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ENERGIE ET DEVELOPPEMENT DURABLE

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G En bref

Infrastructure :

- Un tremblement de terre de magnitude 6,4 laisse craindre d'importants dommages en Assam
- La première unité flottante de stockage et de regazéification de gaz naturel liquéfié (GNL) d'Inde arrive dans le Maharashtra
- Le canal Ken-Betwa permettra d'améliorer l'accès à l'eau et la conservation de la biodiversité dans le Bundelkhand (centre de l'Inde)

Ferroviaire :

- Maruti Suzuki annonce avoir transporté 720 000 véhicules par rail ces cinq dernières années, évitant l'émission de 3,2 millions de tonnes de CO₂

Développement et transports urbains:

- L'Inde approuve la phase 2 du métro de Bangalore pour 1,6 Md€
- L'autorité de développement de Delhi donne son accord préliminaire au projet de plan directeur pour la ville intitulé "Master Plan for Delhi (MPD) 2041"
- Le Sikkim et le Tripura vise un accès universel à l'eau du robinet en mars 2022 et 2023, respectivement

Pétrole, gaz et biocarburants :

- Reliance Industries et BP démarrent l'exploitation du champ gazier en eau profonde KG-D6 qui devrait répondre à 15% de la demande indienne en 2023
- Malgré l'augmentation des cas de coronavirus, les raffineries de pétrole indiennes ont fonctionné à 95% de leur capacité en mars et avril

Electricité et énergies renouvelables :

- **ReNew Power** annonce la mise en service d'une centrale solaire de 105 MW dans l'état du Gujarat, portant sa capacité totale à travers l'Inde à 4,7 GW
- EDF annonce avoir franchi une étape clé dans le projet de construction de six réacteurs EPR à Jaitapur
- Le projet de *National Electricity Policy 2021* laisse la porte ouverte à la construction de nouvelles centrales à charbon, au motif de leur faible coût

Mobilités électriques :

- Les ventes de véhicules électriques ont diminué de 20% sur l'année fiscale 2020-21 par rapport à l'année précédente
- Ola Electric annonce la construction du plus grand réseau de recharge de deux roues électriques au monde
- Lohum compte investir près de 2,5 Mds INR (30M EUR) en Inde dans les trois prochaines années pour augmenter ses capacités de production de batteries

Environnement et qualité de l'air :

- L'entrée en vigueur de l'obligation de réutilisation des cendres volantes dans les centrales thermiques repoussée de deux ans à 2022
- P. Javadekar annonce à l'occasion du déplacement de J-Y Le Drian que l'Inde rehaussera ses ambitions climatiques, mais pas sous la pression internationale



Revue de presse

1. Infrastructure

Earthquake of 6.4 magnitude hits Assam, widespread damage feared

Business Standard, 28/04/2021

Seven back-to-back earthquakes jolted Assam and some other northeastern states on Wednesday morning, causing extensive damage to buildings and forcing people to scamper out of their homes.

The first of the shocks of 6.4 magnitude with its epicentre at 43 km west of Tezpur, the district headquarters of Sonitpur district in Assam, was felt at 7.51 am, Regional Meteorological Centre (RMC) Deputy Director Sanjay O'neil Shaw said.

The effect was felt in almost the entire Northeastern region and even parts of West Bengal.

It was followed in quick succession by lesser intensity tremors of 4.7, 4, and two 3.6 magnitudes at 8.03 am, 8.13 am, 8.25 am and 8.44 am.

Another earthquake of 3.2 magnitude hit the state's Nagaon district at 10.05 am. A while later, another jolt of 3.4 magnitude hit Tezpur at 10.39 am.

Prime Minister Narendra Modi spoke to Assam Chief Minister Sarbananda Sonowal and enquired about the damage caused by the quakes.

"Spoke to Assam CM Shri @sarbanandsonwal Ji regarding the earthquake in parts of the state. Assured all possible help from the Centre. I pray

for the well-being of the people of Assam," he tweeted.

Union Home Minister Amit Shah also spoke to Sonowal and assured him that the Centre stands firmly with the people of Assam.

Congress leader Priyanka Gandhi Vadra said, "To my sisters and brothers in Assam who are now dealing with the double blow of an earthquake and the rampaging second wave of COVID, I send you my love and prayers."

Sonowal urged everyone to stay alert and said that he is taking updates from all the districts.

Tremors were felt in the entire region, including neighbouring Arunachal Pradesh, Meghalaya and northern parts of West Bengal.

People ran out of their homes and other places in panic, obliterating social distancing and other COVID guidelines amid a raging pandemic. No casualty was reported, but many people suffered minor injuries while running out in panic as the first quake struck.

There were reports of widespread damage to buildings and other structures from across Assam, mostly in the central and western towns of Tezpur, Nagaon, Guwahati, Mangaldoi, Dhekiajuli and Morigaon.

In Guwahati, the chief minister's block at the 'Janata Bhawan' complex, the state secretariat, witnessed some damages, sources said.

The luxury Taj Vivanta in Guwahati also witnessed massive damages with several glass panes, ceilings and walls falling apart, but there was no injury to any employees or guests, hotel spokesperson Indranee Phukan told PTI.

Healthcare facilities such as Dispur Hospital, Apollo Clinic, Down Town Hospital and Excelcare Hospital also saw damages,

hampering services amid the surge in COVID-19 cases.

A multi-storied building in Nagaon tilted on the adjacent structure, triggering panic.

Dozens of homes, apartment buildings and shopping malls across the state also developed cracks. Many vehicles were damaged after concrete blocks fell on them due to the jolts.

Dhekiajuli MLA Ashok Singhal tweeted pictures of land developing cracks and water seeping out of them, though these could not be immediately verified.

In Shillong, the tremor woke up people and many ran outside their homes in panic.

Although there was no immediate report of any damage caused in Meghalaya, the tremor was one of the strongest in the last few years, an official said.

The last one of such intensity was in March-April 2016, he said.

Strong tremors were also felt across Arunachal Pradesh. A few buildings developed cracks in state capital Itanagar, and the East Kemeng district, officials said.

"An earthquake hit this morning in Assam & tremors felt in Arunachal & NE. My prayers for everyone's safety. May all ensure their safety and of their loved ones. Thanks to PM @narendramodi Ji, HM @AmitShah Ji and @DrJitendraSingh Ji for promptly responding to the situation," Arunachal Pradesh Chief Minister Pema Khandu tweeted.

In West Bengal, strong tremors were felt in Jalpaiguri, Alipurduar, Coochbehar and parts of Darjeeling district but no major damage was reported, local authorities said.

India's 1st floating LNG storage & regasification unit arrives in Maharashtra

Energy World, 14/04/2021

Mumbai: India's first Floating Storage and Regasification Unit (FSRU) has arrived at H-Energy's Jaigarh Terminal in Maharashtra.

In a statement, H-Energy said the FSRU 'Hoegh Giant', which sailed from Keppel Shipyard, Singapore, was berthed at Jaigarh terminal in Maharashtra on Monday.

Darshan Hiranandani, CEO of H-Energy, said: "This will be India's first FSRU based LNG regasification terminal, which marks a new chapter in India's mission for accelerated growth of LNG infrastructure. FSRU based LNG Terminals aim at providing the ability to enhance the pace of natural gas import capability in an environment friendly and efficient manner".

"We are committed to the growth of LNG market in India. We aim to contribute to the overall development of natural gas value chain, aligned with the Prime Minister's vision of increasing the share of natural gas in India's energy mix from present 6 per cent to 15 per cent by 2030," he added.

The LNG regasification terminal will be ready to start testing and commissioning activities soon, said the statement.

Ken-Betwa Link Project to provide water security in Bundelkhand, ensure conservation of species: Bhopal Singh, DG, NWDA

Financial Express, 20/04/2021

This year's world Water Day marked a momentous occasion in India's hydrological history. On March 22, states of Uttar Pradesh and Madhya Pradesh signed a memorandum of understanding with Union Minister of Jal Shakti to implement India's first river interlinking project connecting Ken and Betwa rivers in the Bundelkhand region. The Link Project (KBLP) making it the first project of the National Perspective Plan for interlinking of rivers. The event was attended, virtually, by the Prime Minister Narendra Modi and the CMs of both the concerned states. Ken-Betwa link project which will connect Bundelkhand's two major river (tributaries of Yamuna) is expected to provide the arid region with annual irrigation of 10.62 lakh hectares. Bundelkhand's 62 lakh population will get drinking water supply and 103 MW of hydropower, according to the Union Jal Shakti Ministry. While there are major benefits of India's first river interlinking project it is also facing opposition from some quarters. Concerns have been raised in the environmental and ecological impact of the project and rehabilitation of the project. In an exclusive interaction with Financial Express Online, Bhopal Singh, Director General of the National Water Development Agency talked about how the Ken-Betwa river interlinking project will satiate the thirst of Bundelkhand and also addresses all concerns raised on the environmental impact of the project and issue of rehabilitation. Excerpt:

How is the Ken-Betwa link project going to help in fulfilling the demand of water in the Bundelkhand region?

The Ken-Betwa Link Project (KBLP) is the first Interlinking of River Project under National Perspective Plan (NPP) which is ready for implementation. The Bundelkhand region faces recurring drought conditions which has hampered the socio-economic development of the region. The region is also not very rich in ground water due to hard rock and marginal alluvium terrain. Therefore, there is a need for a

project of a scale which will help in harnessing the flood water during monsoon period and stabilize the water availability in the region in lean periods particularly during drought years.

The Ken Betwa Link Project envisages to provide enormous benefits to the water starved districts viz. Panna, Tikamgarh, Chhatarpur, Sagar, Damoh & Datia of Madhya Pradesh and Banda, Mahoba, Jhansi & Lalitpur of Uttar Pradesh in Bundelkhand region as well as to the Vidisha, Shivpuri and Raisen districts of Madhya Pradesh. The project will provide over 10 lakh hectare annual irrigation and will also provide drinking water supply to a population of about 62 lakhs. Apart from other benefits, the project will help in rejuvenating tanks in the region by feeding them through the link canal, wherever possible, and would help in ground recharge. The project plans to use micro irrigation quite extensively for better water use efficiency. The project will lead to integrated development and management of water resources in the region and thus provide water security to the region.

How long, you think, will it take to connect the two rivers and complete the project? What is the deadline you are looking at?

The project consists of four main parts viz., Daudhan dam complex including Ken-Betwa Link Canal, Kotha barrage, Lower Orr project and Bina complex project. The Daudhan dam complex has been estimated to be completed in 8 years. The Lower Orr, Kotha barrage and Bina complex projects will be completed by 5, 4, 5 years period respectively as per the Comprehensive Report of the link project. The MoA for implementation of the project has already been signed on 22.03.2021 among MP, UP and Centre. The project will be implemented through a Special Purpose Vehicle (SPV) viz., Ken-Betwa Link Project Authority (KBLPA). Govt of India plans to implement this first ILR project as a model project. Most of the clearances have already been obtained for the project. The approval of Public Investment Board and

Cabinet and stage-II forest clearance are expected soon which will pave the way for the commencement of the construction of the project.

Tell us about the various phases in the construction of the Ken-Betwa link project.

The various phases in implementing the project is as follows:

- Circulation of updated PIB Memo among various Ministries/Departments and approval by PIB and Cabinet
- Obtaining remaining clearances like stage-II forest clearance for Daudhan dam, environmental clearance for Lower Orr project etc. Finalisation of Landscape Management Plan for Panna Tiger Reserve (PTR)
- Setting of Steering Committee and Ken-Betwa Link Project Authority with representatives from MP, UP and Centre
- Finalization of funding sources/agency(ies)
- Engagement of Project Management Consultancy(PMC) for management and monitoring of the implementation of the project
- Pre-construction surveys, scheduling/phasing of works involved, tendering, Land acquisition process, etc.,
- Finalisation of R&R plan and initiating action for Displacement and Relocation of project affected families as per the R&R plan
- Award of works for implementation of various components

What is the status of other river interlinking projects in India?

A National Perspective Plan (NPP) was formulated in the year 1980 for transferring water from water surplus basins to water-deficit basins/regions in which 30 links were identified (Figure-I). The National Water Development Agency (NWDA) was established in July, 1982 to carry out water balance studies of various basins/diversion points and the feasibility of identified links. The pre-feasibility report of the

all 30 links have been prepared and circulated. After survey and investigations, the Feasibility Reports of 24 links have been completed.

Based on the decisions taken by Task Force on ILR and Special Committee on Interlinking of Rivers (SC-ILR), some of the links have been identified as priority links. Detailed Project Reports of all the priority links i.e. Ken – Betwa link project, Damanganga – Pinjal link, Par – Tapi – Narmada link and Godvari – Krishna – Penner – Cauvery link have been completed. The various statutory clearances of the Ken – Betwa link project phase have been accorded. A tripartite agreement amongst states of Madhya Pradesh and Uttar Pradesh and Centre has already been signed on 22.03.2021 for the implementation of Ken – Betwa link project. The techno-economic clearance to the Damanganga – Pinjal link project has also been accorded subject to statutory clearances. The DPR of Par – Tapi – Narmada link is under technical appraisal in Central Water Commission. The signing of MoA / MoU for implementation of Damanganga – Pinjal and Par – Tapi – Narmada link projects are under discussions with the concerned party States. The DPR of Cauvery – Vaigai – Gundar link project has been completed and circulated to party States. The DPR of Bedti – Varada link project along with alternates suggested by Govt. of Karnataka is under preparation. It is planned to complete the Feasibility Reports/Detailed Project Reports of all potential links under NPP by the year 2024 by NWDA.

The further progress on the implementation of various links would depend upon the consensus amongst party states as the ILR programme is being pursued by the Central Govt. in a consultative manner and through building consensus amongst party states and the same is difficult to achieve. NWDA has also taken up studies of intra-state links as requested by various states. Out of the 48 link proposals received from nine (9) States, the PFRs of 37 link projects were completed and sent to concerned States. Remaining links are neither feasible or

withdrawn by States. The DPRs of four intra-state link projects viz., Burhi Gandak – Noon – Baya – Ganga link & Kosi – Mechi link of Bihar, Ponnaiyar – Palar Link Project of Tamil Nadu and Wainganga – Nalganga link project of Maharashtra have been completed and sent to party States. The techno-economic, environmental and investment clearances for Kosi – Mechi link project have been accorded and this link is ready for implementation. The DPRs of Damanganga – Vaitarna – Godavari (Kadva Dev) link and Damanganga (Ekdare) – Godavari link of Maharashtra are under progress.

For the future of interlinking of rivers in India, a lot depends on the successful execution of KBLP. Are you conscious about making sure it becomes a success and how do you look at the concept of river linking in solving the water crisis in general.

You are absolutely right. Like reaching an agreement amongst states and Centre for the implementation of KBLP is a very important step for the cause of ILR and cooperative federalism, its successful implementation would be even more critical for the concept of inter basin water transfer for addressing the hydrological imbalance in the country and augmenting the water availability in water short/deficit areas. There are many challenges in the execution of such big infrastructure project like understanding amongst party states, financing, R&R and land acquisition, likely environmental impacts, cost escalation, inordinate delays, dispute resolution. etc. This project also impacts some portion of Panna Tiger Reserve making it more challenging.

KBLP is planned to be implemented as a model project in a time bound manner duly addressing the R&R and environmental issues. The project is planned to be executed through a SPV (KBLPA) assisted by a project management consultancy for efficient management & monitoring using state of art technologies. The

project shall be largely funded by the Central Govt. ensuring timely availability of funds as per requirements. The project has incorporated a very liberal R&R package and a very comprehensive environmental management plan has been made. Also a comprehensive Landscape Management Plan (LMP) is being prepared by Wildlife Institute of India under supervision of National Tiger Conservation Authority and Forest departments for not only taking mitigation measures but also enhancing the conservation and carrying capacity of PTR. The project plans to use a micro irrigation system quite extensively for better water use efficiency. The existing tanks enroute of the link canal are also planned to be rejuvenated and augmented for inclusive water management in the region. Post implementation, an authority shall be created for water accounting, control and regulation of water for optimum utilisation and management of water resources in the basins. The project shall lead to integrated development and management of water resources in the region and would set an example for other similar projects also.

Would you like to address the issue of population displacement and environment/ecological concerns due to the construction of Daudhan dam?

Due to the Daudhan dam, about 9000 hectare of area will come under submergence covering forest land of about 5800 hectare and 3200 hectare of non forest land spread over 10 villages affecting 1913 families. A Resettlement and Economic Rehabilitation Plan for these affected families as per the Act “The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013” has been prepared and included in the estimated cost of the project. The issue of R&R Plan has three major components viz., land compensation, resettlement and economic rehabilitation of displaced persons and economic rehabilitation of PAFs who have lost only land but no house/house sites. Necessary

Socio-Economic Impact Assessment studies have been carried out and the compensation as per the act has been worked out and included in the project cost. The cost of R&R plan has been worked out at Rs.673.51 Crore and included in the DPR.

For the submergence of forest land of 5800 hectare, a comprehensive Environmental Monitoring Plan (EMP) has been prepared covering the land environment including Catchment Area treatment, biological conservations, public health management plan, air & noise pollution management plan under the pre and post project period. The provision of Rs. 6053 crore has been included as the cost of land acquisition, NPV, CAT and CA in the DPR of the project.

In order to mitigate adverse impacts on Panna Tiger Reserve coming under part submergence, as decided by Standing Committee of National Wild Life Board and NTCA, Landscape Management Plan to decide mitigation strategy with respect to Ken-Betwa Link has been entrusted to Wildlife Institute of India, Dehradun and same is under finalisation. In addition to above, three Wild Life Sanctuaries viz Nauradehi, Rani Durgawati of MP and Ranipur Wildlife Sanctuary of UP are planned to be integrated with PTR for proper conservation of Wild Life under Tiger Reserve. This will give ease to Tigers for free movement. Thus the project is aimed at not providing water security in the Bundelkhand region but also ensuring the overall conservation of the region and specially for landscape dependent species such as tiger, vultures and crocodiles.

2. Ferroviaire

Dispatched over 7.2 lakh units via Indian railways in last 5 years: Maruti Suzuki

The Times of India, 20/04/2021

NEW DELHI: Maruti Suzuki India (MSI) on Tuesday said it has transported over 7.2 lakh vehicles using Indian railways over the last five years.

In the last fiscal alone, the country's largest carmaker transported 1.8 lakh units using the rail route.

It was the company's highest ever dispatch since transporting 88,000 units in 2016-17 via railways, the automaker said in a statement.

The increased focus on using railways has helped the company offset over 3,200 MT of CO2 emissions cumulatively, it added.

The company said the 1.8 lakh units dispatched last fiscal via railways route accounted for nearly 13 per cent of total sales in the same period, MSI noted.

"The transportation of finished vehicles via railways has many tangible benefits. It is a clean, environment friendly mode of transportation. It reduces congestion on highways and there is more space available to other vehicles. Therefore, as a conscious effort at Maruti Suzuki, we have taken important steps to enhance vehicle transportation via railways," MSI MD and CEO Kenichi Ayukawa said.

The auto major has come a long way from using a single deck converted rakes to deploying high speed, high capacity new design double deck rakes for transporting its units.

The operations started with the use of railway wagons (converted from old passenger coaches). These single deck wagons had a rake capacity to transport 125 cars.

With growing volumes, there was a need for a shift to high capacity dedicated wagons.

Accordingly, Indian Railways' design arm RDSO (Research Design and Standards Organisation)

took feedback from vehicle manufacturers, including Maruti Suzuki.

RDSO developed a new design, twin-deck rake that doubled the carrying capacity to 265 cars. Over 1,40,000 Maruti Suzuki cars have been transported through these twin-deck rakes.

RDSO further developed the rakes to improve the carrying capacity by 20 per cent. These rakes now carry up to 318 cars and can be operated at speeds of 95/km per hour, highest for any goods train in India.

Till date, 36 high-speed and high-capacity rakes are in active use by Maruti Suzuki and its service providers for despatch of its vehicles.

3. Développement et transports urbains

Cabinet approves ₹14,788 crore Bengaluru metro link to connect airport

Mint, 20/04/2021

New Delhi: The Union Cabinet, chaired by Prime Minister Narendra Modi, on Tuesday approved the construction of 58.19 km of Bangalore Metro Rail Project that will help improve connectivity to the airport and ease traffic congestion.

"The total completion cost of the project is ₹14,788.101 crore," the government said in a statement.

Briefing reporters after the cabinet meeting, India's minister for railways, commerce and industry and consumer affairs, food and public distribution Piyush Goyal also said the Cabinet Committee on Economic Affairs (CCEA)

approved an exclusive subsidy policy for urea produced by Talcher Fertilizers Ltd.

The plant involving an investment of ₹13,277 crore is India's first fertiliser project to use coal-gasification technology and is expected to help in reducing yearly urea imports to the tune of 12.7 lakh metric tonne.

The Bengaluru metro project, to be completed within 54 months, is spread over two phases—2A, connecting Central Silk Board junction to K.R. Puram, and 2B, that will connect K.R. Puram to Bengaluru airport via the Hebbal Junction.

"The project will streamline the urban transportation system in Bengaluru, which is stressed due to intensive developments, increase in the number of private vehicles and heavy construction in the city putting stress on travel infrastructure and industrial activities and to provide the people a safe, secure, reliable and comfortable public transport," the government said in another statement.

India is building a metro rail network in its cities. With 702 km, metro rail service is present in 18 cities and the plan is to take it to 25 cities by 2025 by expanding the network to 1700 km. The government has also allocated ₹23,500 crore for the projects related to Mass Rapid Transit System (MRTS) and metro services in the current financial year.

"In a landmark decision today, Union Cabinet gives its approval to Phases 2A (19.75 km & 13 stations) & 2B (38.44 km & 17 stations) of Bengaluru's Namma Metro at a cost of ₹14,788 cr," housing and urban affairs minister Hardeep Singh Puri said in a tweet.

Master plan: Future-ready Delhi with housing for all

The Times of India, 14/04/2021

NEW DELHI: Delhi Development Authority gave preliminary approval to the draft Master Plan for Delhi (MPD) 2041 on Tuesday. The plan aims to make the capital a more sustainable, liveable and safe city with housing for all and better economic opportunities. The document takes into consideration national and international best practices to make Delhi 'future-ready'.

The draft MPD-2041 was according preliminary approval at the meeting chaired by lieutenant governor Anil Baijal, and will now be placed in public domain by the first week of May for objections and suggestions from the public.

"We have prepared a comprehensive forward-looking document to make the city sustainable, liveable and vibrant," said DDA vice-chairman Anurag Jain, adding the document focused thoroughly on all aspects from tackling air, water and noise pollution to boosting the city's economy. "Apart from walkability and cyclability, the draft MPD also incorporates urban design concepts like 'eyes on the streets'. A lot of research and hard work has gone into it and it incorporates many best practices," Jain said.

The plan is laid out in six sections in two volumes, covering environment, economy, transport and mobility, heritage, culture and public spaces, shelter and social and physical infrastructure. The plan contains strategies and specific norms for guiding future spatial development of Delhi, covering both green field and brown field development, including land pooling, green development area, regeneration of planned and unplanned areas, transit-oriented development (TOD), etc.

In a statement, DDA said the draft plan aims to make Delhi an environmentally responsible, future-ready digital city focusing on ease of living, good quality, affordable, clean and safe

living environments and efficient mobility options to all, vibrant place for economic, creative and cultural hubs, attracts talent and facilitates livelihood opportunities for everyone and inclusive health facilities.

The plan aims at 'compact' and sustainable development through TOD-based projects to bring jobs and homes closer to mass transit. It desires regeneration of the old and dilapidated areas, re-densification of localities and provides for improving social infrastructure in urban villages and unauthorized colonies.

For the first time, the plan would be GIS-based and multi-layered to make it easy-to-read and to enable anyone to find out exact policies and provisions in every zone.

Explaining how the draft preparation beat both the barriers of time and the Covid-19 outbreak, Jain said, "We kept aside time every week for the work and kept moving forward. Apart from interaction with experts, focused group interactions were also carried out." The issues were finally discussed with the LG, who is chairman of DDA.

Jain said that some policies like those related to TOD, green area development and additional development control norms for land pooling were brought in as amendments to MPD-2021 itself instead of waiting for MPD-2041.

DDA plans to tackle air, water and noise pollution by adopting 'extremely strict' codes and will promote reuse of treated waste water for horticulture and irrigation, mandatory dual piping system, green credits as part of incentivised development, and optimal utilisation of available water supply. "All MPDs since 1962 have an emphasis on the environment. That is why one-fifth of Delhi's area consists of greens. The new plan has also considered climate change," said AK Jain, former DDA planning commissioner.

Sikkim plans 100% rural tap water coverage in 2022, Tripura in 2023

Mint, 14/04/2021

Sikkim and Tripura plan to provide tap water connections to all rural households by March 2022 and 2023 respectively.

This comes against the backdrop of India's 38% rural population being covered under the marquee Jal Jeevan Mission (JJM), with 21.4% rural households already provided with tap water connection since the scheme's launch in 2019.

"Tripura has around 800,000 rural households, of which 214,000 (27%) households have tap water connections. The state has planned to provide 100% tap connections to all rural households by 2023. The state has a good drinking water supply infrastructure and has water supply schemes in all 1,178 villages. In 2020-21, 142,000 tap water connections have been provided. The state plans to provide 380,000 tap connections in 2021-22," Jal Shakti ministry said in a statement on Saturday.

The scheme aims to ensure assured tap water supply, or 'Har Ghar Jal', to all rural households by 2024. Four crore households have been provided with tap water connections since the scheme's announcement on 15 August 2019.

"Sikkim, a tiny state nestled in the lap of Himalayas in north eastern India, has about 105,000 households, out of which 81,000 (77%) households have tap water connections. About 10,300 tap water connections were provided in 2020-21. State has planned to provide 100% tap connections in all households by the year 2021-22. The state also has a good water supply infrastructure and has water supply schemes in 411 villages," the statement added.

This comes against the backdrop of water supply getting a leg-up in the Union budget presented in February, wherein an outlay of Rs2.87 trillion was announced for the launch of the Jal Jeevan Mission Urban. The aim is to supply water to 4,378 urban local bodies with 26.8 million tap connections

"In 2021-22, Rs50,011 crore budget allocation has been made for Jal Jeevan Mission. Further, there is also Rs26,940 crore assured fund available under the 15th Finance Commission tied-grants to RLBs/ PRIs for water & sanitation, matching state share and externally aided projects. Thus, in 2021-22, more than Rs1 trillion is planned to be invested on ensuring tap water supply to rural homes. With this enhanced budgetary allocation, states are likely to get almost 2.5 times of central funds in 2021-22 vis-à-vis 2020-21," the statement added.

In July 2019, the government had formed a new ministry, Jal Shakti, to address all water issues in the country. The Jal Shakti ministry was formed by integrating it with other existing ministries, such as water resources and the ministry of drinking water and sanitation. The larger aim is to work with state governments to ensure 'Har Ghar Jal' to all rural households by 2024.

4. Pétrole, gaz et biocarburants

RIL, BP announce start of production from deepwater gas field in KG-D6

Energy World, 26/04/2021

New Delhi: Reliance Industries Limited (RIL) and bp today announced the start of production from the Satellite Cluster gas field in KG-D6 block off the east coast.

The two companies have been developing three deep-water gas developments in block KG D6 – R Cluster, Satellite Cluster and MJ – which together are expected to produce around 30 mmscmd (1 billion cubic feet a day) of natural gas by 2023, meeting up to 15% of India's gas demand.

The Satellite Cluster is the second of the three developments to come onstream, following the start-up of R Cluster in December 2020. It had originally been scheduled to start production in mid-2021, the companies said in a statement.

The field is located about 60 km from the existing onshore terminal at Kakinada on the east coast of India in water depths of up to 1850 meters. The field will produce gas from four reservoirs utilizing a total of five wells and is expected to reach gas production of up to 6 mmscmd.

Together, the R Cluster and Satellite Cluster are expected to contribute to about 20% of India's current gas production. The third KG D6 development, MJ, is expected to come onstream towards the latter half of 2022.

The gas developments will each utilize the existing hub infrastructure in the KG D6 block. RIL is the operator of the block with a 66.67% participating interest and bp holds a 33.33% participating interest.

Indian Oil refineries operating at 95 per cent capacity, sources say

Energy World, 23/04/2021

CHENNAI: Indian Oil Corp Ltd's (IOC) refineries are operating at about 95 per cent of their capacity, down from 100 per cent at the same time last month, two sources familiar with the matter told Reuters.

Coronavirus cases have surged in India, leading to curbs on movement across the country, a move analysts say could hit fuel demand in the world's third largest oil importer and consumer.

An official at IOC, India's biggest oil refiner, said the cuts in runs at its refineries were "marginal" but analysts and industry officials say there could deeper reductions in output from the country's refineries in coming days.

"If cases continue to rise and curbs continue or intensify for a longer period, we may see cuts in refinery runs and lower demand after a month," an industry source said.

Consultancy FGE said it estimates gasoline demand will drop by 100,000 barrels per day (bpd) in April and by more than 170,000 bpd in May if further restrictions are imposed. India's total gasoline sales came to nearly 747,000 bpd in March.

Diesel demand is expected to contract by 220,000 bpd in April and by another 400,000 bpd in May, according to FGE.

India's diesel consumption, a key indicator linked to economic growth and which accounts for about 40 per cent of overall refined fuel sales in India, was 1.75 million bpd in April.

While curbs to restrict movement are in place in many parts of India, it has not imposed a total shutdown as it did in March last year. Most businesses are still operating normally.

Gasoline and diesel sales by India's state fuel retailers in the first 21 days of April were higher than in 2020, industry data showed, mainly because of lower demand last year during the complete lockdown.

Diesel demand was lower compared with the same period of 2019, while gasoline demand was up 2 per cent, the data showed.

FGE said it had cut its liquefied petroleum gas (LPG) consumption estimates for April and May marginally, with the delivery of LPG cylinders to households likely to be hit in the coming weeks with more lockdown announcements and travel curbs.

LPG sales by India's state retailers in the first three weeks of April fell 1.9 per cent to 1.5 mln tonnes, the data showed.

5. Electricité et énergies renouvelables

ReNew Power commissions 105 MW solar project in Gujarat

Energy World, 22/04/2021

ReNew Power on Wednesday said it has commissioned a 105 megawatt (MW) solar generation facility in Gujarat. The project has a 25-year power purchase agreement with Gujarat Urja Vikas Nigam Ltd (GUVNL) to provide clean electricity to the state at a tariff of Rs 2.68/kWh, a company statement said.

This project located in the Patan district of Gujarat takes ReNew's total operational solar capacity in the state to 145 MW and total aggregate solar capacity to 4.7 GW across India. Since March, ReNew Power has announced the commissioning of over 500 MW of combined wind and solar energy projects in Gujarat and Rajasthan.

"The 105 MW Gujarat project commissioning is a significant step forward for ReNew Power. The project has been commissioned amidst a COVID-19 surge and reflects the commitment of our team to contribute towards India's ambition of achieving 450 GW of clean energy by 2030,"

said Founder, Chairman and CEO of ReNew Power, Sumant Sinha.

ReNew develops, builds, owns and operates utility-scale wind, solar and firm power projects. As of December 31, 2020, ReNew Power had a capacity of close to 10 GW of wind and solar energy projects across India, including commissioned and committed projects.

India closer to building world's biggest nuclear plant: EDF

Energy World, 24/04/2021

Paris, April 23, 2021 -French energy group EDF took Friday a key step towards helping to build the world's biggest nuclear power plant in India, a project blocked for years by nuclear events and local opposition.

The company said it had filed a binding offer to supply engineering studies and equipment to build six, third-generation EPR reactors in Jaitapur, western India.

Once finished, the facility would provide 10 gigawatts (GW) of electricity, roughly enough for 70 million households.

Construction is expected to take 15 years, but the site should be able to start generating electricity before its completion.

Finalisation of the contract was expected "in the coming months", an EDF statement said.

EDF, which is in exclusive talks with Indian officials, would not build the power plant itself, but would provide the nuclear reactors in a deal that includes US partner GE Steam Power.

The state-owned PSU Nuclear Power Corporation of India controls the national

nuclear energy sector, and the EDF offer was submitted to the country's nuclear operator NPCIL.

Although no financial details have been released, the contract is estimated to be worth in the tens of billions of euros (dollars).

It faced opposition however from local inhabitants since the idea was first floated around 20 years ago, and was delayed after the 2011 nuclear disaster in Fukushima, Japan.

The far-right Shiv Sena party, which is powerful in Maharashtra state where Jaitapur is located, campaigned against the plan, though it has become less vocal recently.

EDF estimates the project will create around 25,000 local jobs during the construction phase, and around 2,700 permanent jobs.

Earthquake risks and the potential impact on local fishing have been cited as key issues.

But Xavier Ursat, head of EDF's nuclear division, told AFP that the company estimates that the site's "geological conditions are excellent and fully comparable to what we find in a country such as France."

India already has several agreements for exchange of nuclear technologies and expertise with countries like US, France, Russia and Japan.

Russia -- India's traditional ally -- supplies nuclear fuel and has built reactors in the country, for example.

At present, there are 22 functioning nuclear reactors in India, most of them pressurized heavy water reactors, providing about three percent of the country's power.

India may build new coal plants due to low cost despite climate change

Energy World, 19/04/2021

CHENNAI: India may build new coal-fired power plants as they generate the cheapest power, according to a draft electricity policy document seen by Reuters, despite growing calls from environmentalists to deter use of coal.

Coal's contribution to electricity generation in India fell for the second straight year in 2020, marking a departure from decades of growth in coal-fired power. Still, the fuel accounts for nearly three-fourths of India's annual power output.

Environmental activists have long rallied against India adding new coal-fired capacity. Solar and wind energy prices are falling to record lows, which would help the world's third-largest greenhouse gas emitter cut emissions.

U.S. Special Presidential Envoy for Climate John Kerry this month said India was "getting the job done on climate, pushing the curve," as he began talks with government leaders aimed at cutting carbon emissions faster to slow global warming.

But a 28-page February draft of the National Electricity Policy (NEP) 2021 - which has not been made public - showed India may add new coal-fired capacity, though it recommended tighter technology standards to reduce pollution.

"While India is committed to add more capacity through non-fossil sources of generation, coal-based generation capacity may still be required to be added in the country as it continues to be the cheapest source of generation," the NEP draft read.

All future coal-based plants should only deploy so-called "ultra super critical" less polluting

technologies "or other more efficient technology", it added.

State-run NTPC Ltd, India's top electricity producer, said in September it will not acquire land for new coal-fired projects. Private firms and many run by states across the country have not invested in new coal-fired plants for years saying they were not economically viable.

A source with direct knowledge said a government panel of various power sector experts and officials will discuss the draft and could make changes before seeking cabinet approval.

India's power ministry did not immediately respond to a request for comment on Sunday.

The draft document also proposed trade of renewable energy in day-ahead markets, creating separate tariffs for electric vehicle charging stations and privatizing electricity distribution companies.

ALTERNATE POWER SOURCES

The NEP 2021 is India's first attempt at revising its electricity policy enacted in 2005, when the country produced negligible renewable energy.

Experts say phasing in renewable energy sources and phasing out conventional sources such as coal and natural gas rapidly could lead to instability in the electricity grid, potentially causing blackouts.

While suggesting flexible use of coal-fired and natural gas-fired power to ensure grid stability in the coming years, the draft policy lists promoting clean power as its primary objective.

The policy draft suggested expediting adoption of "cost effective" pumped hydro storage to support the electricity grid, adding that only 4.8 gigawatts (GW) of a potential 96.5 GW of

pumped storage capacity has been developed so far.

The policy also recommends compensating natural gas-fired plants for operating at reduced efficiency to ensure grid stability, and for suffering higher wear and tear due to fluctuations in generation.

6. Mobilités électriques

Sales of EVs in India fell 20% in FY21 to 2,36,802 units: SMEV

Times of India, 22/04/2021

NEW DELHI: Society of Manufacturers of Electric Vehicle (SMEV) on Thursday said sales of EVs in India fell 20 per cent in the financial year 2020-21 to 2,36,802 units.

In 2019-20 sales of electric vehicles (EVs), including electric two-wheelers (E2W), electric three-wheelers (E3W) and electric four-wheelers (E4W), stood at 2,95,683 units.

For FY21, the E2W segment sales declined by 6 per cent to 1,43,837 units, as compared to 1,52,000 units in FY20, SMEV said in a statement, adding that the FY21 E2W sales included 40,836 high-speed and 1,03,000 low-speed E2W.

The E3W segment registered sales of 88,378 units as against 140,683 units sold in FY20. The data doesn't include E3Ws that are not registered with the transport authority, it said.

In the E4W segment, the industry witnessed registration of 4,588 units, compared to 3,000 units in FY20, a jump of 53 per cent.

Commenting on the sales performance, SMEV director-general Sohinder Gill said, "we were anticipating a good growth before the start of FY21, but sales remained stagnant due to various reasons. The sales in the electric three-wheeler

and two-wheeler segment stood low as compared to last year."

A good thing has happened that people have started moving towards advanced lithium ion batteries and the city-speed and high-speed category in the two-wheeler segment have witnessed growth, he added.

"However, a lot more needs to be done to achieve the target under the FAME II scheme. Timely intervention by the government in a form of policy change is required to fuel the growth and achieve the target by the end of FY22," Gill asserted.

SMEV said a strong bank finance mechanism for EVs is still missing with only a few banks like SBI and Axis, offering loans on select models. The government should ask banks to offer loans on EVs to augment sales.

It, however, said the future of EV in the B2B sector is positive with a lot of traction coming from this segment for the next 2-3 years with the likes of Amazon India and Flipkart announcing that they will deploy EVs in their fleet of delivery vehicles.

The EV industry body also pointed out that while many states, including Delhi, Maharashtra, Andhra Pradesh, Haryana, Karnataka, Kerala, Madhya Pradesh, Meghalaya, Punjab, Tamil Nadu, Telangana, Uttar Pradesh and Uttarakhand, have rolled out their EV policy, some states are yet to implement the policy.

"The early implementation of state-level policy could assist in creating a larger ecosystem in the country that would help the industry to grow at a much faster pace," it said adding the state government policy should be focused on demand generation for the initial period that would help in getting more volumes on the road.

In terms of charging infrastructure, SMEV said there has been rapid improvement with around 1,300 charging stations set up till now.

"Many corporates have ventured into the segment and started installing charging stations across the country. We anticipate that in the next 5-6 years, we would be able to create robust charging infrastructure in the country," it said.

India to get world's largest electric two-wheeler charging network by Ola

Express Drives, 22/04/2021

Ola Electric has announced its charging solution plans for all its future electric two-wheeler customers. In line with this, the company has unveiled the Ola Hypercharger network and says that it will offer the most comprehensive set of charging options to its customers through a combination of widely deployed high-speed charging stations and home-charger that will come bundled with the Ola electric scooter. The company claims that its upcoming Hypercharger network will be the widest and densest electric two-wheeler charging network in the entire world. The brand aims to install 1,00,000+ charging points across 400 cities in India and in the first year alone, over 5,000 charging points will be set up across 100 cities in the country.

Ola Electric says that the Hypercharger will also be the fastest two-wheeler charging network as an Ola Scooter can be charged 50 percent in just 18 minutes for a 75 km range. Ola says that the Hyperchargers will be widely deployed across cities in city centers and dense business districts as standalone towers and in popular locations like malls, IT parks, office complexes, cafes, and more. The home charger by Ola will require no installation and with this, customers can charge

their scooter by simply plugging into a regular wall socket for overnight charging.

Customers will be able to monitor the charging progress in real-time through Ola Electric smartphone application and the same app can be used to pay for charging as well. The soon-to-be-launched Ola electric scooter will be manufactured at Ola's mega factory that is currently being built in Tamil Nadu, with its first phase set to get ready this summer. Ola says that its electric scooter will be priced aggressively.

Lithium-ion battery maker Lohum to invest up to Rs 250 crore in three years on capacity expansion

Energy World, 19/04/2021

New Delhi: Lithium-ion battery pack manufacturer and recycling company Lohum plans to invest up to Rs 250 crore in the next three years to enhance its capacity with plans to foray into electric four-wheeler battery segment, according to a top company official.

The company, which currently has battery manufacturing capacity of 300 megawatt-hours per annum, plans to set up a new unit at Greater Noida to take its total battery manufacturing capacity to a "gigawatt-hour scale" to respond to the surge in demand from the electric vehicles segment.

"What we had anticipated for 2022 capacity, we realised that our capacity will fall short. Immediately... we have to set up more capacity and that is what we are now in the process of doing both on the manufacturing and recycling side," Lohum Founder and CEO Rajat Verma told.

Elaborating on the plans, he said, "At this stage our immediate goal is to set up a large integrated facility in the next 12 months time

frame, where we can manufacture up to 1,000 batteries a day, where we can process up to 1,000 tonnes of old feedstocks a day. Approximately, to go out and set up a gigawatt-hour scale manufacturing facility and a 1,000 tonne (per day) recycling facility."

The current capacity of the company is approximately 300 megawatt-hours per annum and in terms of units per day it translates into about 200-250 units a day.

When asked about investments on the new project, Verma said, "In the very near term horizon, we are looking to deploy about another Rs 50 crore. In the next two to three years timeframe, we are looking to deploy an additional Rs 200 crore. All these will into enhancing capacities of battery packs for two, three and four-wheelers.

"Although the company currently offers electric two-wheeler, three-wheeler battery packs along with batteries for storage application, he said Lohum has started a pilot project for electric four-wheeler batteries as well.

"We have started working with a couple of four-wheeler customers, who don't do traditional four-wheelers. These are slightly different four-wheeler categories. We are putting together battery packs for the four-wheeler category," he said without disclosing the partners.

Stating that the project is at a pilot stage at the moment, Verma said, "We anticipate to go into mass production there as we set up the factory.

"Bullish on the growth of the EV market in India, he said, "Things started looking up pretty well in the September-October timeframe and then a lot of EV models came out in the market. With petrol and diesel maintaining their high prices, the awareness around EVs has percolated at a much deeper scale than we all anticipated."

Asserting that in two-wheeler and three-wheeler

segments, EVs have established a firm footing, he said, "In the next 3 to 5 year timeframe, I can be extremely bold and say new sales will probably be entirely driven by electric vehicles."

With many options and better products coming in the two-wheeler and three-wheeler categories, the price point at operational level is much more competitive compared to the traditional vehicles market, he said adding although with finances coming in for EVs as well, the cost of acquisition will also come down.

However, for the four-wheeler segment, specially in small cars and sedans segment, Verma said it will take longer for EVs to be competitive against the conventional vehicles.

7. Environnement et qualité de l'air

Fly ash utilisation deadline extended for thermal power plants

Hindustan Times, 26/04/2021

The Union environment ministry has extended the deadline for thermal power plants to ensure 100% utilisation of fly ash by 3 to 5 years, according to a new draft notification issued by the ministry on April 22.

It also gives 10 years to thermal power plants to utilise the unutilised fly ash, or legacy ash which is stored. For the first time, the notification has a provision of imposing fines on thermal power plants that don't comply with the new timelines.

The previous deadline for 100% fly ash utilisation was December 31, 2017, as per a notification issued by the ministry on January 25, 2016. As per the new draft notification, thermal power plants (TPP) with fly ash utilisation of 60% to 80%

will get 4 years while those with fly ash utilisation of less than 60% will get 5 years' time to ensure 100% fly ash utilisation.

Non-compliant power plants will be slapped a fine of ₹1,000 per tonne on unutilised ash during the end of the deadline. Coal or lignite plants which are not able to utilise 100% of ash in the third year of the next three-year cycle, would be liable to pay a fine of ₹1,000 per tonne on the unutilised quantity.

For legacy ash, if the coal- or lignite-based thermal power plant has not achieved utilisation equivalent of at least 20% (in the first year), 35% (in the second year), 50% (from third to tenth year) as stipulated in the notification, a fine of ₹1,000 per tonne of unutilised legacy ash during that financial year will be imposed. And, if the utilisation of legacy ash is not completed at the end of 10 years, a fine of ₹1,000 per tonne will be imposed on the remaining unutilised quantity.

"The new deadlines have been decided based on the current utilisation of fly ash at thermal power plants. The provision of fines has been made under the 'polluter pays' principle," said a senior environment ministry official.

"The fine collected by Central Pollution Control Board (CPCB) from the thermal power plants and other defaulters shall be used towards the safe disposal of the unutilised ash. The liability of ash utilisation shall be with TPPs even after imposition of fines on unutilised quantities," the notification states.

Ash generated from thermal power plants can be utilised for manufacturing brick /blocks/tiles; cement manufacturing, ready mix concrete; construction of road and fly over embankment; ash and geo-polymer-based construction material; construction of dam; filling up of low lying areas; filling of mine voids; manufacturing of sintered/ cold bonded ash aggregate etc.

All agencies (government, semi government and private) engaged in construction activities such as road laying, road and flyover embankments, shoreline protection structures in coastal districts and dams within 300 km from the lignite/coal-based TPPs shall mandatorily utilise fly ash, provided it is delivered at the project site free of cost and transportation cost is borne by the thermal power plants. Thermal power plants may charge for ash cost and transportation as per mutually agreed terms, in case the plant is able to dispose the ash through other means and agencies make request to procure it.

"This notification is the most elaborate than any previous fly ash utilisation notifications that have been in place since the late 1990s in that it acknowledges legacy problems of fly ash non-utilisation and introduces fines for non-compliance. But it also falls short on some significant questions. Fly ash management is a financial problem for generators of fly ash which is what leads to indiscriminate dumping. It is also a result of hiding the amount of ash that will be generated by making operations appear acceptable while seeking pollution consents and environmental approvals. In places where ash dykes routinely leak, pipelines regularly burst, and fly ash is habitually dumped indiscriminately, impacts of fly ash are not only about technical compliance. It is a reality that affects ecology, public health and food security," said Kanchi Kohli, legal researcher at Centre for Policy Research.

The environment ministry had last month issued new norms which give an extension of 1 to 3 years to all thermal power plants to comply with the emission norms. A Centre for Science and Environment (CSE) analysis had found that the penalty charged to companies for not complying with the extended deadline is lower than the cost of complying. CSE's analysis showed that while installing the equipment for pollution control would cost between ₹40-100 lakh/MW, the penalty that thermal power plants would have to pay to keep running without

installing the equipment is only ₹5-11 lakh/MW as per the new amendment.

India will raise its climate ambitions but not under pressure, says Prakash Javadekar

Financial Express, 14/04/2021

Union Environment Minister Prakash Javadekar on Wednesday said India will raise its climate ambitions but not under pressure, and that it will not allow anybody to forget their historical responsibility.

He also said that India is suffering because of the mistakes of others and "is not responsible for climate change that is happening".

Javadekar made the remarks during a speech after a meeting with French Foreign Minister Jean-Yves Le Drian at the French Embassy.

The minister said the collaboration between India and France will go "deep and deeper", as Prime Minister Narendra Modi and French President Emmanuel Macron have an "unusual good chemistry amongst themselves".

Underlining that India is a responsible country, Javadekar said, "We will complete our commitments, raise our ambitions but not under pressure. And we will also ask countries to provide finance and technological support and about their (climate) actions."

He said India is the only G-20 country to walk the talk on the Paris climate agreement and "we have done more than we promised".

The minister said that frequency of abnormal (weather) events has increased but "let us not forget that this is not a new phenomenon".

"What we are suffering today was caused 100 years ago. European and American countries

and China, in the last 30 years, emitted (greenhouse gases) and therefore, the world is suffering, India is suffering because of actions of others," he said, adding that historical responsibility is a very important aspect in climate debate.

"We cannot just forget it (historical responsibility), and we will not allow anybody to forget it," Javadekar said.

Everyone is facing common threats, but those who have polluted will have to act more, he said.

"They committed in Copenhagen, 100 billion dollars per year, but where is the money. There is no money in sight," he said.

Under the Copenhagen Accord, developed countries committed to a goal of mobilising 100 billion dollar a year by 2020 to help developing countries mitigate climate change.

Javadekar said many countries have forgotten their pre-2020 commitments. "Follow your Paris ambitions first. Everybody is talking of 2050 and not of 2025 or 2030," he said.

"Now we are saying don't use coal but the alternative has to be much cheaper than coal, only then people will do away with coal," he said, adding that India is not a major emitter.

The minister mentioned that China's coal consumption is 4 billion tonnes this year as compared to India's 850 million tonnes.

"How are we comparing apples with oranges? So, the principle of equity is also important. The

poor of this world has the right to grow. They need power," he said.

Javadekar said Europe's power consumption per capital per year is 10,000 kilowatts, ours is 1,200 kilowatts.

India has increased its tree cover by 15,000 square kilometers, aims to restore 26 million hectares of degraded land by 2030, and reduced its emission intensity by 26 per cent, he said.

India has levied 40 per cent carbon tax on fossil fuel, state and Centre put together.

"France also tried this but they had to roll it back. With 36 parties, such diversity, such a huge country which is not so developed, we are doing this. This is the level of our commitment," he said.

Countries responsible for climate change should finance what they committed to and make technology available at an affordable cost, the minister said, adding that fighting climate change is not a business but a duty.

The world has agreed to supply anti-AIDS drugs at cost price, because the disease is considered a disaster.

"If climate change is a disaster, we should not profit from this as well," he said.

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Rédacteurs : Dimitri Canton, Marie Bourbon, Thomas Salez,
Maxime Du Bois

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