

"Infrastructure (development) is very important for the country...Even during the COVID-19 pandemic, we have made a world record of constructing 38 km of road in a day," he said.

The pace of highway construction in the country touched a record 37 km per day in 2020-21.

"...(but) I am not satisfied with the present performance," Gadkari said, adding that his target is to achieve the pace of up to 100 km per day of highway construction.

He said the prime push of the government is to have time-bound, result-oriented, transparent and corruption free system.

Gadkari, who is also known for his frank views, slammed the National Highways Authority of India (NHAI) officials for delaying projects or posing obstacles in work.

"If any one (contractor) wants to change his bank or financial institution, it takes him 3 months to 1.5 year to take NOC from NHAI...we can make this possible in 2 hours, then why is there a delay for 1. 5 years, I am asking this question to officials," he said.

"The problem is that the bureaucratic system never understands the meaning of time," he opined.

Gadkari said asset monetisation is key to meet finances for road projects and the government is confident that NHAI will be able to raise Rs 1.40 lakh crore per year from existing highway projects.

Emphasizing on replacing diesel fuel, he requested contractors to use green fuels such as ethanol, CNG etc for construction equipment and offered to provide advances for green construction equipment.

₹100 lakh crore Gati Shakti plan to boost infra

*Hindustan Times, 16/08/2021*

Prime Minister Narendra Modi on Sunday said the government will unveil a ₹100 lakh crore "holistic and integrated" approach in infrastructure construction — Prime Minister 'Gati Shakti' National Master Plan — to create employment and make local manufacturers globally competitive. He also reiterated his resolve to nurture startups as emerging wealth creators.

"In the near future, we are going to launch Prime Minister 'Gati Shakti' National Master Plan," the PM said in his Independence Day speech from the ramparts of the Red Fort.

"Gati Shakti will lay the foundation of holistic infrastructure and will lead to an integrated and holistic pathway to our economy. Right now, there is no coordination among our means of transport. Gati Shakti will break the silos, and will remove all these obstacles."

Modi was referring to an integrated approach to develop modern railways, roadways, waterways and airways. "This will reduce the travel time for the common man and the productivity of our industry will also increase," he said adding that it would also help in the creation of future economic zones. "In this decade, the power of speed will form the basis of India's transformation," he added.

The government considers infrastructure development as an engine of economic growth. In December 2019, finance minister Nirmala Sitharaman had announced a ₹111 lakh crore National Infrastructure Pipeline (NIP) with 6,835 projects. That has now expanded to 7,400 projects of which 217 worth ₹1.10 lakh crore have already been completed. The government is also setting

up a Development Finance Institution (DFI) to fund infrastructure sector projects.

The PM hailed startups as new wealth creators.

India Inc responded positively to the PM's speech. TV Narendran, president, Confederation of Indian Industry, said it comprehensively outlined a strategic economic vision. "The proposed Pradhan Mantri Gati Shakti programme of ₹100 lakh crore promises to converge infrastructure, manufacturing and competitiveness to drive India's future growth and create employment," Narendran said.

## 2. Ferroviaire

Best freight loading in July 2021! Indian Railways continues to register highest loading for last 11 months

*Financial Express, 03/08/2021*

Indian Railways registers the highest ever freight loading! In the last 11 months since September 2020, the national transporter has registered stupendous freight loading performance. In July 2021, Indian Railways has once again achieved the highest ever freight loading. According to the Railway Ministry, the railway network has achieved its highest incremental freight loading of

17.54 MT in the month of July this year (18.43 per cent increase over July last year), with freight loading of 112.72 MT in total as against the previous best record of 99.74 MT freight loading in July 2019 as well as against 95.18 MT loading in July 2020. The ministry said major incremental growth over the same month previous year has been registered in the following items:

- Cement sector of 2.31 million tonnes (26.71 per cent)
- Coal of 9.31 million tonnes (23.47 per cent)
- Iron ore of 1.81 million tonnes (14.05 per cent)
- Steel of 0.45 million tonnes (8.72 per cent)
- Raw material for steel apart from iron ore 0.88 million tonnes (48.62 per cent)
- Food grains of 0.43 million tonnes (7.89 per cent)
- Container of 1.33 million tonnes (28.36 per cent)
- Remaining other goods of 1.11 million tonnes (13.34 per cent)

According to the Railway Ministry, with **Indian Railways' freight loading of 451.97 million tonnes** in the ongoing financial year of 2021-22 as against loading of 336.74

million tonnes up to July 2020, the national transporter has also witnessed the highest cumulative incremental loading of 115.23 million tonnes i.e., 34.22 per cent over the same period last year 2020-21. The ministry further said in cumulative performance of **Indian Railways' freight loading**, massive growth has been registered over the same period last year in Iron ore 18.07 million tonnes (43.88 per cent), Cement 15.01 million tonnes (52.91 per cent), Coal 55.83 million tonnes (37.11 per cent), and the rest of other goods 10.45 million tonnes (38.42 per cent).

Railways invites bids for hydrogen fuel-based tech for trains

*The Economic Times, 07/08/2021*

The railways has invited bids for hydrogen fuel cell-based technology by retrofitting on the Diesel Electric Multiple Unit (DEMU) in 89 km Sonipat-Jind section of the Northern Railway, the ministry said in a statement on Saturday.

This is an attempt by the national transporter to explore whether existing diesel-run trains can be retrofitted to use hydrogen instead.

"The retrofitting of diesel-powered DEMU and converting it into hydrogen fuel-powered train set will not only save the cost to the tune of Rs 2.3 crore annually by

converting from diesel to hydrogen, but also save the carbon footprint (NO<sub>2</sub>) of 11.12 kilo tons per annum and particulate matter of 0.72 kilo tonnes per annum," the statement said.

It also said that after successful implementation of this pilot project, all the rolling stock which will operate on diesel fuel after electrification can be planned to run on hydrogen fuel.

Initially, two DEMU rakes will be converted, and later two hybrid narrow gauge locos will be converted based on hydrogen fuel cell power movement.

After conversion, the train will run on hydrogen fuel, the greenest mode of transport as hydrogen can be generated by electrolyzing the water from solar energy, the statement added. Presently, very few countries are using this method. The trial of one rake is being done in Germany and the trial of the other in Poland, it said.

The bidding date for hydrogen fuel cell-based DEMU rake will start from September 21, 2021 and the closing date will be October 5, 2021. A pre-bid conference will be held on August 17.

Rail Land Development Authority gets mandate to redevelop 49 more stations

*The Economic Times, 11/08/2021*

Ministry of Railways has given mandate to redevelop another 49 railway stations to Rail Land Development Authority (RLDA), Ved Parkash Dudeja, Vice Chairman, RLDA said.

Redevelopment of railway stations across India is a priority agenda of the Ministry of Railways. As part of this agenda, work on the redevelopment of 125 stations is in progress. Out of this, IRSDC is working on 63 stations, and RLDA is working on 60 stations.

As per current estimates, the total investment needed for the redevelopment of 125 stations along with real estate development is more than Rs 50,000 crore.

"The station redevelopment is intrinsically linked to urban rejuvenation. The redevelopment of these stations will offer world-class amenities to passengers and enhance their travel experience. It will also lead to a multiplier effect on the local economy to boost retail, real estate and tourism and generate employment opportunities," said Ved Parkash Dudeja, Vice Chairman, RLDA.

Of the 49 stations, nine are in Uttar Pradesh, five are in Gujarat, four each in Madhya Pradesh, Punjab, Maharashtra and Bihar, three in Jharkhand, two each in Tamil Nadu, Telangana, Andhra Pradesh, West Bengal and Rajasthan and one each in Himachal

Pradesh, Assam, Haryana, Goa, Karnataka and Uttarakhand. Some of these stations are Amravati, Rajkot, Mathura, Agra Fort, Bikaner, Kurushetra, and Bhopal among others.

RLDA has recently successfully concluded a Request for Qualification (RFQ) for the Puri and Lucknow Railway Stations inviting bids from eligible developers to participate in the redevelopment process. The projects have received an encouraging response from developers and investors alike.

In addition, for redevelopment of the Dehradun, Nellore, Tirupati, Puducherry, Ernakulum and New Delhi Railway Station, RFQ have been finalized and RFPs will be issued shortly. These station projects will be redeveloped under PPP model.

Indian Railways has approximately 43,000 hectares of vacant land across India. RLDA is currently handling 84 railway colony redevelopment projects and has recently leased out 3 railway colonies in Guwahati and Secunderabad for redevelopment. It has over 100 commercial (greenfield) sites across India for leasing, and the eligible developers for each will be selected through an open and transparent bidding process.

RLDA is now working on 109 Railway stations in a phased manner. In the first phase, RLDA has prioritised prominent stations like New

Delhi, Tirupati, Dehradun, Nellore, Cuttack, Lucknow and Puducherry for redevelopment. The railway stations across India will be redeveloped on a PPP/EPC Model as a part of Smart City Projects launched by the Government of India.

75 Vande Bharat trains to connect different parts of country in 75 weeks of 'Amrit Mahotsav': PM Modi

*The Economic Times, 15/08/2021*

Prime Minister Narendra Modi Sunday announced that 75 'Vande Bharat' trains will connect different parts of the country in 75 weeks to mark the ongoing 'Azadi ka Amrit Mahotsav'.

Addressing the nation from the ramparts of the Red Fort on the occasion of 75th Independence Day, he said it is unprecedented the way UDAN scheme was connecting far-flung areas of the country and the speed at which new airports are being built.

"The country has resolved that 75 Vande Bharat trains will be connecting every corner of the country in 75 weeks of Amrit Mahotsav of Independence," he said.

Vande Bharat, the indigenous semi-high speed train set, is being given a boost, with

the Railways gearing to roll out at least 10 of them, linking around 40 cities, by August 2022 to commemorate 75 years of Independence.

Hyderabad-based engineering firm Medha, which in February secured the contract to supply the electrical systems for 44 Vande Bharat trains, has now been told to advance its production plan, so that at least two prototypes can be rolled out by next March following all trials.

The PM also talked about boosting rail connectivity in the northeast region, saying it is significant for the entire country.

"Today, we are in the process of writing a new history as far as connectivity to the northeast is concerned. This connectivity is both between hearts and infrastructure.

"Very soon the job of connecting the capital cities of the northeastern states by rail will be completed," Modi said.

As of today, except Sikkim, all northeastern states are connected to the rail network. The capital cities of Assam, Tripura and Arunachal Pradesh are already connected, while the work to link the capital cities of Manipur, Mizoram, Nagaland and Meghalaya is underway.

Keeping coronavirus-induced delays in mind, officials said that connectivity to the region will be achieved by 2024.

### 3. Développement et transports urbains

MoHUA announces India Cycles4change stage 1 list of awardees

*Press Information Bureau, 29/07/2021*

The Government of India awarded 11 cities with the prestigious title of being **India's Top 11 Cycling Pioneers**. The award marks the start of the next stage of the first season of **India Cycles4Change Challenge** where 107 cities across the country came together to test, learn, and scale up different cycling-friendly initiatives, kickstarting India's cycling revolution. From the top 25 cities that were shortlisted earlier this year, a jury of renowned national and international transport experts selected the top 11 cities who shall receive an award of Rs 1 crore each to scale up their cycling initiatives. During the event, four cities received a special mention for their efforts in testing the pilot initiatives as part of the challenge. The list of all top 25 cities evaluated by the Jury is at Annexure 1.

Through an online event held on 28th July 2021, Shri DurgaShanker Mishra, Secretary, Ministry of Housing and Urban Affairs



(MoHUA), announced the Top 11 winning cities. The event was attended by officials from Central and State Governments, and other stakeholders from all cities participating in *India Cycles4Change Challenge*. The event also marked the release of the first Challenge report, and an Online Exhibition showcasing cities' cycling journey. The Ministry also announced the second season of the Challenge beginning in August, 2021, wherein fresh applications will be invited from all Smart Cities, capital cities of States/UTs and all cities that have an established Municipal Corporation.

#### The first Challenge report

The *India Cycles4Change Challenge* launched its first report to the public—'The Dawn of India's Cycling Revolution'. The report is a celebration of the cities' efforts in the Challenge so far, and an indication of what's to come in future. It documents key milestones achieved by the cities, lessons from on-ground tests and their plans for the coming year. The report is available at <https://smartnet.niua.org/indiacyclechallenge/>

#### Launching an Online Exhibition

Celebrating India's cycling revolution over the last year, the Ministry launched an Online Exhibition showcasing the journey of the top

25 cities. The cities have transformed their streets and launched initiatives to become cycling-friendly through their exemplary leadership, enthusiastic efforts, and effective collaboration with citizens. The exhibition is an invitation to all the citizens to learn more about what their cities have done and join hands with them to scale up these initiatives in Stage 2. The online exhibition can be viewed at <https://smartnet.niua.org/indiacyclechallenge/online-exhibition-overview/>

#### Way Forward

The cohort of the top 25 cities will advance to the next stage where they will embed the vision of a cycling-friendly city by adopting policies, setting up dedicated departments and creating city-wide plans. The Ministry also announced Season Two of the *India Cycles4Change Challenge* - wherein fresh applications will be invited from all Smart Cities, capital cities of States/UTs and all cities that have an established Municipal Corporation. The Second Season of The India Cycles4Change challenge will start from August, 2021.

In the past year, the *India Cycles4Change Challenge* has inspired cities to adopt a new way of engaging with citizens to test innovative, inexpensive, and quick ideas to remove barriers to cycling. Going forward,

cities will take their efforts up further—transforming the national programme into a city-led but community-driven movement.

Annexure 1

**India's Cycling Pioneers** (in alphabetical order)

#### The Top 11 Awardees

- [Bengaluru, Karnataka](#)
- [Bhubaneswar, Odisha](#)
- [Chandigarh, Punjab and Haryana](#)
- [Kohima, Nagaland](#)
- [Nagpur, Maharashtra](#)
- [New Town Kolkata, West Bengal](#)
- [PimpriChinchwad, Maharashtra](#)
- [Rajkot, Gujarat](#)
- [Surat, Gujarat](#)
- [Vadodara, Gujarat](#)
- [Warangal, Telangana](#)

Jury Special Mentions

- [Aurangabad, Maharashtra](#)
- [Gurugram, Haryana](#)
- [Jabalpur, Madhya Pradesh](#)
- [Silvassa, Dadra and Nagar Haveli](#)

Other Cycling Pioneers

- [Davanagere, Karnataka](#)
- [Hyderabad, Telangana](#)

- [Indore, Madhya Pradesh](#)
- [Kakinada, Andhra Pradesh](#)
- [Kochi, Kerala](#)
- [Nashik, Maharashtra](#)
- [New Delhi](#)
- [Panaji, Goa](#)
- [Sagar, Madhya Pradesh](#)
- [Udaipur, Rajasthan](#)

#### 4. Pétrole, gaz et biocarburants

Union government paid Rs 7,03 trillion in fuel subsidies since 2011-12

*Mint, 09/08/2021*

The Union government has paid Rs7.03 trillion in fuel subsidies since 2011-12, minister of state for petroleum and natural gas, Rameswar Teli said in a reply in Lok Sabha today.

"The prices of petroleum products in the country are linked to the price of respective products in the international market. The Government continues to modulate the effective price to consumer for subsidised domestic LPG," ministry of petroleum and natural gas said in a statement. Price of non-subsidised domestic cooking gas has been increased in the backdrop of the finance ministry slashing allocation for petroleum subsidy by two-thirds to ₹12,995 crore for FY22.

"The Budget Estimates for F.Y. 2021-22 for LPG & Natural Gas (NG) subsidy is Rs. 12,995 crores," the statement said.

India had 28.74 crore LPG consumers as on 1 January 2021, with the Pradhan Mantri Ujjwala Yojana, a government programme that aims to provide free cooking gas connections to poor families, increasing India's LPG coverage to 99.5% on 1 January this year from 61.9 % as on 1 April 2016.

"The prices of non-subsidized Domestic LPG are however determined by the OMCs in line with changes in the international markets. The subsidy on the product increases/decreases with the increase/decrease in the product price in international market and decision of Government on subsidy," the statement added.

PM Modi launches Ujjwala 2.0, aims to provide greater LPG connectivity

*Mint, 10/08/2021*

Prime Minister Narendra Modi on Tuesday launched second phase of the nationwide Pradhan Mantri Ujjwala Yojana (PMUY), or Ujjwala 2.0. During the event, Modi also said the government has fixed a target of providing piped gas to 21 lakh homes in 50 districts.

PM virtually handed out free LPG connections to some beneficiaries in

Mahoba in Uttar Pradesh, where assembly elections are scheduled early next year. He said, "As we celebrate the 75th year of Independence this year and look at the progress in the past seven-and-a-half decades, we feel that some situations and conditions should have changed decades ago."

"For many fundamental needs such as roads, power, hospitals, cooking gas, schools, water and homes, the people of the country had to wait for decades. This is unfortunate and women suffered the most due to this," the prime minister said.

"When a family or a society struggles for the basic facilities, how can it fulfil its big dreams?" he said.

Modi said when his government took charge in 2014, it became clear that a solution to such issues had to be found within a stipulated time. Only then could women leave their homes and the kitchens to contribute to nation-building.

"So in the last six years, we worked on mission mode for solutions to all such problems," the PM said in his televised address.

In the first phase of the PMUY, eight crore poor families were given free cooking gas connections. Talking about it, the PM said, "We saw how much this helped during the

Covid-19 pandemic. When there was no movement and businesses were closed, crores of poor families were given free gas cylinders for many months." LPG infrastructure has expanded manifold in the country due to the Ujjwala scheme, the prime minister said, adding, "In the last six years, more than 11,000 new LPG distribution centres have opened across the country. Uttar Pradesh alone had less than 2,000 distribution centres in 2014. In UP now, there are 4,000 such centres giving employment to thousands of youths."

The LPG gas coverage in India is now "very close" to becoming 100 per cent, he said, claiming that more connections have been given in the last seven years than the total up to 2014.

#### 1.5 cr families in UP benefitted from Ujjwala Yojana's first phase

Meanwhile, addressing a gathering at the launch of the Ujjwala 2.0 (PMUY, 2021) scheme at Mahoba district, Chief Minister Yogi Adityanath on Tuesday said 1.5 crore families in the state benefitted from first phase of Pradhan Mantri Ujjwala Yojana.

"Six years ago, the prime minister launched the first phase of Ujjwala Yojana from Ballia district in eastern UP. In the first phase of Pradhan Mantri Ujjwala Yojana (PMUY), 1.5 crore families in Uttar Pradesh availed the benefit of the scheme," he said.

"During the COVID-19 pandemic, free cylinders were made available for six months. This gas connection has ushered in a change in the lives of the women, and their health has improved," he added.

## 5. Electricité et énergies renouvelables

MNRE launches interest subvention scheme for waste to energy biomethanation projects

*The Economic Times, 11/08/2021*

The Ministry of New and Renewable Energy (MNRE) on Tuesday said it has launched a loan interest subvention scheme in association with UNIDI and GEF to provide financial assistance for innovative waste to energy biomethanation projects.

The industrial organic waste-to-energy biomethanation projects are generally capital intensive and financially sensitive to both operating costs, including waste availability, and revenue, particularly biogas yield and its utilisation scenario.

"MNRE in association with UNIDO and GEF launched the loan interest subvention scheme for demonstration of innovative industrial organic waste to energy biomethanation projects and business

models. A GIS-based (GIS refers to Geographic Information System) inventory tool of organic waste streams was also unveiled," an official release said.

According to the release, the United Nations Industrial Development Organization (UNIDO) and MNRE launched the Global Environment Facility (GEF)-funded loan interest subvention scheme that provides financial assistance to innovative waste to energy biomethanation projects and business models.

Innovations in such projects seek to improve overall energy output thereby minimising the cost of energy generation but may lead to an increase in the initial project cost at the establishment stage yet increase revenue and reduce operating costs over project's lifetime, the release said.

The loan scheme provides financial assistance to beneficiaries to reduce the financial burden on account of interest on the loan component faced by such demonstration projects.

A GIS-based inventory tool of organic waste streams developed under the GEF-MNRE-UNIDO project was also launched during a webinar.

The tool provides district level estimates of available urban and industrial organic wastes

and their energy generation potential across India.

The tool will enable SMEs and project developers to set up new waste to energy projects and may facilitate the rapid growth of biomethanation in waste-to-energy sector in the country.

India to require refiners, fertiliser plants to use some green hydrogen

*The Economic Times, 11/08/2021*

India plans to force refineries and fertiliser plants to use some green hydrogen, junior oil minister Rameswar Teli said on Monday, as Asia's third-largest economy strives to reduce carbon emissions.

Governments and energy companies around the world are betting on clean hydrogen playing a leading role in efforts to lower greenhouse gas emissions, though its future uses and costs remain uncertain.

India's draft hydrogen policy will mandate a gradual increase in the use of green hydrogen instead of fossil fuels in refineries and fertiliser plants, Teli told lawmakers in a written reply to questions.

He did not give details, but noted green hydrogen is yet to be produced in India on a commercial scale due to the high cost of

## production.

Green hydrogen is a zero-carbon fuel made by electrolysis, using renewable power from wind and solar to split water into hydrogen and oxygen.

Power minister R. K. Singh told lawmakers last week that the draft National Hydrogen Mission policy prepared by the Ministry of New and Renewable Energy, was under ministerial consultation.

The policy aims to boost green hydrogen production and its use across multiple sectors, including transportation, he said.

India is already encouraging the use of hydrogen as a transport fuel, with some buses running on hydrogen blended fuel on a trial basis. Last week, Indian Railways invited bids to explore if diesel-fuel trains could operate using hydrogen.

Fertiliser minister Mansukh Mandaviya said last month the use of green hydrogen would cut imports of ammonia and natural gas required for fertiliser production.

The draft policy wants green hydrogen to account for 10% of the overall hydrogen needs of refiners from 2023/24, rising to 25% in five years, a government source said. The respective requirements for the fertiliser sector are 5% and 20%, he added.

India is raising its renewable energy capacity, currently 92.97 gigawatts (GW), to meet about two-fifth of its electricity needs by 2030 under the Paris climate accord, compared with 36.7% currently.

It wants to raise renewable energy capacity to 175 GW by 2022 and 450 GW by 2030.

India's top refiner Indian Oil Corp, top power utility NTPC Ltd and conglomerates including Reliance and Adani have announced plans to build green hydrogen projects.

Independence Day: PM Modi announces National Hydrogen Mission

*Mint, 15/08/2021*

**In a push for India's energy security, Prime Minister Narendra Modi in his Independence Day speech on Sunday announced a National Hydrogen Mission for the country.**

This comes against the backdrop of India spending ₹12 trillion annually to meet the energy needs. Green hydrogen is produced by splitting water into hydrogen and oxygen using an electrolyzer powered by electricity from renewable energy sources such as wind and solar can be a game changer for India, which imports 85% of its oil and 53% of gas demand.

Stressing on the need for energy independence, PM Modi while announcing the mission said that the plan involves India becoming a global hub for green hydrogen production and exports.

Mint earlier reported about National Hydrogen Mission to bat for green hydrogen exports and geographical production zones. Given India's major dependence on energy imports, the playbook involves leveraging the country's large land mass and low solar and wind tariffs to produce low-cost green hydrogen and ammonia for exports, thereby bolstering India's geopolitical heft.

PM Modi said that for India to progress and become self reliant, it is important to become energy independent. It is for this reason that the country will need to take this oath that we will need to make India energy independent before 100 years of independence, he added.

India is considering a proposal to make it mandatory for fertilizer plants and oil refineries to purchase green hydrogen as part of plans to cut the nation's dependence on fossil fuels. A draft cabinet note for the same has been moved.

Modi said that green hydrogen is the biggest goal and will help provide a quantum jump

to India. India's strategy will be to leverage scale for its ambitious green hydrogen plan in the likes of its renewable energy programme, leading the country to run the world's largest clean energy programme.

The government plans to implement the Green Hydrogen Consumption Obligation (GHCO) in fertilizer production and petroleum refining, similar to what was done with renewable purchase obligations (RPO). RPOs require electricity distribution companies to buy a fixed amount of renewable energy to cut reliance on fossil fuels. India's total hydrogen demand is expected to touch 11.7 million tonnes (mt) by 2029-30 from the current 6.7 mt.

This comes at a time when India's domestic oil and gas production has been faltering. The domestic crude and oil and gas production fell by 5.22% and 8.06% respectively during April 2020 to March 2021, compared with the corresponding period in the previous financial year.

With the current cost of green hydrogen produced by electrolysis estimated at around ₹350 per kg, the plan is to more than halve it to ₹160 per kg by 2029-30. The government also aims to extend the production-linked incentive (PLI) scheme for manufacturing electrolyzers to produce green hydrogen.

**“Mass deployment of renewable energy in India helped us to produce electricity cheaper than any other sources of energy, similar deployment of green hydrogen at the lowest cost will help us in cost leadership position not only to meet our green hydrogen and ammonia demand internally, we can also become a major exporter of Green Hydrogen and Green ammonia to worldwide. This initiative on green hydrogen can help us to build an ecosystem of a 2-3 trillion dollar industry in the next 20-25 years,”** said Manoj K. Upadhyay, founder and chairman, ACME Group in a statement.

Modi pledges to make India energy independent by 2047, cites fuel bill

*Business Standard, 16/08/2021*

Prime Minister Narendra Modi on Sunday announced a new target of **making India an ‘Energy Independent’ nation by the time the country reaches 100 years of India’s independence, in 2047.**

Addressing the nation from the Red Fort during the annual Independence Day address, Modi lamented that India is not **energy independent today. “India today spends more than Rs 12 trillion annually on energy import. For India’s progress, the country’s energy independence is the need**

of the hour--necessary to make a self-reliant India. Therefore, today India has to take a resolution that will become energy independent before the completion of 100 years of independence and for this our **roadmap is very clear,”** he said.

**PM Modi’s comments come a few months before the country is expected to miss an earlier goal that he had set of a 10 per cent cut in crude oil import dependence by 2022. This was announced in 2015. But this target is far from being achieved and the country’s import reliance has only risen. Instead of cutting imports by 10 per cent, its proportion has continued to rise from 2015.**

Annual domestic crude oil output has fallen to below 30 million tonnes (mt) and total import has risen to 226 mt. When Modi had given his earlier import reduction call, domestic crude oil production in 2015-16 stood at 35.5 mt and has fallen to 29.1 mt in 2020-21.

While stressing on this new target, Modi said that there is a roadmap for it charted out. **“Be it a gas-based economy, a network of Compressed Natural Gas, Piped Natural Gas across the country, a target of 20 percent ethanol blending, India is moving ahead with a set goal.”**

Highlighting the role of the Indian Railways in these import reduction plans, Modi said,





**"The work on 100 per cent electrification of Railways is also progressing at a fast pace. Indian Railways has set a target of becoming Net Zero Carbon Emitter by 2030."**

Around 45,881 Route kilometers (RKM) or 71 per cent of the total Broad-Gauge (BG) network of Indian Railways (64,689 RKM, including Konkan Railway) has been electrified by March 31, 2021. The Central Organisation for Railway Electrification plans to electrify all BG routes of Indian Railway by December 2023. The Indian Railways plans to achieve its Net Zero Carbon emitter target through a mix of electrification, improving energy efficiency of locomotives and trains and fixed installations, green certification for installations and stations, fitting bio toilets in coaches and switching to renewable sources of energy.

PM Modi also batted for increasing the use of Green Hydrogen as a cleaner alternative fuel. He aimed for India to become a global **hub for the same**. **"There is the biggest goal in that which is going to give quantum jump to India in the field of climate, that is the area of Green Hydrogen. To achieve the goal of Green Hydrogen, I am announcing the National Hydrogen Mission today. We have to make India a global hub for production and export of Green Hydrogen."**

Modi had announced the launch of a National Hydrogen Energy Mission in November 2020 too. This was also reiterated in the Union Budget 2021-2022 by finance minister Nirmala Sitharaman.

Earlier this month, the Indian Railways said it has begun work on Hydrogen powered trains. seeks NTPC also sought proposals to set up a Pilot Project on Hydrogen Blending with Natural Gas across India's City Gas Distribution (CGD) Network. Indian Oil Corporation, that has been working since early 2000s to explore the use of Hydrogen, is gearing to make clean-Hydrogen run vehicles in 2022.

In the private sector, US-headquartered Chart Industries and India's Reliance Industries announced in April this year that they will be jointly heading a new industry body called India H2 Alliance (IH2A) focused on commercializing hydrogen technologies and systems to build net-zero carbon pathways in India. In June, JSW Steel, CSIR-National Chemical Lab (CSIR-NCL) and the Scottish Development International (SDI) also joined the IH2A. All of these said they will be working with the Indian government to build the hydrogen economy and supply chain in the country.

In a statement, renewable energy-focused ACME Group also said that it has recently

commissioned the world's first integrated commercial-scale pilot plant for Green hydrogen production in Rajasthan.

## 6. Mobilités électriques

Volkswagen joins Tesla in call for lower import tax on EVs in India

*Mint, 10/08/2021*

Volkswagen AG, the world's second-largest carmaker, is calling for lower import duties on electric cars in India to help drive demand for clean vehicles, echoing Tesla's recent pitch which has divided the country's auto industry.

Cutting duties on electric vehicles (EVs) even to 25% - from current levels as high as 100% - would not pose a "big threat" to domestic players, but would help to drive investment, the German carmaker's India head told Reuters in an interview. "The market for EVs has to be big enough for investments to come in and for that we shouldn't be placing barriers," Gurpratap Boparai, managing director of Skoda Auto Volkswagen India, said.

The German carmaker is exploring EVs for India from its Volkswagen and Skoda brands, but would need to see lower import duties, stable policies on taxation and long-term incentives to take the plunge, Boparai said.

Development of charging infrastructure will also influence its decision.

India taxes fully-built imported cars, including EVs, as high as 100%, but the government is discussing a proposal to slash rates to as low as 40%, days after Tesla Inc's appeals for a cut.

This has triggered fissures in the auto industry, with global players such as Daimler's Mercedes-Benz and Hyundai Motor supporting the proposed cuts, but domestic rivals like Tata Motors opposing them, saying they would hurt India's push to increase local production.

"I'm not at all saying that local manufacturing should not be encouraged ... but duty of 60% and 100% is prohibitively high at this juncture," said Boparai, adding that to manufacture EVs locally there first needed to be more demand.

Volkswagen, which aims to overtake Tesla as the world's largest EV maker by 2025, is investing billions of dollars to transition to battery-powered cars, which it expects to account for half of its global vehicle sales by 2030. While India, the world's fifth-largest car market, is on Volkswagen's EV map, Boparai expects a lag in electrification compared with Europe and China because of the high price of battery-powered cars and lack of local charging infrastructure.



In July, Volkswagen began sales of three Audi electric SUVs priced from about \$133,000, putting them out of reach of most buyers in India where 95% of cars are sold for less than \$20,000. Next year, it plans to launch its luxury Porsche Taycan EV in India.

Boparai said he expected demand to begin at the high end of the market and trickle down, as seen in markets like the United States where Tesla dominates electric car sales. But in India there was also a need for affordable EVs and demand for that would begin with ride-hailing or corporate fleets, he added.

"Establishing EVs is a lot of hard work. Not really having a clear roadmap and not reducing duties will slow progress towards EVs - both adoption as well as manufacturing," he said.

Niti Aayog releases handbook for EV charging infra implementation

*Business Standard, 12/08/2021*

Niti Aayog on Thursday released a handbook to help state governments and local bodies in framing policies for setting up charging networks for electric vehicles.

According to an official statement, the objective is to enhance charging infrastructure and facilitate a rapid transition to electric mobility in the country.

'The Handbook for Electric Vehicle Charging Infrastructure Implementation' has been jointly developed by Niti Aayog, Ministry of Power (MoP), Department of Science and Technology (DST), Bureau of Energy Efficiency (BEE), and World Resources Institute (WRI) India.

The handbook provides a systematic and a holistic approach for adoptions by implementing authorities and other stakeholders involved in planning, authorisation and execution of EV charging infrastructure, the statement said.

It presents an overview of the technological and regulatory frameworks and governance structures needed to facilitate EV charging.

Niti Aayog CEO Amitabh Kant said the EV ecosystem in India is evolving rapidly and there are several players entering the charging infrastructure market.

This handbook provides holistic governance for public and private stakeholders to work together in establishing robust and accessible EV charging networks, Kant added.

Niti Aayog Vice Chairman Rajiv Kumar said the handbook addresses the common challenges being faced by different local

authorities in implementing EV charging networks.

The handbook was prepared with support from the Ministry of Housing and Urban Affairs, Ministry of Environment, Forest and Climate Change, and Department of Heavy Industry.

## 7. Environnement et qualité de l'air

India will see more droughts, heatwaves and cyclones: IPCC

*Mint, 10/08/2021*

NEW DELHI : Flash floods such as the one that killed a dozen people in Himachal Pradesh last month, sizzling temperatures, droughts and intense cyclones are likely to be commonplace in India because of climate change, a report by a UN body said, warning that the world is running out of time to prevent the worst of the climate crisis.

Melting of glaciers in the Hindu Kush-Himalayas, the consequent rising of the sea level and regular and more intense tropical cyclones in South Asia may devastate parts of the region unless drastic measures to cut carbon emissions are put in place, the report released by the UN's Intergovernmental Panel on Climate Change (IPCC) on Monday said.

The extreme weather events will impact lives, livelihoods and businesses in India and South Asia, experts and climate scientists said, calling for immediate steps to mitigate climate change.

The Indian Ocean and the western equatorial Pacific Ocean have "warmed faster than the global average", the report said. "Heat extremes have increased while cold extremes have decreased, and these trends will continue over the coming decades."

The threat of more droughts and cyclones is real, said Roxy Mathew Koll, a climate scientist at the Indian Institute of Tropical Meteorology.

"The report indicates that these are irreversible changes, and we all must take it seriously in devising mitigating measures. The Indian Ocean is warming faster, and it surrounds three sides of India; and on the north, we have the Himalayas where the impact of climate change is visible, too. So our geographic location makes us prone to extreme weather conditions," said Koll.

The South Asian monsoon has weakened in the second half of the 20th century, mainly on account of human activity, the IPCC report said.

Koll said the recent tropical cyclones arising from the Arabian Sea on India's western

coast and glacier bursts are giving enough hint of the crisis at hand.

"In India, we have a double burden now. We have to build resilience in our economy, infrastructure and social systems to deal with the increasing impact of extreme weather events. At the same time, we have to act on mitigation measures." The IPCC report is a warning for us," said Chandra Bhushan, president and chief executive of the International Forum for Environment, Sustainability and Technology.

"Things that were predicted to happen far ahead in the future are now expected to happen much sooner, including intense heatwave, monsoon disruptions, cloudbursts, extreme rain, etc. The situation will only worsen if we do not act fast and decisively," said Bhushan, a former deputy director at the non-profit Centre for Science and Environment.

Climate change may lead to compound weather events in India; for example, heatwave and drought may come together; similarly, sea-level rise, cyclones and coastal flooding may happen at the same time, Koll said.

Some regions are already seeing the effects of climate change, such as the drop in property prices in coastal areas because of frequent flooding. "While IPCC has given us a broad picture, India must devise its own

mitigation strategy in a more regional and sub-regional level, beyond the effort to evacuate and save lives," Koll said.

The report is the first in seven years and was prepared by more than 230 authors from 65 countries, taking into account more than 1,400 scientific studies.

Code Red: About Rs 6.19 lakh crore Indian banks' loans at climate change risks

*The Economic Times, 12/08/2021*

The United Nations has flashed the Code Red signal on climate change for humanity with serious warnings for India. The recent floodings and landslides have also underscored the risk of climate change for the Indian industry and that banks that lend to them.

About Rs 6.19 lakh crore of debt at India's leading financial institutions was at risk from extreme weather events such as droughts, floods and cyclones, according to non-profit CDP that has been lobbying banks to measure and disclose the risk climate change may pose to their portfolio.

The organisation has reached the figure based on information provided by some of the biggest lenders, including the State Bank of India and HDFC Bank.



### The reason

Indian banks need to plan for a transition for a cleaner future even though they may be locked into funding coal projects for the near term. That's because the government is still trying to do coal auctions and the industry is still reliant on coal. A lot of the iron and steel and the heavy industry use coal as a fuel. The encouraging sign is that the government has also initiated a plan for green hydrogen, according to CDP. Banks need to look at these newer technologies, newer methods of fuel substitution. All these things require policy support and public capital.

### Bank initiatives

State Bank of India is talking about agriculture and allied agri-activities, HDFC Bank has done a scenario analysis in five states on agriculture, flooding and it's its portfolio in sectors such as steel, cement, power, oil and gas.

SBI, which is facing concerns from shareholders and investors over its proposal to help fund the controversial Carmichael coal mine in northern Australia, valued its total climate risk at Rs 3.83 lakh crore. The bank said it may "indirectly face reputational risks, should it be involved in lending to environmentally sensitive

projects which may have significant public opposition."

SBI has tied up with the European Investment Bank to jointly pump Euro 100 million in equity financing into Indian small businesses focused on climate change and sustainability.

SBI already invests in a vehicle called Neev Funds for its impact investing objectives, and the two entities have created "Neev Fund II" for taking ahead this partnership. This is one of the EIB's first private equity investments in India.

### Reserve Bank of India

The Reserve Bank of India (RBI) has been talking about green finance for many years and has taken various steps towards it. It has pushed, on the lines of corporate social responsibility for private companies, the concept of Environmental, Social and Governance (ESG) principles into financing aspects. In April this year, the RBI joined the Network for Greening the Financial System (NGFS) in April 2021. The NGFS, launched in December 2017 at the Paris One Planet Summit, is a group of central banks and supervisors from across the globe to share the best practices and contribute to the development of the environment and climate risk management in the financial sector. It is an institutional yet voluntarily

membership, which will also help mobilise mainstream finance to support the transition toward a sustainable economy.

#### The status

India is the only major economy to not have a net-zero emissions target now, even China has a net-zero target. If India wants to be net-zero on emissions by 2050, on a broad calculation, its need to have 50% reduction by 2030, according to CDP. This is the action of the decade on climate change and if the opportunity is missed in this decade, it may be too late, it said, according to an S&P Global report.

#### UN climate change warning

The Indian Ocean is warming at a higher rate than other oceans, the latest report by the Intergovernmental Panel on Climate Change said on Monday, with scientists warning that India will witness increased heatwaves and flooding, which will be the irreversible effects of climate change.

For a country like India, some of the increase in heat waves is masked by aerosol emissions, and reducing that is important for air quality. We will also see an increase in the heatwaves, heavy rainfall events, and the further melting of glaciers, which will impact a country like India, more compound events from sea-level rise, which could mean flooding when tropical cyclones hit. These

are some of the impacts which will not go away," Friederike Otto, one of the authors of the report, said.

Centre notifies ban on single-use plastic items from July 1, 2022, increases thickness of polythene bags to 120 microns

*Times of India, 13/08/2021*

Seeking to make India single-use plastic-free by next year and deal with the menace of huge uncollected plastic waste across the country, the Centre on Thursday notified **ban on the use of 'single-use plastic items from July 1 next year and increased thickness of polythene bags from 50 microns to 120 microns.**

The thickness clause will, however, be implemented in a staggered manner in two phases, beginning September 30. Currently, polythene bags of less than 50 microns are banned in the country. But under the new rules, polythene bags of less than 75 microns in thickness will be banned from September 30 and bags of less than 120 microns will be banned from December 31 next year.

The notification, issued by the environment ministry said that the manufacture, import, stocking, distribution, sale and use of single-use plastic, including polystyrene and expanded polystyrene, commodities will be prohibited with effect from July 1, 2022.



Such 'single-use plastic items include earbuds with plastic sticks, plastic sticks for balloons, plastic flags, candy sticks, ice-cream sticks, polystyrene [thermo-col] for decoration; plates, cups, glasses, cutlery such as forks, spoons, knives, straw, trays, wrapping or packing films around sweet boxes, invitation cards, and cigarette packets, plastic or PVC banners less than 100 micron and stirrers.

The staggered plan on thickness clause has been approved so that it doesn't affect small businesses and traders. The ministry had March notified the draft. The final decision was notified on Thursday after considering the views of stakeholders on the draft.

The notification also for the first time defined the 'single-use plastic and identified such items which are to be banned in a staggered manner. It says "single-use plastic commodity" means a plastic item intended to be used once for the same purpose before being disposed of or recycled.

An increase in the thickness of carrying bags, made of virgin or recycled plastic, will substantially improve the collection and recycling of used carrier bags. The move assumes significance as currently, 40% of total plastic waste remains uncollected in the country every day.

The uncollected plastic waste causes choking of drainage and river systems, soil

and water contamination, littering of the marine ecosystem, ingestion by stray animals, and open-air burning leading to adverse impact on human health and the environment.

Under the notification, it will be the responsibility of urban local bodies and 'gram panchayats' for setting up and coordinating the waste management system and for performing the associated functions such as ensuring segregation, collection, storage, transportation, processing and disposal of plastic waste. The provision of thickness will not be applicable to carry bags made up of compostable plastic. The manufacturers or sellers or brand owners of compostable plastic carry bags will have to obtain a certificate from the Central Pollution Control Board before marketing/selling or using those stuff including plastic packaging materials.

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