

# Government Policy Report

## November 2021 Edition

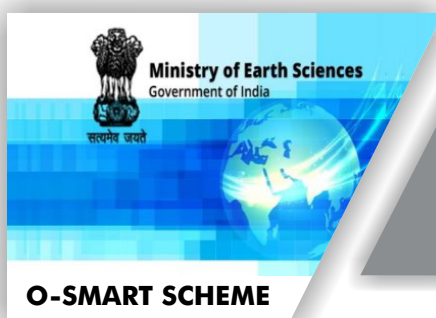


### Policies Covered In The Edition



1. E-Amrit Portal: Initiative to Raise Awareness About Electric Vehicles

2. Bharat Gaurav Scheme by Indian Railways



3. Ocean Services, Modelling, Application, Resources, and Technology (O-SMART) Scheme

## E-Amrit Portal: Initiative to Raise Awareness About Electric Vehicles

India launched a web portal on Electric vehicles (EV) named 'E-Amrit' at the recently held COP26 summit in Glasgow, UK. It is a one-stop destination for all information about Electric Vehicles. One of the major objectives to develop the E-Amrit portal is to make consumers aware of the advantages of electric vehicles and provide EV-related information to various other stakeholders. It will contain all kinds of information related to electric vehicles, investment opportunities, policies, and subsidy information at a single location.

The portal has been launched under the collaborative knowledge Exchange program between India and UK Government. The one of its kind resource portal for EV has been developed and hosted by the Indian think tank organization NITI Aayog. This great initiative is a part of the UK-India Joint Roadmap 2030, which has been signed by the Prime Ministers of both countries during the event. Some of the major benefits of the portal will be:

- **The Consciousness of customers and various stakeholders will increase about electric vehicles:**

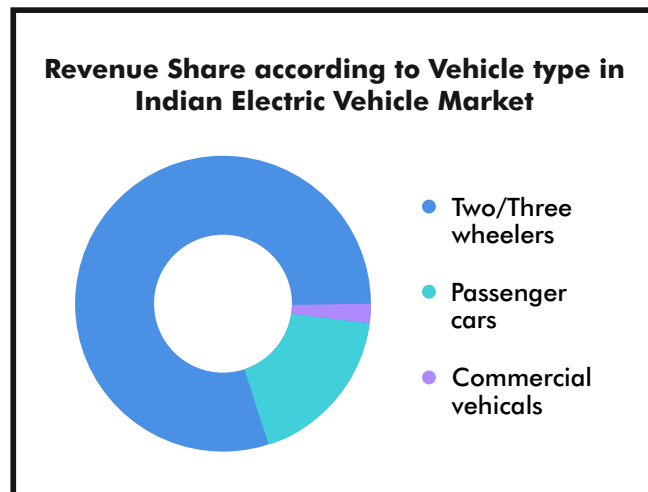
One of the most beneficial pursuits of this scheme is to make consumers aware of the benefits of electric vehicles. Currently, the Indian government has taken several initiatives to accelerate the decarbonization in the transportation sector along with a major policy push for the adoption of electric mobility in the country through schemes like FAME and PLI. The schemes have been started creating positive momentum for the early adoption of electric vehicles by the Indian masses.

- **India will be all set to become an EV market of Rs 14.42 lakh crore by 2030:**

NITI Aayog has made the portal so user-friendly that it will have all the features and information related to EVs to attract each stakeholder from customer to investor. A study by the CEEW Center for Energy Finance (CEEW-CEF) states that India is planning to create an EV market worth Rs. 14.42 lakh crore by 2030 and an expected investment of Rs 12.5 lakh crore would be required to realize this target and the portal is going to play a major role in this direction.

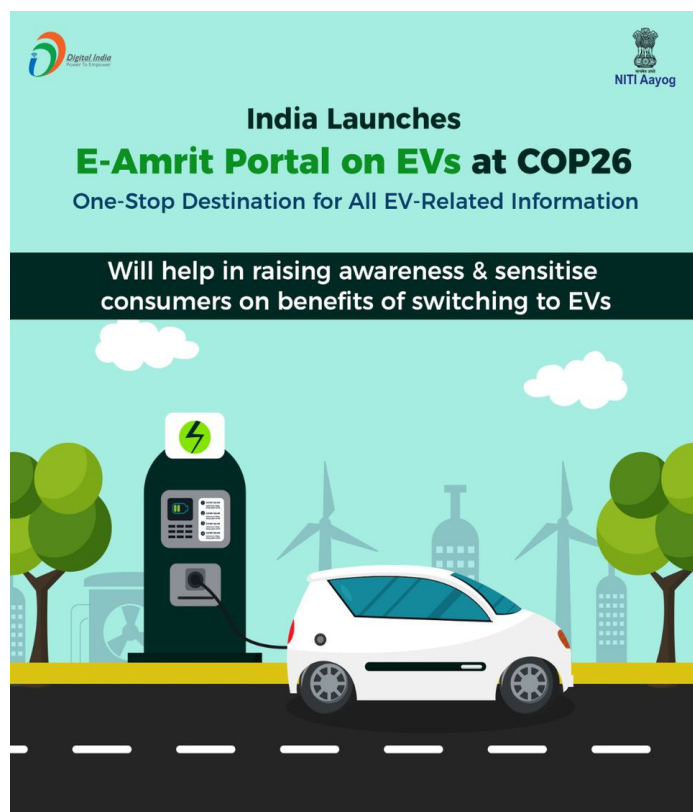
Environmental pollution in India has almost reached the threshold level and the rising population is creating more pressure on the mobility and the transport sector over time. According to the Climate Risk Index 2020, India is in the top 5 list, which means that

India is in a vulnerable position concerning climate change. In such a situation, there is no other option but to adopt e-mobility at a faster pace. To address the environmental concerns effectively, the Government of India decided to promote electronic vehicles (EVs) to reduce pollution and positively contribute to the climate change scenario.



However, according to a Castrol Report, new car owners will not buy electric vehicles until 2030 for a variety of reasons. Out of which, lack of proper charging infrastructure is one of the important factors. But whatever the reason will be for using and promoting EVs on Indian roads, the total electric cars on Indian roads will be around 100 million by the financial year 2030, from just half a million in FY2020. In this regard, keeping the consumers aware of the EV market trends is the need of the hour and will prove a major milestone in achieving the target

Looking ahead, India aspires to attain its vision of 100% electric vehicles by 2030 through various policy and governance measures. Certainly, factors such as increased government support, decreasing cost of technology, consumers' increasing interest in Evs, higher pollution levels, etc. will collectively fuel its adoption by the Indian masses and also accelerate India's transition to electric vehicles and enable the government to get closer to its vision. However, there is still a long way to go in terms of the adoption of electric vehicles in India. But India's progress on the path has been commendable. Nonetheless, the transition will certainly take place at a steady pace but the important is that the right path has been set and change has been already started to take shape.



## Bharat Gaurav Scheme by Indian Railways

The Indian Railways has launched “BHARAT GAURAV SCHEME” on 23<sup>rd</sup> November 2021 to attract local and international tourists and give a boost to the industry in the post-Covid-19 economic scenario. The main feature of the first-of-its-kind scheme is to provide cost-effective tourism on Indian cultural and historical places to Indian and international travelers and expose them to India's glorious rich heritage. Under this, the private tour operator or service provider can take trains on lease from railways and can run them on any theme-based circuit of their choice.

They will get all the freedom to decide the route of trains, fares, and quality of services along with the naming, branding, and advertisement rights for the duration of the lease agreement. For this purpose, railways have kept 3033 ICF coaches, which is roughly equivalent to 150 trains. Anyone including individuals, partnership firms, companies, trusts, societies, consortia, and even state governments can apply for the lease under the scheme and run them on special theme-based tourist circuits such as Ramayana-themed train that goes to all places associated with Lord Rama.

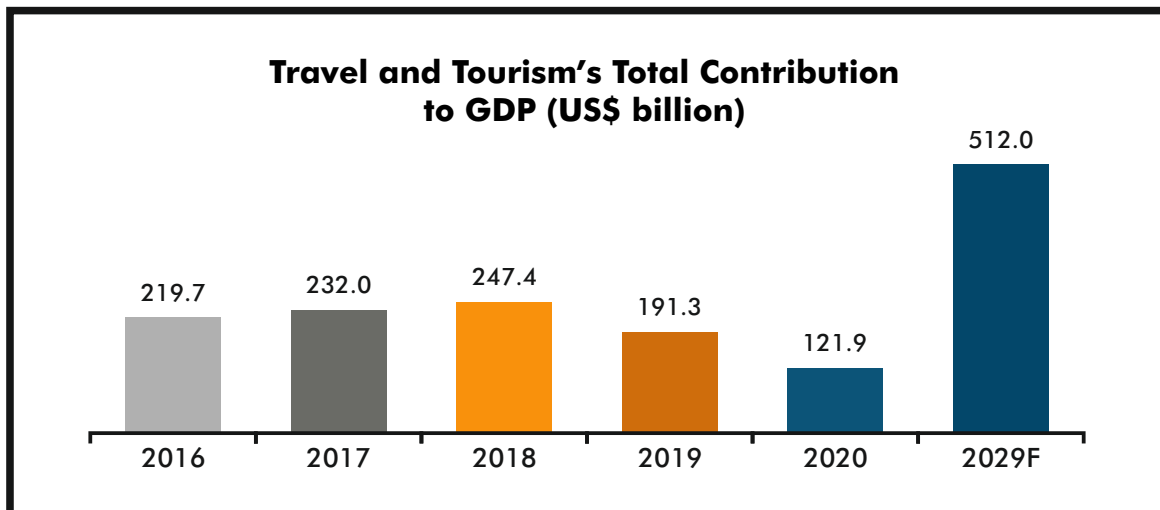
Any interested service provider can apply for leasing the train by making an online registration of them selves with a one-time fee of Rs 1 Lakh. This lease arrangement can be done for 2 to 10 years. The service providers will need to pay a security deposit of Rs 1 Crore per rake. The size of each train will be 14-20 coaches along with two guard vans. Railways will only look into the freight charges and right of use charges as per the policy. The operators can opt for both furnished or unfurnished coaches as per their requirements.

The criteria for operators under the Bharat Gaurav Scheme are that the operator has to offer sightseeing tours including local transportation (such as a taxi), food, onboard entertainment, hotels at stopover locations, etc. The scheme is all set to create impact in several ways and help in boosting the tourism industry along with contributing to the economic and cultural growth of India. Some of the major projections for the Indian tourism industry and the contribution of the scheme are:

- Tourism in India is important for the country's economy and in the post covid period it is growing at a steady pace, such schemes can provide impetus to the Indian tourism industry in such a scenario.



- According to the World Travel and Tourism Council, the contribution of the travel and tourism industry to the Indian Gross Domestic Product stood at US\$ 121.9 billion in 2020 and is projected to grow to US\$ 512 billion by the year 2028 and thus is expected to grow at an annual rate of 10.35% between 2019 and 2028.
- In addition, according to the travel and tourism competitiveness report 2019, India was ranked 34<sup>th</sup> out of 140 countries overall, which reflects India's efforts to improve the sector and provide an excellent traveler experience.

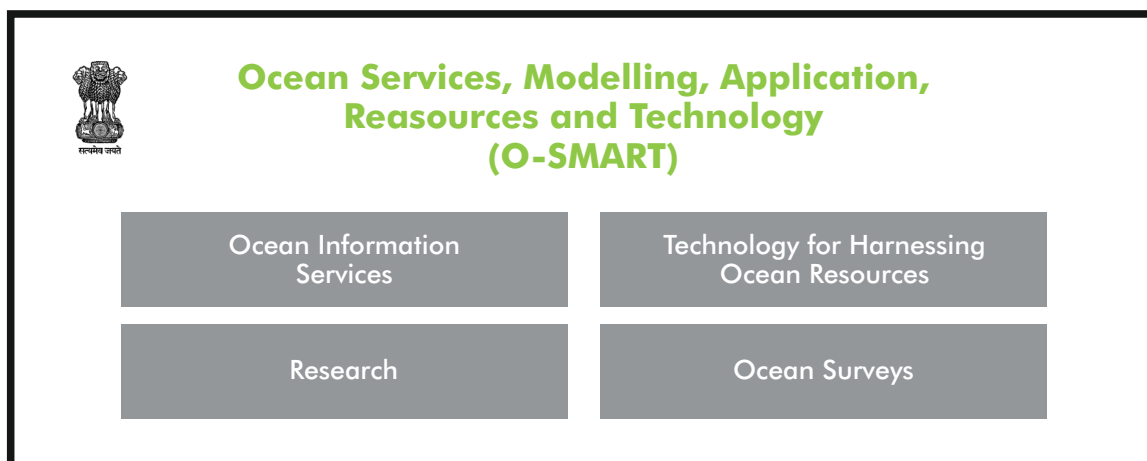


The Ministry of Railway will provide the on-field customer support function to facilitate the private service providers and to enhance the efficacy of the scheme. Such trains will get the priority of Mail/Express trains. Recently, the Southern Zone of the Indian Railway became the first zone to find its registered service provider and the scheme is getting a warm welcome from service providers and tour operators across India.



## Ocean Services, Modelling, Application, Resources, and Technology (O-SMART) Scheme

The cabinet committee on economic affairs, chaired by the Prime Minister, has given its approval for the continuation of the comprehensive scheme of Ministry of Earth Science 'Oceanic Services, Modelling, Application, Resources, and Technology i.e. O-SMART for 2021-26. The allocation of Rs 2177 Crore has been made for the implementation during this tenure. Earlier the government included 16 sub-projects related to ocean development such as services, technology, resource dispatch, and ocean observation in this plan.



The scheme will provide services that support user communities living in coastal areas, including ocean areas and coastal states to benefit fisheries, shipping, and offshore industries and develop advanced ocean technology for monitoring and research. This will benefit the fishermen and other coastal communities, who require daily information updates on their mobile phones about various things like local weather conditions in the coastal waters and the likelihood of fish being found in a particular region, etc. It will help in reducing the search time for the fishermen and reduce their fuel consumption which in turn increases their productivity and income. The total cost of this scheme was Rs 1623 crore and the scheme was initially implemented during the period of 2017-18 to 2019-20.

As per the Indian Ocean Policy implemented in November 1982 by the government, the Ministry is implementing several multi-disciplinary projects mainly in the area of ocean development which includes:

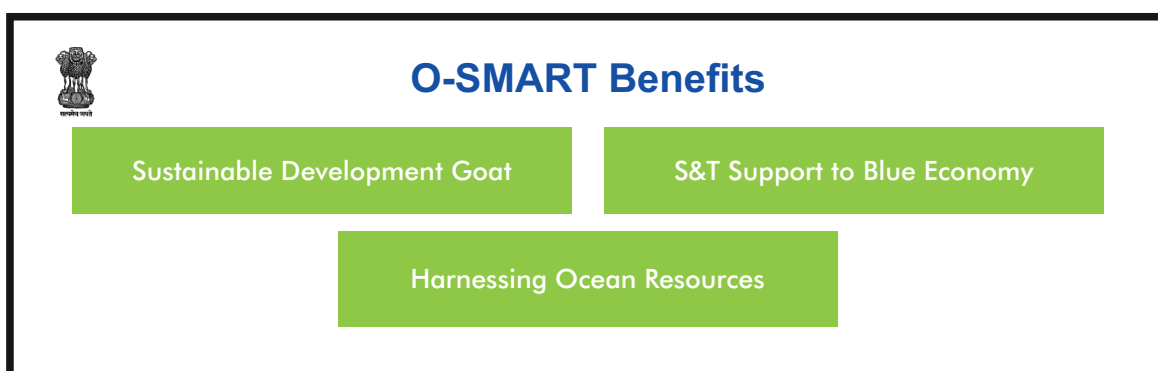
- Ocean Information Services as a group, developing technologies for sustainable use of marine resources, promoting advanced research, and conducting oceanographic scientific surveys.

- The programs or policies of the Ministry of Earth Science are implemented by its recognized autonomous institutions i.e. National Institute of Ocean Technology, Indian National Center for Ocean Information Services, National Center for Antarctic and Ocean Research and Affiliated Offices, Center for Beach Life Resources, and Ecology, National Center for Coastal Research and other national institutions.
- A fleet of technology-enabled Research Vessels, i.e. 'Sagar Nidhi', Oceanographic Research Vessel 'Sagar Kanya', Fisheries and Oceanographic Research Vessel 'Sagar Sampada' and Coastal Research Vessel 'Sagar Purvi' to provide necessary support in research.
- The Ministry is providing a wide range of ocean-related information services to various coastal stakeholders such as fishermen, coastal states, offshore industry, navy, coast guard, etc.

Some of these services have also been extended to the neighboring countries of the Indian Ocean region. India has also extended its ocean-related activities now from the Arctic to the Antarctic region, which includes a large ocean area and is being monitored extensively through in-situ i.e. direct measurement of seawater properties using different combinations of sensors and satellite-based observatories. India has established modern early warning systems for maritime disasters like Tsunami, storms, thunderstorms, etc.

Significantly, India has signed the Antarctic Treaty System and has joined the Antarctic Coastal Livelihood Resource Conservation Commission (CCAMLR) for the use of ocean resources. Technologies for harnessing ocean resources under the treaty are in various stages of development. For some of these islands, such as low-temperature thermal desalination systems are also in operation.

In addition, the ministry is also monitoring the purity of India's coastal waters, including changes in the shoreline and the coastal ecosystem. Till now, many milestones have been achieved through this scheme and one of them is recognition of India as the Pioneer Investor for substantial research in deep-sea mining with the International Seabed Authority. The continuation of the scheme will enhance the efficiency and efficacy of the Blue Economy Policy of the Indian Government and contribute to the sustainable use of oceanic resources in the coming years.



The government is also planning for the expansion of the ocean monitoring system through which the ocean services for fishermen can be increased and will be made more

efficient. This will help India to continue ocean surveys and exploration of minerals and living resources more efficiently in a sustainable way. The establishment of beach observatories to monitor seaside pollution, manned submarines, and six desalination plants in Lakshadweep along with the Ocean Thermal Energy Conversion Plant(OTEC) at Kavaratti in the year 2018 was some of the major achievements of this scheme in the past.

The services provided under O-SMART will create economic benefits for many sectors of the coastal and oceanic regions such as fisheries, seaside industries, coastal states, defense, shipping, ports, etc. At present, around 5Lakh fishermen are being benefitted from the daily updates about the coastal regions under the scheme. It is significantly saving the time and resources of the fishermen in the coastal regions. The implementation and continuation of the O-SMART scheme are well in line with the United Nation's Sustainable Development Goals which help in addressing issues related to the use of the oceans, seas and conserve marine resources through sustainable use, research, and marine biodiversity activities.

Modern Indian Tsunami Early Warning Systems installed under this scheme are effectively helping various stakeholders to deal with maritime disasters like Tsunami, Thunderstorms over time along with other 25 Indian Ocean countries under the UNESCO framework. The technologies developed under this scheme will help in harnessing the vast marine living and non-living resources from the seas around the Indian coastline and enrich the marine biodiversity more sustainably in near future.

## Resources

1. <https://pib.gov.in/PressReleaseIframePage.aspx?PRID=1770670>
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