NEWS ITEMS ON CAG/ AUDIT REPORTS (18.08.2022)

1. CAG Exposes I-T Department's Weak Monitoring Mechanism Resulting in Losses of Rs 38,449 Crore in Gems & Jewellery Sector *(moneylife.in)* 17 August 2022

While finding out weak monitoring mechanism in the income-tax (I-T) department for the gems and jewellery sector, the comptroller and auditor general of India (CAG) noticed 230 instances of non-compliance to the provisions of the I-T Act involving potential tax effect Rs38,449.59 crore.

In its performance audit (PA) report, CAG says it observed various irregularities like non-examination of suspicious business activities, unexplained excess output, short accounting of stocks, and non-verification of difference in claims made by the assessee as per records of the assessee vis-à-vis the records of the related party in these cases.

"Audit (CAG) raised a total of 134 audit observations with potential tax effect of Rs37,948.16 crore in respect of cases selected for 360-degree analysis and 32 audit observations having tax effect of Rs142.85 crore in respect of related parties. Out of these observations, 33 significant issues noticed in respect of seven assessees involving a tax effect of Rs37,909.38 crore. Such irregularities were indicative of the risk of tax evasion due to non-verification and risk of suspicious business activities that require detailed examination and verification by the ITD," it says.

CAG says, during its audit of assessees from the gems and jewellery sector, it noticed 230 instances of non-compliance to the provisions of the I-T Act involving a potential tax effect of Rs38,449.59 crore as per the quantitative details and other related information in the records furnished by the I-T department and the probable revenue implication as computed by it. (see table below)

Table 4.1 : Category-wise Compliance issues noticed in audit

Sl. No.	Para no. and Nature of Mistakes	No. of cases	Tax Effect (₹ in crore)
1	4.2 Audit findings of 360-degree analysis	33	37,909.38
2	4.3 Irregular exemptions/deductions/relief given	8	18.64
3	4.4 Irregular allowance of business expenditure	40	188.43
4	4.5 Irregular set off/carry forward of losses	14	40.14
5	4.6 Income escaping assessment	67	164.28
6	4.7 Mistakes in computation of tax and interest	58	112.31
7	4.8 Arm's Length Price and reference of the cases to the Transfer Pricing Officer	10	16.41
	Total	**230**	**38,449.59**

The PA report also found 33 assessment cases with a sales turnover of Rs30,560.46 crore pertaining to 19 assessees with the unique permanent account number (PAN) where income-tax returns (ITRs) had not been filed in all four assessment years (AYs). "...the system was not effectively monitored as timely sharing of information within the department was also not being ensured for initiating the remedial action against the nonfilers by the concerned assessing officers (AOs)," it says.

CAG also observed that in 346 instances, the assessees had not disclosed the quantitative details of inventory in ITRs and/ or in tax audit reports (TARs). In 362 instances, there was a mismatch in quantitative details as per the ITRs vis-à-vis the disclosures through TARs. In 330 cases, there were discrepancies in TARs, such as incorrect carry forward of closing stock, and mistakes in various disclosures required under the I-T Act.

"The discrepancies were indicative of the fact that the ITD systems were deficient in detecting discrepancies and gaps at the ITR processing stage through central processing centre (CPC) Bengaluru in such cases. Further, Audit observed from the available records that the department did not examine these discrepancies. The non-verification of such discrepancies further entailed a risk of income escaping assessment," the report says.

During the performance audit, CAG observed issues related to non-disclosure or wrong disclosure of quantitative details in ITR and TAR, mistakes in carrying forward of closing stocks, and shortages of stocks. It also observed instances where the assessees had claimed very nominal business expenditure like rent, power and fuel against huge turnover. Further, in some cases, the assessees had declared excess output and shown sales or purchases of goods at much below the market rate. However, these issues were not examined by CAG during the scrutiny assessment.

CAG examined 44 assessments of 11 assessees belonging to two groups of companies of the M group and the N group to ascertain the profile of such entities engaged in the business of gems and jewellery. It examined 35 cases of entities operating as group companies of M group with a sales turnover of Rs64,041.79 crore and nine cases of entities operating as group companies of N group with a turnover of Rs20,953.25 crore.

In the case of entities of the M group, the report says, "...out of 35 cases, there were instances of non-verification of significant details such as unsecured loans, and yield, in 19 cases with a turnover of Rs39,922.45 crore, discrepancies in disclosure of quantitative details of items traded and manufactured in 16 cases with a turnover of Rs40,414.59 crore, instances of data mismatch as per ITR vis-à-vis form 3CD in 10 cases with a turnover of Rs20,736.24 crore, instances of inconsistent additions on account of bogus transactions in seven cases with a turnover of Rs18,581.17 crore and instances of delayed or non-filing of ITRs in six cases with a turnover of Rs16,472.57 crore."

For the N group, CAG says in seven cases involving sales turnover of Rs13,072.22 crore, nil additions or disallowances were made. "Of seven cases where nil additions were made, in two cases income of Rs5.87 crore was returned as well as assessed whereas, in the remaining five cases, nil income was returned as well as assessed. In two cases with gross turnover of Rs7,881.04 crore, additions of Rs97.76 lakh were made, which was around 0.01% of the sales turnover."

The report also observed that the majority of the imports of pearls and exports of pearl studded jewellery made by five entities of the N group were from their group companies or related parties set up in Hong Kong and United Arab Emirates (UAE) only.

Table 4.8: Import of pearls during FY 2013-14 to FY 2017-18 by five entities of N Group						
AY	Import of pearls by five entities of N Group*		Total import of pearls in India**		Percentage import of total import by five entities of N Group	
	Quantity in tonnes	Value (USD Mn)	Quantity in tonnes	Value (USD Mn)	Quantity [*per cent*]	Value [*per cent*]
2014-15	15.73	643.49	137.24	821.61	11.46	78.32
2015-16	21.24	661.10	50.61	674.82	41.97	97.97
2016-17	49.65	1,078.07	86.93	1,354.60	57.12	79.59
2017-18	84.43	1,735.66	100.16	2,174.76	84.3	79.81
2018-19	55.14	1,267.00	160.25	2,412.34	34.41	52.52

**** Data as provided by ITD.***
***** Data source: GJEPC***

"As per the assessment records, the enforcement directorate (ED) had conducted investigations in the N Group of cases in May 2018 and found that 20 entities based in the UAE and Hong Kong controlled by N group... were created in order to facilitate layers and laundering of funds from Punjab National Bank (PNB) to camouflage the real intention and identity of beneficiaries of the funds siphoned off from PNB," the report says.

According to CAG, as the parties with whom five entities of N group undertook exports and imports were created for laundering of funds, there was a significantly high risk that the imports and exports of pearls or pearl jewellery were not genuine. Further, it noted that all the imports and exports of pearls or pearls jewellery were made from a single port, S Special Economic Zone in Gujarat.

"The ITD may examine the feasibility of identification of entities involved in the import and export of pearls and pearl studded jewellery during the period from FY13-14 to FY17-18 for further investigation of the genuineness of transactions," CAG recommends.

The report also found that the I-T department failed to levy a penalty on three companies from the N group under section 271BA of the I-T Act for non-furnishing of form 3CEB for three years despite high-value international transactions.

In the case of one assessee, DF, assessed under the Mumbai circle of the I-T department, the PA report pointed out that the power consumed by the company for running a gold refinery and an SEZ unit and an office in Mumbai was 'negligible and appeared unrealistic'. "Although the total turnover of the assessee ranged from Rs1,896.63 crore to Rs4,449.31 crore during these years, electricity expenses of only Rs0.98 lakh to Rs4.67 lakh were incurred."

"This does not appear to be realistic as trading activity during AY13-14 and AY14-15 and manufacturing activity during AY15-16 and AY16-17 of such a large business requires substantial electricity expenses. From FY15-16 onwards, the assessee added one refinery at Rudrapur and had an existing unit at Surat SEZ, and one office in Mumbai. If the assessee was actually involved in such a large business, there must have been substantial electricity expenses for achieving such a huge turnover," CAG says.

Despite similar grounds, the report also observed no uniformity or consistency across assessments in additions made towards bogus entries and purchases. It noted that there are no guidelines or SOP for disallowances of accommodation entries or bogus purchases. The additions were made in an arbitrary or discretionary manner and without recording proper justification in the assessment order, with an inherent risk of non-sustainability of additions at the appellate stage, it says.

"All the issues mentioned (in the performance audit report) indicate that due importance to this sector is required to given; and the ITD needs to streamline the systems and strengthen its monitoring mechanism in respect of assesses of gems and jewellery sector given the high risks of money laundering, round tripping, mis-invoicing, potential to generate and consume black money, also highlighted by various committees of the government of India and Financial Action Task Force (FATF)," CAG says. https://www.moneylife.in/article/cag-exposes-i-t-departments-weak-monitoring-mechanism-resulting-in-losses-of-rs38449-crore-in-gems-and-jewellery-sector/68080.html

2. Charitable trusts and institutions have to disclose more *(thehindubusinessline.com)* UPDATED: AUG 17 2022

The CBDT now requires charitable trusts to also maintain record of properties held by them

On August 8, the Comptroller and Auditor General of India (CAG) tabled a report on performance audit on exemptions to charitable trusts and institutions under the Income Tax Act. On August 10, the Central Board of Direct Taxes (CBDT) issued Notification 94/2022 which mandated trusts and charitable institutions to bare it all in their financial statements and disclosures. It is possible that the Notification was not a reaction to the CAG report issued two days earlier, but the report could have hastened the issue of the Notification.

The audit done by the CAG revealed numerous shortcomings in the exemptions granted. There were irregularities relating to internal audit of the registration process, ineffective monitoring of accumulation of income and its utilisation, ineffective monitoring of receipts and utilisation of foreign contribution, inadequacy of survey of educational trusts, absence of provision for disclosure of TDS in the audit report, etc. which were highlighted in the earlier Performance Audit Report No. 20 of 2013. And some of the specific recommendations of the Public Accounts Committee (PAC) against such irregularities were not satisfactorily addressed by the tax department.

Analysis of 6.89 lakh cases pertaining to ITRs for AY 2014-15 to AY 2017-18 revealed that the IT Department (ITD) scrutinised only 0.25 lakh (3.7 per cent) of the total cases while 6.30 lakh (91.4 per cent) cases were processed in summary manner in an automated environment. The CAG team noted certain deficiencies in the ITD system which led to incorrect claims of exemption along with the possibility of revenue leakage such as exemptions granted due to wrong input of data required for selection criteria in CASS (Computer Assisted Scrutiny Selection).

There were absence of adequate checks and validations to match the registrations/approvals data provided in the ITR Form-7 with the ITD systems database before allowing exemptions in case the returns were processed in a summary manner. In 42 assessment cases, exemption was allowed although the taxpayers did not mention their registration details under Section 12A/10(23C) of the Act in Form-7. In 10 assessment cases, taxpayers claimed exemptions for years together prior to registration or having no registration under the Act, and the same was allowed by the Department in the summary assessment.

Records to be maintained

Notification 94/2022 dispels the notion that trusts only need to maintain a proper receipts and payments account and details of contributions received.

They would also need to maintain record of properties held by them including (i) nature, address of the properties, cost of acquisition of the asset, registration documents of the asset; (ii) transfer of such properties, the net consideration utilised in acquiring the new capital asset; and (iii) movable properties including details of the nature and cost of acquisition of the asset.

One of the interesting observations made in the report is the lack of clarity on allowing deduction for donations made from CSR funds. The CAG has suggested that, "As a significant amount is spent by the companies toward CSR activities through the Trusts claiming exemptions under Section 80G, it requires urgent attention of the Department to bring clarity to the issue to ensure that the provisions are interpreted uniformly by the AOs and to minimise the possibility of litigation."

Trusts and charitable institutions have been on the radar of the Ministry of Revenue for some time now. The Ministry of Home Affairs made it tougher for charitable institutions to get funds from abroad. Notification 94/2022 makes it tougher under the provisions of the Income Tax Act.

Instead of making these provisions applicable to all charitable trusts and institutions, the Ministry could have thought of a threshold limit since the small and medium-sized trusts are going to rue the costs of the additional information that needs to be given. The days of trusting trusts appear to be over. https://www.thehindubusinessline.com/opinion/charitable-trusts-and-institutions-have-to-disclose-more/article65780592.ece

3. Fence eating the crop *(deccanherald.com)* UPDATED: AUG 18 2022

The Comptroller and Auditor General of India (CAG) has red-flagged nearly 200 projects in the country that violate the Coastal Regulation Zone (CRZ) notification, 2019. Worse, many of these projects are either executed by the government or sanctioned by it. They range from the construction of a statue of Chhatrapati Shivaji

Maharaj in waters off Nariman Point in Mumbai, to the approval of Adani and Tata Group projects based on questionable environmental data, to the destruction of Olive Ridley turtle nesting areas in Odisha and Goa. In Karnataka's Udupi, a road and two bridges were built on the islands of Shambhavi River without obtaining CRZ clearance. Mangrove plantations were destroyed to build the road. The CAG team, which personally verified the existence of the road, has stated that no action was taken by the state's CRZ Authority though a show cause notice was issued to the Public Works Department. In Mangaluru, the CRZ Expert Committee had recommended clearing a hotel project without the latter fulfilling the obligation of shifting the parking area beyond the no-development zone of 200 metres from the high tide line of Gurupura River. The report also found that untreated water was being directly released to the sea in 11 of the 12 cities of coastal Karnataka, with Mangaluru being the only exception. Quoting from a report of the Karnataka State Pollution Control Board, the CAG said, over 7.5 million litres of untreated sewage water was being released to the sea. The other violations in the state include construction of four additional berths in New Mangalore Port and a petroleum products storage terminal at Karwar.

It is clear from the report that the Union Environment Ministry and the CRZ Authorities in the states have actually cleared the path for various illegal projects. In fact, the CAG report records that the authorities had, instead of serving as watchdogs and guardians, overlooked their own norms in these cases. Often, environmental clearances were granted though domain experts were not present during the deliberations. It may be difficult to strictly adhere to CRZ regulations while providing connectivity to islands cut off from the mainland, but statues and commercial projects are totally avoidable.

The CRZ Authority in the state is currently headed by the Additional Chief Secretary (Forests, Ecology and Environment) who, as a government servant, could be susceptible to pressure from political bosses. It is thus imperative that the Authority should be made an independent body and headed by an expert with impeccable integrity. Else, it will end up as a facilitator for the destruction of the coastline, rather than its protector. https://www.deccanherald.com/opinion/second-edit/fence-eating-the-crop-1137027.html

STATES NEWS ITEMS

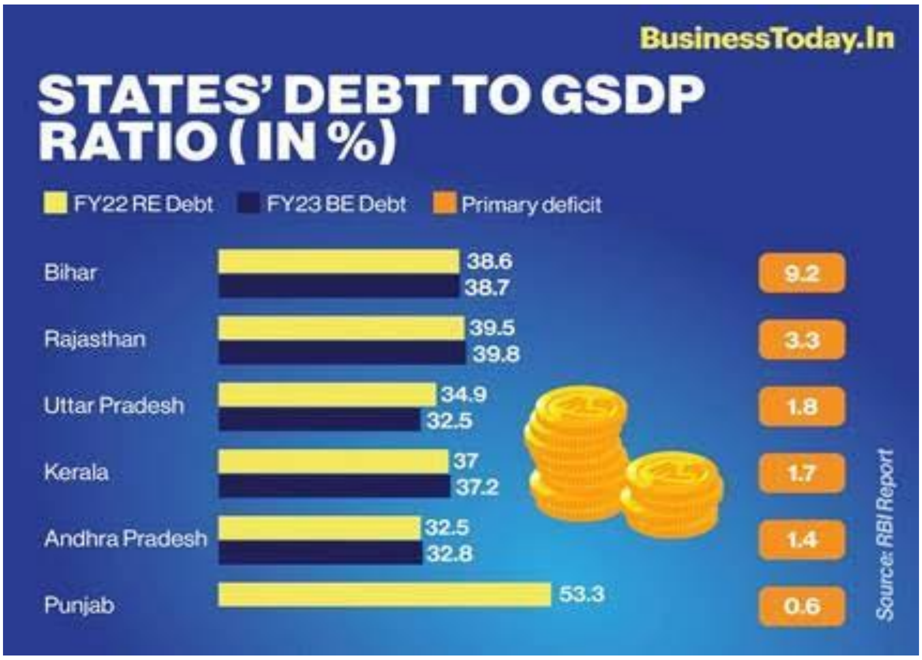
4. How precarious is the financial health of Indian states? *(businesstoday.in)* August 17, 2022

The Covid-19 pandemic brought India's economy to a grinding halt, and, although the centre was overstretched financially, so were the states, with many reeling under increasing debt.

The matter again picked up heat, when Finance Minister of Kerala KN Balagopal wrote a letter to Union Finance Minister, Nirmala Sitharaman to not count the liabilities of the state government, like statutory bodies and companies, as the state debt. Balagopal highlighted the precarious financial situation Kerala is in. He added in the letter that "the financial health of the state has been seriously affected by a reduction in the revenue deficit grant to the tune of around Rs 7,000 crore this year and loss due to stoppage of GST compensation of around Rs 12,000 crore."

This is not just a story of Kerala. Many other states too are treading the same path, suffering from precarious financial health, thanks to the Covid-19 and some inappropriate policy measures that have added fuel to the fire. Some states even have debt above the sustainable levels. According to the RBI's report titled 'States Finances - A Risk Analysis', the average GFD-GDP ratio of the states before the pandemic stood at a 2.5 per cent (2011-12 to 2019-20), which was lower than the Fiscal Responsibility Legislation (FRL) ceiling of 3 per cent.

However, there were variations: while Andhra Pradesh, Kerala, Punjab and Rajasthan incurred average GFD of above 3.5 per cent of GSDP, Assam, Gujarat, Maharashtra, Odisha and Delhi ran ratios less than 2 per cent. According to the report, states' fiscal positions deteriorated sharply in 2020 with a sharp decline in revenue, increase in spending and a sharp rise in debt to GSDP ratios. The report went on to add that in terms of debt to GSDP ratio, Bihar, Kerala, Punjab, Rajasthan and West Bengal were highly stressed states.

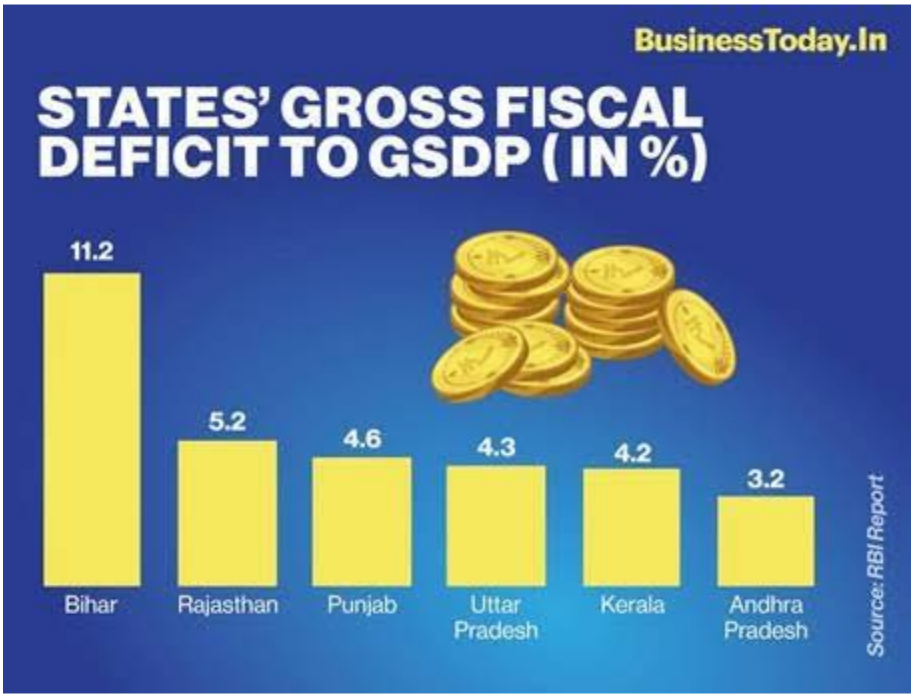


Similarly, the State of State Finances Report by PRS Legislative attributed the choice of the centre to raise money through cess and surcharge as one of the reasons for poor financial health of states, as cess and surcharges reduce the tax devolution to states. The centre's cess and surcharge revenue, which is not shared with states, is estimated to increase by 77 per cent to Rs 4.5 lakh crore in 2020-21; two-thirds of it will come from petrol and diesel. Due to cesses and surcharges, states' share in the centre's gross tax revenue was around 29 per cent in 2020-21. This is lower than the 41 per cent share in central taxes recommended by the 15th Finance Commission.

The tax revenue of some, like Madhya Pradesh, Punjab and Kerala, has been declining over time, making them fiscally more vulnerable.

For most of these states, non-tax revenue has remained volatile, dropping significantly in recent years. The declining tax revenue and non-tax revenue are affecting the states' expenditure planning and also increasing their dependence on market borrowing. According to the RBI report, the decline in non-tax revenue is under general services, interest receipts and economic services.

According to the RBI, staff estimates, forecast of debt to GDP ratio for the period of 2026-2027 for some states are as follows: Bihar 31.2 per cent, Punjab 46.8 per cent, Kerala 38.2 per cent, Rajasthan 39.4 per cent, West Bengal 37 per cent. The analysis by the RBI shows that most of the other states are likely to exceed the debt-GSDP ratio of 30 per cent in 2026-27. Punjab is expected to be the worst performer with its debt-GSDP ratio projected to exceed 45 per cent in 2026-27. Rajasthan, Kerala and West Bengal are projected to exceed the debt-GSDP ratio of 35 per cent by 2026-27.



Another factor that is deteriorating the financial health of the states is high expenditure on subsidies, as per the latest available data from the Comptroller and Auditor General of India (CAG). The state governments' expenditure on subsidies has grown at 12.9 per cent and 11.2 per cent during 2020-21 and 2021-22, respectively, after contracting in 2019-20. According to the CAG report, the share of subsidies in total revenue expenditure by states has also risen from 7.8 per cent in 2019-20 to 8.2 per cent in 2021-22. According to the RBI report, Jharkhand, Kerala, Odisha, Telangana and Uttar Pradesh are the top five states that have seen the largest rise in subsidies in the last three years.

However, taking cognizance of the seriousness of situation for some states, the RBI report went on to add that some states will need to undertake significant corrective steps to stabilise their debt levels. https://www.businesstoday.in/latest/economy/story/how-precarious-is-the-financial-health-of-indian-states-344903-2022-08-17

5. Will upfront payment for land alter the dynamics of Noida's real estate market? *(moneycontrol.com)* 17 August 2022

The Noida Authority, the body that manages the suburb of Delhi, has decided to change the rules for land allotment at its recent board meeting.

Real estate developers who were earlier required to pay only a minimum 10 percent at the time of purchasing land and the rest over a period of five to seven years will now have to make the total payment within 90 days of the allotment.

This move, say real estate experts, will encourage only financially sound players to come forward to launch new projects and help reduce cases of default due to which more than 2 lakh units are unfinished in the National Capital Region (NCR).

According to an analysis by property consultancy Anarock, the NCR has 2,40,610 delayed units worth over Rs 1,81,410 crore.

The decision to make it mandatory for real estate developers to pay for the land cost upfront was taken at the 205th board meeting of the authority. Lately, the authority has been finding it tough to recover land dues from developers.

Real estate developers forming consortiums to buy land for launching projects now will not be able to exit the scheme until they obtain an occupation certificate and the project is delivered in all respects. Earlier, they could exit the consortium midway, leaving buyers and investors in the lurch.

Due to the 10 percent land allotment policy, real estate developers have failed to pay up crores of rupees to the authority, due to which occupancy certificates have not been issued and lakhs of buyers are awaiting to get their units registered.

Officials were also quoted as saying that the authority has made it mandatory for developers to open an escrow account for each project so that the funds collected from homebuyers or investors are used only for the completion of that particular project.

Amit Modi, president, Uttar Pradesh chapter, Confederation of Real Estate Developers Association of India, told Moneycontrol the move is expected to benefit only listed real estate developers with deep pockets. Local developers are bound to get sidelined as they may not have the funds for the upfront payment.

"A period of 90 days is too short a period to pay up the entire cost of land which can cost anything between Rs 300 crore and Rs 500 crore in Noida. Instead, payment of land could have been made through an escrow mechanism.

Besides, banks do not lend finance for purchase of land. A few NBFCs (non-banking financial companies) do, but they charge interest starting at 18 percent. Also, if the cost of raw material (land) is high, the developer is bound to pass on this cost to homebuyers. This would make housing units expensive," he said.

Will the new strategy help resolve the stuck projects issue, considering that at least the land dues from the builder would be minimal?

Buyers happy

“The decision by the Noida Authority to change the allotment rules for realtors is in a sense a course correction for the real estate market in the region and is likely to have a positive impact overall. This move is in addition to the multiple measures that the authority has announced in Noida over the last few years to streamline the realty market. It will ultimately bode well for the market in the times to come. In a major advantage, with this move, only financially sound players will come forward to launch new projects in the market,” said Prashant Thakur, senior director and head, research, Anarock Group.

Homebuyers welcomed the move. More than 40,000 registries are pending because developers have not cleared Noida Authority dues, something that the new rules will preclude. Issuance of completion and occupancy certificates will also be streamlined. This will also enable homebuyers to get their homes registered without having to wait for builders to clear their pending dues, said Rajiva Singh, president, Noida Federation of Apartment Owners Association.

Under the earlier dispensation, a major reason why several projects got stuck was because some realtors defaulted on payments. Now, that the norms favour large and listed developers that are well capitalised, there will be greater confidence in the market as projects will see timely completion and deliveries. Ultimately, homebuyer sentiments will remain positive, and the real estate market will remain buoyant, he added.

Sunil Tyagi, senior partner, ZEUS Law, a corporate commercial law firm, told Moneycontrol that the move is positive from the homebuyers’ perspective. “The land of the project would be free from dues of the authority. Most stuck projects in the region are facing this problem as real estate developers have not paid the dues of the authority whereas they have collected money from homebuyers,” he said.

Asked if this will mean that only builders with a track record of delivering on time will get easy access to finance from banks and whether only the fittest will survive, he said, “The eligibility and ability to borrow will matter a lot. Alternatively, they may try and bring in financial partners who will pay for the land and the builder for construction.”

This change in regulations follows the Supreme Court’s decision in May to grant the authority operational creditor status rather than financial creditor status. Developers of housing societies currently owe the authorities more than Rs 20,000 crore in back taxes.

In December last year, the Comptroller and Auditor General of India (CAG) had drawn up a comprehensive map of all that’s wrong with Noida’s prized real estate scheme, group housing societies.

Out of 113 projects initiated in the period under audit (2005-06 to 2017-18), only 63 percent (71) were either completed or partially completed, the CAG said. And out of the 1.3 lakh sanctioned flats, occupancy certificates had been issued for just 44 percent, the report said.

In terms of growth, though, the 2009 to 2011 period was the best for real estate developers in the satellite city. This was also the time things went south for buyers as the Noida Authority eased financial eligibility criteria while allocating plots for group housing but, at the same time, started offering bigger plots.

Having tweaked its rules so that allottees had to pay less upfront payment, citing recession in the western world, the authority started accepting bids from companies that had lower net worth. As a result, in some instances, a plot valued at about Rs 500 crore was being offered to a company with a net worth of Rs 75 crore for an upfront payment of Rs 50 crore. The CAG report pointed out that builders with limited financial capability were able to corner larger plots, one of the main reasons for a large number of housing projects running years behind schedule.

Originally, the Noida Authority used to take 30 percent of the land cost upfront. The rules were revised during 2009-2011 with land being allocated on payment of just 10 percent of the cost. The remaining 20 percent was demanded within 60 days of the allotment. The CAG report highlighted a case of allotment that was done in April 2007. Despite not making a payment beyond 30 percent for more than four years, the Noida Authority did not take any penal action against the allottee apart from issuing notices, thus condoning the action of such builders.

A clause to allow the exit of the lead member was also introduced by reducing its shareholding from 51 percent to 26 percent. This change in rule allowed smaller players to take over big land parcels that had been allotted based on the participation of the lead member.

The CAG also explained how allowing subdivision of plots contributed to the group housing mess by leaving large land parcels in the hand of players who did not have the capability of executing the project.

The auditor said subdivision of plots was allowed as a one-time relief measure during the recession for allottees in financial trouble up to March 2011. However, the Noida Authority CEO “embedded the one-time concession… as a permanent feature by incorporating it in its brochures commencing November 2009 and benefitting not just existing allottees encountering difficulties but also all prospective allottees”, the audit report said.

The report also observed that the Noida Authority made multiple allotments to group companies of (now insolvent developers) Amrapali and Unitech “who were in default in payment of dues for earlier allotments which amounted to Rs 9,828.49 crore as of March 31, 2020”.

Both Amrapali and Unitech have a large pendency of flats, which have required the Supreme Court’s intervention

Noida’s baffling land allotment policy versus other cities

One reason why several developers made a beeline to launch projects in Noida between 2005 and 2011 was the availability of land at affordable prices.

Noida also had a baffling policy that, experts believe, allowed builders an easy run, the 2007 policy allowing realty companies to own land and launch projects by paying just 10 percent of the land cost.

That's not the case in the other markets such as Gurgaon, another satellite city of Delhi, Mumbai or other markets where builders are required to pay upfront for land.

Thousands of investor buyers cashed in on pre-launch offers that allowed them to book apartments at heavy price markdowns. The prices were raised immediately after the projects were actually launched with all necessary approvals.

This produced a whole new class of investors who parked surplus funds in these offers. This was the time when one could book an apartment by paying only 10 percent of its value, and then exit by transferring ownership in a secondary sale to another buyer at a premium of 30 percent or more over what they invested, and roll over the money to buy an apartment in another project.

This created a false sense of demand, and a fragile financial pyramid of sorts. As people flocked to park surplus funds to earn a quick buck, realty companies went on a binge, announcing projects by diverting funds from existing ones where bricks were still being laid.

In many cases, the same group of builders who launched projects in Noida did the same in Gurgaon. The problem of stuck projects in the NCR was, therefore, widespread unlike in other cities, experts said.

Considering the higher financial commitment required from developers, the new measure, it is hoped, will weed out fly-by-night builders. https://www.moneycontrol.com/news/business/real-estate/mc-explains-will-upfront-payment-for-land-alter-the-dynamics-of-noidas-real-estate-market-9043621.html

6. Nitish Kumar Has Been Wrongly Associated with 'Good Governance', Sushasan Babu Tag Sits Badly on Him *(swarajyamag.com)* Aug 17, 2022

Bihar chief minister Nitish Kumar, in popular imagination, possesses excellent governance skills and is a good administrator. In fact, he is widely known by the sushasan babu moniker.

But that reputation is completely ill-deserved. Kumar has not stood out as a good administrator not only as Bihar's long-serving chief minister, but also as a two-term Union Railway Minister.

The only achievement that Kumar can lay claim to is putting an end to the jungle raj that prevailed during the long tenure of the Rashtriya Janata Dal (RJD) in Bihar.

Kumar restored the rule of the law in Bihar after coming to power in the state for the second time in November 2005 (his first stint as CM was for only seven days) and jailed a large number of criminals who were patronised by the RJD.

In fact, Nitish Kumar came to power on the promise of ending Lalu Yadav's jungle raj when murders, rapes, dacoities, kidnappings for ransom and extortions were rife and RJD's musclemen had become a law unto themselves.

Nitish Kumar also ended, to a large extent, the endemic corruption that marked the RJD's years in power. Bihar had become notorious for largescale loot of the public exchequer during the chief ministership of Lalu Yadav and his wife Rabri Devi. Kumar managed to put a stop to that.

But that's where his 'achievements' as Bihar's chief minister end. Nitish Kumar has singularly failed to turn around Bihar's fortunes and tackle rampant unemployment, improve agricultural productivity, healthcare and education, public delivery services and bring about any significant change in the state's finances.

Nitish Kumar has been chief minister of Bihar for nearly 16 years now and, thus, had ample time to improve the dismal situation in Bihar, which continues to remain the least developed among all Indian states.

Bihar's per capita income is the lowest in the country, and it has been consistently ranked as the worst-performing state as far as healthcare, education, agricultural productivity, industrial output and public delivery services is concerned. Bihar lags behind the rest of the country in all social indices as well as development parameters.

Nitish Kumar has been a failure in attracting investments and, thus, creating jobs in Bihar. The sushasan babu image created by his spin-doctors has failed to fool potential investors who continue to give Bihar a wide berth.

Bihar's per capita GSDP is the lowest in the country at Rs 50,555 (compared to all-India per capita GDP of Rs 1,46,087). Bihar's fiscal deficit in the last financial year was 11.31 per cent of the state GSDP, much higher than the 4.5 per cent deficit permitted by the Union government.

The CAG report on Bihar for the 2020-21 financial year serves as a damning indictment of Nitish Kumar. Bihar's fiscal debt has been rising every year and in 2020-21, it stood at Rs 29,827 crore, which was an increase of Rs 15, 103 crore over the previous financial year.

Bihar's outstanding public debt in 2020-21 stood at a whopping Rs 1,77,214.85 crore, which was an increase of Rs 29,035 crore over the previous year. The CAG sounded a severe warning that Bihar's outstanding debt is getting closer to its annual budget (in that financial year, the state's total expenditure was Rs 1,65,696 crore).

With limited means to generate revenue on its own--it has barely any industries and agriculture is largely non-productive while the services sector generates little in a state ridden by poverty and unemployment--Bihar has fallen into a debt trap where it has to borrow to service its existing debt.

Most of Bihar's borrowings (82.94 per cent) go to discharge existing liabilities, leaving little for capital formation and development.

The CAG, in its report for 2020-21, also red-flagged Bihar's financial indiscipline. Utilisation certificates (a statement of accounts supported by bills for expenditure incurred on development works and welfare measures) for works and projects amounting to Rs 92,687.31 crore were pending at the end of that financial year.

Failure to submit utilisation certificates not only amounts to fiscal indiscipline, but also points to misappropriation of funds and frauds, the CAG noted in its report.

Though agriculture employs 76 per cent of Bihar's workforce, the state has 1.83 crore landless labourers. The average agricultural landholding size is 0.39 hectare, thus making 1.64 crore farm landholdings unviable.

Nitish Kumar did little to increase agricultural productivity by increasing the area under irrigation, extending loans to farmers and hand-holding them, improving agricultural practices and modernising this sector through reforms.

Bihar has, admittedly, witnessed a lot of improvement in infrastructure. New roads and bridges have come up and existing ones have been upgraded. Once notorious for its broken bridges and cratered roads, Bihar presents a totally different picture now. But Nitish Kumar cannot take major credit for any of that: all these works were funded by the Union government, especially under Prime Ministers Atal Behari Vajpayee and Narendra Modi. And most of those works were also undertaken or overseen by central agencies.

Nitish Kumar's lacklustre performance as chief minister of Bihar is hardly surprising, considering the fact that he was a failure as the Union Railway Minister before that.

Nitish Kumar was railway minister for two terms--from March 1998 to August 1999 and then from March 2001 to May 2004. He was one in the long line of railway ministers who were responsible for Indian Railways becoming synonymous with terrible public amenities, frequent mishaps, late running trains and creaking infrastructure.

Only since 2014, and especially under Suresh Prabhu, his successor Piyush Goyal and the incumbent Ashwini Vaisnaw, has Indian Railways effected a turnaround.

As railway minister, Nitish Kumar took the path of his predecessors and indulged in unbridled populism like increasing the number of trains without any thought to the collapsing infrastructure of the public sector behemoth, and creating new railway zones in order to provide jobs to party faithfuls.

Nitish Kumar is wrongly credited with introducing the internet ticket booking system in 2002. Fact is, the Railway Board had been working on this proposal at the urging of the IT Ministry and had planned to introduce it in 2002. Nitish Kumar took undeserved credit for it since he unveiled it.

Union Rural Development Minister Giriraj Singh, who has been keeping a close eye on Nitish Kumar's performance, says that the Bihar chief minister has always been successful in creating a false hype about himself as a good administrator.

“He is friendly with some influential mediapersons and has them eating out of his hands. They have created this false hype about Nitish Kumar. But if one looks closely at his performance as railway minister and then as chief minister, it will be clear that Nitish Kumar is a failed administrator. He did nothing for the railways and has done little for Bihar,” said Singh.

If one goes by statistics and the ground realities in Bihar, Singh could not be more right. https://swarajyamag.com/politics/nitish-kumar-has-been-wrongly-associated-with-good-governance-sushasan-babu-tag-sits-badly-on-him

SELECTED NEWS ITEMS/ARTICLES FOR READING

7. DoT gets Rs 17,876 cr from telecom operators as upfront payment for 5G spectrum *(businesstoday.in)* August 17, 2022

The Department of Telecom has received upfront payment of around Rs 17,876 crore from Bharti Airtel, Reliance Jio, Adani Data Networks and Vodafone Idea for spectrum they won in a recent auction, according to sources.

While all telecom operators have opted to make payments in 20 annual installments, Bharti Airtel has paid Rs 8,312.4 crore equivalent to four annual installments.

Reliance Jio has made payment of Rs 7,864.78 crore, Vodafone Idea Rs 1,679.98 crore and Adani Data Networks Rs 18.94 crore.

"DoT has received a total payment of around Rs 17,876 crore. Only Bharti Airtel has paid for four annual installments at one go," an official source said.

The country's biggest-ever auction of telecom spectrum received a record Rs 1.5 lakh crore worth of bids, with Mukesh Ambani's Jio cornering nearly half of all the airwaves sold with a Rs 87,946.93 crore bid.

Richest Indian Gautam Adani's group has placed bids worth Rs 211.86 crore for 400 MHz in a band that is not used for offering public telephony services.

Telecom tycoon Sunil Bharti Mittal's Bharti Airtel made a successful bid of Rs 43,039.63 crore, while Vodafone Idea Ltd bought spectrum for Rs 18,786.25 crore. https://www.businesstoday.in/industry/telecom/story/dot-gets-rs-17876-cr-from-telecom-operators-as-upfront-payment-for-5g-spectrum-344921-2022-08-17

8. India needs robust flood management policy *(thehindubusinessline.com)* August 17, 2022

Apart from the rising death toll, crop and infrastructure damage has risen over the years

This year, the heavy rainfall has caused devastating floods in several States, resulting in more than 1,439 lives being lost, 365,770 houses being damaged, and crop damage in 307 districts, per data from the Disaster Management Division, Ministry of Home Affairs.

Assam, Gujarat, Himachal Pradesh, Madhya Pradesh, Maharashtra, and Bihar have been badly impacted. The highest number of casualties, of around 241, was in Himachal Pradesh, followed by Assam (199), Madhya Pradesh (188), Gujarat (124), and Maharashtra (118).

India's rapidly altering geo-climatic and socio-economic conditions are among the major causes of increasing frequency and flood-related damage in States. Furthermore, rapid urbanisation, deforestation, higher population growth, irregular rainfall, and the vast network of rivers are among the major factors resulting in floods in India.

Floods pose a serious threat to the economy, endangering the livelihood of poor rural households and mounting damage to public and private properties. According to the Global Climate Risk Index 2021, India was the seventh worst hit country in 2019 due to extreme weather-related events.

Floods are the most recurrent phenomena in India after cyclones and are amongst India's most lethal and costly disasters. In 1980, Rashtriya Barh Ayog (RBA) estimated 40 million hectares (mha) of land as flood-prone, which has increased by around 14 per cent to 45.64 mha (Eleventh Plan Working Group on Water 2011, estimates).

The increase in flood-prone area has caused infrastructure damage and claimed numerous lives. According to the Central Water Commission Report 2022, death from floods increased from 37 in 1953 to 1,815 in 2020.

In addition, the loss due to floods also increased sharply, from ₹52.4 crore to ₹21,189.2 crore during the same period. Overall, 1,13,943 people have been killed, and 2,198.78 million people have been affected due to floods.

The economic losses stood at ₹4,37,149.7 crore, while losses on account of damage to crops and public infrastructure stood at ₹1,31,462 crore and ₹2,34,149 crore, respectively. On an average, the Indian economy's annual loss due to floods was ₹6,428.67 crore.

The damages and casualties from floods are rising at a staggering pace due to rapid climate changes. Frequent floods have an adverse impact on the economic development of the country as well.

Parida et al (2020) highlighted that India lost around 0.46 per cent of GDP yearly due to floods. Damage to crops has been estimated to account for around 0.18 per cent of

GDP, while that of public utilities and houses at 0.21 per cent and 0.07 per cent, respectively.

In addition, another adverse impact of floods is the disproportional rise in the fiscal burden of the Central and State governments, through spending on disaster management activities.

Impact on employment

Floods not only destroy standing crops and physical infrastructure like roads, bridges, rails, etc., but also have an adverse impact on the employment opportunities in the rural areas, thus hastening inequalities, poverty and food shortages due to crop damage and loss of livelihoods.

Similarly, urban flooding has become a common threat to city dwellers due to poor town planning and a dearth of investments in infrastructure.

As the problem of urban flooding is becoming more severe, and losses are increasing each year, the issue merits concerted attention from policymakers with appropriate implementation of the NDMA guidelines on Urban Flooding 2010.

Strict implementation of the Coastal Regulation Zone (CRZ) notification — which was issued in 1991 and subsequently revised in 2011 and 2019 with the primary intention to address coastal zone management issues — is the need of the hour to tackle the situation.

Worryingly, over the years, the National Flood Commission recommendations have failed to achieve much success in mitigating floods, and the data show that flood damage and fatalities have only increased years.

To mitigate the impact of floods, better disaster management policies such as greater spending on building flood-resilient infrastructure, improved flood warning systems, and for creating community awareness programmes.

In addition, the construction of flood shelters in coastal districts, improving river connectivity, construction of river embankments, and providing pucca houses to poor households in low-lying areas will be salutary.

A National Disaster Database, too, will help policymakers and academics devise long-term flood management policies. https://www.thehindubusinessline.com/opinion/india-needs-robust-flood-management-policy/article65780546.ece

9. Navy's 'Unrealistic' Expectations for Submarine Tender Will Have Operational Ramifications *(thewire.in)* August 17, 2022

The Indian Navy (IN)'s long-delayed Project 75-India (P-75I) programme to indigenously build six 'hunter-killer' diesel-electric conventional submarines (SSKs) is literally floundering in deep waters after Russia became the fifth country to opt out of the proposed tender due to its 'unworkable' design and operational parameters and timeline restrictions.

Earlier, 2017 onwards, following the IN's request for information (RfI) and subsequent expression of interest (EoI) were dispatched for the P-75I project – after initial Ministry of Defence (MoD) approval for it in 2007 – Japan, Spain and Sweden had also declined participation in India's SSK programme for broadly similar reasons.

And, in May 2022, just ahead of Prime Minister Narendra Modi's visit to Paris, France's Naval Group – that has been licence-building six of its Scorpene SSKs at Mazagaon Dockyard Limited (MDL) in Mumbai since 2005-06 – too had declined to bid for P-75I on analogous grounds.

However, earlier this week, Andrey Baranov, deputy director general of Rubin Design Bureau, one of Russia's three main submarine developers, categorically put the P-75I programme in perspective. He told reporters at the Army 2022 Exhibition in Moscow that the SSK project was 'unrealistic', and that the asked-for technologies by the IN could not be made available within the 'strict' timelines stipulated in the MoD's July 2021 request for proposal (RfP).

Baranov went on to state that the qualitative requirements (QRs) specified in the RfP virtually demanded a 'brand new submarine type' that would present difficulties in its manufacture. "Our major concern," declared Baranov "is that the requirements specified by the IN and the timeline for the project are not matching." The IN, he added, would like to have the latest, state-of-the-art SSKs with powerful weapons, air-independent propulsion (AIP) systems and high stealth. "No one in the world has such a submarine ready," the head of Russia's 122-year-old submarine design bureau told reporters forthrightly.

Moreover, the Russian submarine design bureau head maintained that the RfP stipulated that the shortlisted designer would be responsible for the finished product, without providing him with any executive control over the shipyards responsible for the SSK's construction. Senior military officials said that such an 'impracticable' stipulation by the MoD had previously been responsible for scrapping the contract for 126 French Rafale medium multi-role combat aircraft (MMRCA) in 2015.

At the time, fighter manufacturer Dassault had declined to accept responsibility for the licensed manufacture of 108 Rafales by the state-owned Hindustan Aeronautics Limited, resulting in the 2007 MMRCA tender being terminated and, instead India choosing to procure 36 Rafales in fly-away condition.

"It is astonishing that after 14 years of deliberation by the IN and the MoD, the RfP for the SSKs incorporates unreal QRs and restrictive conditions for their manufacture," said a retired three-star IN officer. It displays a collective lack of pragmatism and realism by both the Navy and the MoD, he added, declining to be identified.

Baranov also pointed out that penalties for delays in submarine construction were high and only added to the project's overall unfeasibility. "We have been saying from the beginning that building the first submarine of the class is not possible within this (MoD) timeline," he stated but declined to elaborate. We understand that when the first ship of the class is constructed, there will be a lot of problems which is natural for the process of development, he stated.

Baranov’s blunt assessment of the IN’s proposed SSK’s ambitious design ironically echoed late defence minister Manohar Parrikar’s observations in 2015, when he jokingly, but accurately defined this perverse penchant as ‘QR overreach’ and one that plagued all three services. At a public function in New Delhi, with then Army Chief General Bikram Singh by his side, Parrikar had declared that at times the Indian military’s QR’s for equipment appeared to be straight out of “Marvel comic books”. The technologies it demanded were “absurd, unrealistic” and simply non-existent, Parrikar further elaborated much to General Singh’s chagrin.

Adverse operational ramifications

Six years after Parrikar’s assessment, it seems that the Marvel comic trend persists, albeit this time with the IN. But this had serious adverse operational ramifications for the force at a juncture when its underwater assets were not only numerically inadequate to operate in its vast area of responsibility, but even those boats that were in active service were bordering on obsolescence.

The IN currently operates 15 SSKs, of which seven Russian Type 877 EKM ‘Kilo’-class variants and four HDW Type 209/1500 boats were all between 20 and 34 years old, with several due soon for retirement. The remaining four SSKs, that joined service 2017 onwards, were the French licence-built Kalvari (Scorpene)-class SSKs, of which two more were scheduled for imminent commissioning. But even these latter six SSKs were inadequately armed, lacking heavyweight torpedoes that significantly circumscribed their deterrence capability and operational effectivity.

Besides, even the IN’s prevailing SSK numbers were nine boats short of the stipulated 24 submarines that were to have been inducted by 2030 in accordance with the Navy’s 2012-27 Maritime Capability Perspective Plan (MCPP). Furthermore, with a majority of the IN’s older Kilo and HDW boats being decommissioned shortly the navy, senior officers admitted, faced serious problems in operating a ‘credible’ submarine fleet for power projection and of realising its wider strategic goal of sea control and sea denial in the critical Indian Ocean Region (IOR) compared to the rival Chinese Navy’s rapid underwater platform force accretion.

The People’s Liberation Army Navy (PLAN) presently employed a fleet of 66 diesel-electric and nuclear-powered and nuclear-attack submarines (SSN/SSBNs) and is on course to rapidly boost these numbers. The IN, for its part, deploys merely one indigenously designed SSBN, with limited missile capability, and is awaiting the arrival of another nuclear-powered general purpose attack submarine on a 10-year lease from Russia sometime around 2025. It is also fast-tracking the local construction of 3-4 additional SSBNs, but all of these were only scheduled to join service by 2027-28, if not later.

In fact, according to the US Defense Department, PLAN presently operates the world’s largest force, with 355 front-line warships larger than corvettes, and over 400 platforms if one takes small missile boats into reckoning. In comparison, the US Navy is capable of deploying just 355 warships, rendering the PLAN the world’s largest maritime force.

However, for India – that directly faces an expansionist PLAN in the IOR – to make good its SSK shortfall it had planned on furthering the Rs 43,000 crore P-75I project to domestically licence build six SSKs via a collaborative venture with an overseas original equipment manufacturer (OEM). Surprisingly, however, despite the force disparity, the MoD had first approved the P-75I programme in 2007 but issued an RfI for it only a decade later in October 2017. This, in turn, was succeeded by an RfP thereafter four years later to two domestic shipyards which were shortlisted to build these platforms.

Consequently, the classified RfP required MDL and Larsen & Toubro to forge a strategic partnership (SP) with one of five overseas OEMs designated by the MoD to build the SSKs ahead of bidding for their tender. Surprisingly the MoD permitted just 12 weeks for the OEMs to finalise their bids for such a complex project.

The OEMs included Naval Group (France), ThyssenKrupp Marine Systems (Germany), Rubin Design Bureau (Russia), Daewoo Shipbuilding and Marine Engineering (South Korea) and Navantia (Spain). Of these, only Germany and South Korea are believed to be in contention for the SSK tender, but even their participation, according to industry officials, was somewhat 'tenuous' for reasons consonant with other OEMs who had opted out: QR overreach and unviable project schedules or to use Parrikar's lexicon, the Marvel comic books syndrome.

The P-75I RfP required the proposed SSKs to be fitted with fuel cell-based AIP systems, land attack capability, modern missiles, sensors and state-of-the-art countermeasures, all of which in keeping with Baranov's assertions were seemingly somewhat 'unrealistic'.

Additionally, the P-75I stands delayed by around a decade, due largely to the IN's vacillation and the MoD's convoluted procurement policies. In 2008, the IN had issued an RfI to five of the same submarine OEMs – barring Japan's Mitsubishi Heavy Industries and Kawasaki Heavy Industries – but with the intent of importing two platforms and indigenously licence-building the remaining four.

Consequently, the MoD's Defence Acquisition Council had sanctioned P-75I in 2011, but the authorisation lapsed following inactivity. The programme was re-approved in 2014, but with all six boats to be built domestically.

The IN, meanwhile, declined to comment on the P-75I, but senior officers said it was considering 'tweaking' the RfP, even though the deadline for responding to it had ended 10 months earlier in October 2021. Hence, it's anybody's guess what will eventually transpire. https://thewire.in/security/indian-navy-submarine-tender-operational-ramifications

10. P-75I submarine project future uncertain after Russia pulls out *(financialexpress.com)* August 17, 2022

Stating the terms and conditions stated in the Request for Proposal (RFP) for the construction of six advanced submarines under Project-75I as unrealistic, Russia too has withdrawn from the race.

Reports from Moscow quoting Andrey Baranov, Deputy Director General, Rubin Design Bureau, who was speaking at the Army 2022 expo, has said that the requirements mentioned in the RFP has demanded strict timeline and has put a lot of responsibility on the designer of the submarine. He also mentioned that since the submarine will be built in India the designer will have no control over its construction. He also mentioned that the Naval Group of France has withdrawn from the programme.

According to reports, Baranov has said that the project is good as far as design is concerned however with respect to implementation, it is not good.
Response time to the RFP extended

The response time to the RFP has been extended once again. Earlier it was until June 30 and now the deadline is December 31, 2022. The Indian Navy has also approached the Ministry of Defence (MoD) to relax certain specifications. The reason being, “due to certain specifications, some of the submarine manufacturers have become non-compliant,” explained a senior naval officer speaking on condition of anonymity.

Concerns cited by Russia

Requirements specified by the Indian Navy which wants Transfer of Technology; stealth technology; state-of-the-art submarines to be equipped with powerful missiles. And so far there is no prototype available of such a submarine in the world.

Another point highlighted is the construction to be done in India, and high penalties to be paid by the OEM in case the timelines are not met.

As has been reported by the Financial Express Online earlier, Mazgaon Docks (MDL) and Larsen & Toubro (L&T) were shortlisted by the Defence Acquisition Council (DAC) as the Indian partners for the P-75I deal in 2020.

And in 2021, the Ministry of Defence issued RFP in July 2021 to MDL and L&T. They had 12 weeks time to respond and they are free to tie up with any of the five OEMs that were shortlisted earlier.

Air Independent Propulsion (AIP) module

Among other issues, the tender mentioned that the submarine on offer should have an AIP module. So far only two countries in the world have this technology which is operational – South Korea and Germany.

The story so far…

For almost two decades, the Indian Navy has been planning to purchase six Project 75I submarines (P-75I). The project was supposed to be built concurrently with the P-75 project (now Kalvari Class), which is now coming to its finale by next year. It is a part of the 30 year Submarine Building plan of the Indian Navy and was supposed to be technology from the East. The Amur Submarine from Russia was under negotiations. The requirements later changed as per the evolving environment.

Financial Express Online has reported earlier that according to the tender conditions, the winning business must offer India the technology for their manufacture. The submarines will be built at Mazagon Docks and/or in Larsen & Toubro (L&T).

The submarines must be built utilizing stealth technology and be able to hit land targets, according to Indian military requirements. Submarines must also be built in such a way that sophisticated armaments may be mounted on them in the future. In addition to these specifications for the submarines that will compete, based on the official stamen issued by the Ministry of Defence earlier, the submarines must feature an air-independent propulsion system. Globally, Air-independent equipped submarine makers include the French Scorpene class, the Spanish S-80, the German Type 212 and 214, Korean Daewoo Shipbuilding & Marine Engineering, the Swedish Gotland and Sodermanland, the Chinese Type 041, as well as the Russian projects 677 Lada and 1650 Amur.

A senior Navy officer speaking on condition of anonymity said, “The Indian Navy desires a cutting-edge submarine with AIP, powerful missiles, weaponry, and great stealth. This will establish submarine production lines in India, as well as technologies for submarine design and related equipment, establishing India as a world hub for submarine development and manufacture.”

None of the manufacturers has a prototype of a submarine of this kind. The submarine will have to be built under a new design or require heavy modification. Financial Express Online has reported earlier that the RFP (request for proposal) guidelines specify an extremely short time frame and the designer is given a lot of responsibilities. At the same time, the designer has little control over the building process in India. The major need (in the RFP) is that submarines be built in India. If deadlines are not met, the penalties are severe.

OEMs shortlisted earlier

As per the tender, the Indian companies can have a work with any of the shortlisted foreign original equipment manufacturers (OEMs): French Naval Group, German ThyssenKrupp Marine Systems (TKMS), JSC Rosoboronexport, South Korean Daewoo Shipbuilding & Marine Engineering (DSME) and Spanish Navantia.

However, this USD 5.6 billion project of submarine building has been pushed back, as no company has submitted a response to an RFP that was published the year before.

According to the document, the P-75I submarines are needed to have a “sea-proven” fuel cell Air-Independent Propulsion. Financial Express Online has reported that this need could theoretically only be met by ThyssenKrupp Marine Systems (TKMS) in Germany and Daewoo Shipbuilding and Marine Engineering (DSME) in South Korea.

Due to the weak response to the RFP, the Indian Navy extended the deadline for bid submissions from the previously extended deadline. Foreign companies have asked for changes to the strategic partnership as well as the elimination of the requirement for an in-service AIP system.

Submarines in the Indian Navy

The Indian Navy currently operates 16 diesel-electric submarines, with two further Kalvari-class vessels on the way. However, it falls well short of the required number of submarines, with older vessels slated for retirement.

Meanwhile, India’s archrival Pakistan will receive eight AIP-equipped Type 039A Hangor-class boats. The first ship is slated to sail next year, with half being built in Pakistan and the other half in China. The PN also possesses three Agosta 90B AIP submarines. https://www.financialexpress.com/defence/p-75i-submarine-project-future-uncertain-after-russia-pulls-out/2633610/

11. India's worst period of macro instability possibly over: Morgan Stanley *(business-standard.com)* August 18, 2022

India's worst period of macro instability is possibly over, and both consumer inflation and trade deficit are expected to moderate albeit gradually, Morgan Stanley said.

"Global commodity prices were largely steady last month, with the exception of oil prices which continued to decline," Upasana Chachra, chief India economist at Morgan Stanley, said in the note on Wednesday.

"We believe the worst of macro instability is behind us now, though moderation in inflation and narrowing of India's trade deficit will be gradual."

The note pointed out that the indexes measuring global commodity prices, food prices and metal prices had stabilised in August and were down 9%-25% from their peak. Oil prices, meanwhile, had declined 8% month-on-month.

"These fuel-related global commodities constitute 13.2% of India's CPI (consumer price index) and 33.8% of the WPI (wholesale price index) basket," Chachra said. The rupee had also been relatively stable in August, she said.

Chachra reckons India's consumer inflation rate will rise to 7%-7.2% in August and remain at 7% in September before moderating gradually. The inflation rate has remained above the Reserve Bank of India's tolerance band for seven straight months.

The research house reckons India's trade deficitit likely peaked at $30 billion in July. The record trade deficit has prompted economists to revise India's current account deficit and balance of payments projections.

"We believe that lower commodity prices and a partial roll back of taxes on petroleum products will help improve the trade balance trend," Chachra said. https://www.business-standard.com/article/economy-policy/india-s-worst-period-of-macro-instability-possibly-over-morgan-stanley-122081800580_1.html

12. Customs violations: Monetary limit for legal action raised *(financialexpress.com)* August 18, 2022

The Central Board of Indirect Taxes and Customs (CBIC) on Wednesday increased the threshold monetary limit for prosecution and arrest for customs violations. In baggage and outright smuggling cases, the threshold market value of goods or foreign currency has been increased from over Rs 20 lakh to over Rs 50 lakh for legal action. In the case of commercial frauds, the threshold value of offending goods has been enhanced to Rs 2 crore from Rs 50 lakh.

"The CBIC, by way of release of circulars, has not merely increased the threshold monetary limit for arrest and prosecution but has also provided a more illustrative list of scenarios where offences can lead to arrest. This move will help in reducing litigation and bringing in more clarity for both importer and the customs department," said Saurabh Agarwal, tax partner, EY. https://www.financialexpress.com/economy/customs-violations-monetary-limit-for-legal-action-raised/2634097/

13. Need of the hour: Reinvent economic growth model *(downtoearth.org.in)* August 18, 2022

Climate change is an existential threat, we know that. But what we continue to deny is the need for drastic emission reduction, that too in a world where millions still need the right to development.

In India, the poor, already surviving on the margins, are severely impacted by extreme weather events. They are the first victims of climate change — and remember, always, that they have not contributed to the stock of greenhouse gases in the atmosphere.

So, as we move ahead, we must recognise the imperative of climate justice. The reasons are inconvenient but simple. Carbon dioxide (CO_2) has a long residence time in the atmosphere and so, what is emitted in the past has accumulated and will "force" temperatures to rise.

Then, CO_2 is linked to the way the world runs the economy — fossil fuels (coal or gas) are still determinants of growth. Most importantly, millions of people are still waiting to get the benefits of economic progress — which means access to affordable energy. And, this at a time when the world has literally run out of carbon space to accommodate their need for development.

So, what will this part of the emerging world do? Their growth — use of fossil fuels — will add to the jeopardy that awaits us. How can this "growth" be reinvented so that it is low-carbon, sustainable and yet affordable? It is not enough to berate and bully the emerging world countries into action.

For far too long, the world has worked overtime to erase or dilute climate equity in the negotiations. The much-lauded 2015 Paris Agreement got rid of the very concept of historical emissions; it consigned climate justice to a postscript.

It even removed the idea of "compensation" for the loss and damage suffered because of climate change. Worse, it created a weak and meaningless framework of climate action that would depend on what a country could do; not what it was expected to do based on its contribution to the stock of emissions or fair share.

It should not surprise us then that the sum of the nationally determined contributions (NDC) — UN jargon for national reduction targets — takes the world towards a minimum of 3°C temperature rise or more.

The world should no longer dilly-dally around with empty promises of net-zero targets for 2050. It must discuss how countries will front-load emission reductions for 2030.

The “old” industrialised countries and new entrant China have appropriated 73 per cent of the carbon space till 2019, and, even with the reduction targets announced, will occupy 70 per cent by 2030. This is why future actions must accept the reality of climate equity and use it to drive economic growth.

If we do this, then the opportunity of real change opens up — if we invest today in the poorest economies they can grow without pollution.

For instance, the energy needs of the poorest in the world. Millions of women still use biomass to cook, which adds to their health burden as these stoves are extremely polluting.

The way ahead would be to use clean renewables to meet the needs of these households, which are still outside the fossil fuel energy system. But the cost of renewable energy is beyond their affordability. So the world must not preach the need for energy transitions but pay for these to happen — today.

This is where the discussions on markets — Article 6 of the Paris Agreement — should be put to work. The current effort is to find smart and cheap ways to build a market instrument that will reduce the cost of carbon purchase from the developing world.

A repeat of the complicated, convoluted and cheap Clean Development Mechanism (CDM) must not be allowed. Instead, market instruments should be used for transformational action so that projects that will bring “big bang” carbon reductions can be paid for through this instrument.

For instance, the provision of clean energy through millions of mini-grids in the world of the poorest. In this way, the market will be by public policy and intent, and not left to discover new scams in the name of carbon offsets.

This is also where discussions on nature-based solutions must be firmly rooted. We must not miss the wood for the trees — literally in this case. There is an opportunity to use the ecological wealth of poor countries and communities for mitigation as trees and natural ecosystems sequester CO2.

So, trees should not be viewed as carbon sticks but as opportunities for livelihoods and economic well-being of the poor. The rules for carbon offsets for forests must be developed with this in mind — deliberately and with statecraft.

The fact is, we have lost precious time in finding “smart” ways to do as little as possible to reduce greenhouse gas emissions and it is time this stopped.

We need to drive policies knowing that we live in an interdependent world, where cooperation is critical, and that ensuring this requires fairness and justice. Climate change is our biggest challenge yet as a human race and it is time we stood up to it. https://www.downtoearth.org.in/blog/climate-change/need-of-the-hour-reinvent-economic-growth-model-84269

14. India may delay coal plant closures amid crisis in blow to climate action *(business-standard.com)* August 18, 2022

India's government is studying a slower retirement of aging coal-fired power plants as it also adds newer sites, a move that would keep fossil fuel capacity higher for years and potentially stall efforts to hit climate goals.

Officials are considering a proposal to shutter less than 5 gigawatts of existing capacity by the end of the decade as the nation grapples with surging electricity demand and a global energy shortage, according to people familiar with the matter. That compares with plans drawn up in 2020 that proposed shuttering about 25 gigawatts by the same date.

Spokespeople for India's power ministry and environment ministry didn't respond to emails and text messages seeking comment.

India currently has about 204 gigawatts of coal power capacity and the plans under discussion would see that total expand to more than 250 gigawatts over the next decade, according to two of the people, who asked not to be named as the discussions are private. No final decisions have been made, the people said.

"Any rupee invested in new coal infrastructure takes India away from its net zero goals," said Sunil Dahiya, an analyst with the Centre for Research on Energy and Clean Air, which supports the faster adoption of less-polluting fuels. "It will load the power system with redundant capacities and hinder investments in clean power projects."

A pipeline of 30 gigawatts of coal projects that are in advanced stages of construction should be used to replace old and inefficient plants, and India should prioritize investments in expanding its grid and on decarbonization projects, Dahiya said.

Under the proposals being considered, India's coal plants -- which currently account for almost 70% of electricity generation -- would continue to handle peak evening power demand, even as solar and wind projects become increasingly able to fulfill day-time requirements, according to the people.

The world's third-largest emitter doesn't envisage hitting net-zero until 2070, and is aiming only for half of its electricity generation capacity to use clean fuels by 2030, giving the nation scope to continue relying on coal for decades more. Together with China, India frustrated efforts to set a date to phase out the use of unabated coal power at last year's Glasgow climate talks.

Prime Minister Narendra Modi's government aims to build 500 gigawatts of clean power capacity by 2030, and to ultimately become a global hub for solar, energy storage and green hydrogen. In the shorter term, ministers are seeking to ensure stable energy supply to consumers and industry.

With gas prices stubbornly high, many new hydropower projects proving too complex and a planned roll-out of renewables in its early stages, policymakers see a need to extend reliance on the country's coal fleet. Other nations globally have also been responding to high demand and severe shortages of natural gas by burning more coal. https://www.business-standard.com/article/economy-policy/india-may-delay-coal-plant-closures-amid-crisis-in-blow-to-climate-action-122081800124_1.html

15. New Delhi, Kolkata Are the Most Polluted Cities in the World; Mumbai Ranks 14th: Report *(thewire.in)* August 18, 2022

New Delhi and Kolkata are the most polluted cities in the world. According to the latest State of Global Air report on air quality and health in cities published on August 17, these cities rank the highest when it comes to levels of fine particulate matter, a major air pollutant. Mumbai is 14th on the list.

Several of India's cities face high levels of air pollution. Earlier this year, another global report – the World Air Quality Report 2021 – listed New Delhi as the capital city with the most polluted air for the fourth consecutive year. Though the government launched the National Clean Air Programme in 2019 to reduce levels of particulate matter by 20-30% by 2024, an analysis in January this year found that levels of air pollution in most of the 132 cities in India targeted under this programme have either "marginally improved" or increased since then.

TABLE 1 Among the most populous cities in each region (N = 103), top 20 with the highest population-weighted annual average $PM_{2.5}$ exposures in 2019

Rank	City, Country	Population-weighted $PM_{2.5}$ ($\mu g/m^3$)
1	Delhi, India	110
2	Kolkata, India	84.0
3	Kano, Nigeria	83.6
4	Lima, Peru	73.2
5	Dhaka, Bangladesh	71.4
6	Jakarta, Indonesia	67.3
7	Lagos, Nigeria	66.9
8	Karachi, Pakistan	63.6
9	Beijing, China	55.0
10	Accra, Ghana	51.9
11	Chengdu, China	49.9
12	Singapore, Singapore	49.4
13	Abidjan, Côte d'Ivoire	47.4
14	Mumbai, India	45.1
15	Bamako, Mali	44.2
16	Shanghai, China	40.1
17	Dushanbe, Tajikistan	39.7
18	Tashkent, Uzbekistan	38.0
19	Kinshasa, Democratic Republic of the Congo	35.8
20	Cairo, Egypt	34.2

Air pollution in cities

Fine particulate matter (PM2.5) and nitrogen dioxide (NO2) are two major air pollutants in cities and urban areas worldwide. PM2.5 consists of airborne, inhalable particles less than 2.5 micrometres (µm) wide, and are emitted from fossil fuel use, industries, factories, vehicular engines, fires, dust from construction sites, etc. Exposure to this pollutant can cause a range of illnesses, from respiratory and heart diseases to cancers and strokes.

According to a recent study, breathing ambient air with unsafe levels of PM2.5 causes approximately four million early deaths each year, globally. Of this, 25% of deaths occur in India. The annual average levels of PM2.5 over an area should not exceed 40 µg/m3 as per India’s apex statutory body for pollution control, the Central Pollution Control Board (CPCB). The World Health Organisation (WHO), however, has set a more stringent limit, 5 µg/m3.

NO2 is a gas that stems mostly from vehicles and industries (when fossil fuel is burnt). Long-term exposure to this gas has been linked with deaths. The current WHO guideline for the annual average concentration of NO2 is 10 µg/m3.

Levels of both these pollutants were taken into account in the latest Air Quality and Health in Cities report published by the State of Global Air, a collaboration between the US-based Health Effects Institute (HEI) and the Institute for Health Metrics and Evaluation’s Global Burden of Disease Project.

The report summarises data on air pollution exposures and associated health impacts caused by these pollutants in 7,239 cities between 2010 to 2019. Of these, 1,503 are from South Asia. The report used data from satellite imagery and ground measurements. The latter included publicly available data from 3,787 air quality monitoring stations across 63 countries for PM2.5, and 5,220 air quality monitors from across 58 countries for NO2.

It found that global patterns for exposures to the two key air pollutants were very different. While exposures to PM2.5 pollution tend to be higher in cities located in low- and middle-income countries, exposure to NO2 is high across cities in high-income as well as low- and middle-income countries.

In 2019, PM2.5 exposures averaged at 34.6 µg/m3 across 7,239 cities, ranging from 0.1 µg/m3 in Trabzon, Turkey, to 133 µg/m3 in Jhusi, India.

The world’s most polluted city is in India

The cities in South Asia, West Sub-Saharan Africa and East Asia reported exposures to PM2.5 higher than 35 µg/m3 (the least stringent WHO limit). India and Indonesia witnessed the most severe increase in PM2.5 pollution, while China experienced the greatest improvements. India is home to 18 of the 20 cities with the most severe increase in PM2.5 pollution (more than 30 µg/m3) from 2010 to 2019; the other two cities are in Indonesia. Of the 50 cities with the most severe increase in PM2.5, 41 are in India and nine are in Indonesia.

Of the 103 most populous cities across 21 different regions of the world, three Indian cities made it to the top 20 with the highest population-weighted annual average PM2.5 exposures in 2019 – New Delhi, Kolkata and Mumbai.

PM2.5 levels in Delhi averaged 110 µg/m3, making it the world's most polluted city in this respect. Kolkata came second in the list, with average PM2.5 levels of 84 µg/m3. Mumbai too found a place here, ranking 14th with average PM2.5 levels of 45.1 µg/m3.

Such levels of particulate matter translate into health burdens too, and the State of Global Air calculated these based on several factors including the relationship between different levels of PM2.5 and increased risk of death due to illnesses caused by pollution and population size.

In South Asia, the above-mentioned three cities in India, along with Dhaka in Bangladesh and Karachi in Pakistan showed higher death rates than the global urban median (58 deaths/100,000 people). Delhi and Kolkata feature in the top 20 of the 103 most populous cities in each region which had the highest PM2.5-related disease burden in 2019 (quantified at 106 and 99 deaths per 1,00,000 people, respectively).

Overall, cities in East, South, and Central Asia and those in Central and Eastern Europe witnessed a disproportionately high disease burden from PM2.5 exposures.

With respect to NO2, the global average was 15.5 µg/m3 – higher than the WHO limit of 10 µg/m3. Out of the 103 most populous cities across all 21 regions, 81 reported higher NO2 exposures than the global average.

"As cities around the world rapidly grow, the impacts of air pollution on residents' health are also expected to increase, underscoring the importance of early interventions to reduce exposures and protect public health," said Pallavi Pant, HEI senior scientist, who oversaw the report's publication, in a press release.

India and air pollution

Many cities in India face high levels of air pollution. So much so that in 2019, the Union government launched the National Clean Air Programme (NCAP) to reduce levels of particulate matter in 132 target cities by 20-30% by 2024. Funds amounting to Rs 472.06 crore have been released since then, but states have utilised only less than half of it, said minister of state for environment, forest and climate change Ashwini Kumar Choubey in a written reply in the Lok Sabha on August 1.

As mentioned before, despite crores being spent on these cities, an analysis in January found that air pollution in most of the 132 cities has only either "marginally improved" or, even worse, increased since then.

According to the World Air Quality Report 2021 – which put New Delhi at the top of its list of most polluted capital cities – India was also among the top five countries with the world's lowest air quality. The report said that 12 of the 15 cities in Central and South Asia with the worst air in 2021 were in India. https://thewire.in/environment/new-delhi-kolkata-pollution-particulate-matter-report

16. PLI wind beneath renewables wings *(financialexpress.com)* August 18, 2022

India's energy transition presents a larger opportunity than just reducing carbon emissions. The country's long-term targets of decarbonising its power, transport and other hard-to-abate sectors need billions of dollars of investments in clean energy infrastructure.

The government has been trying to reduce its import dependence for clean energy technologies by incentivising domestic development and manufacturing. Maturing domestic value chains for clean energy will create additional jobs and attract more investments.

Last year, the government initiated a production-linked incentive (PLI) program of Rs 420 billion (US$5.3 billion) to manufacture solar modules and batteries for electric vehicles and energy storage.

Reportedly, the government plans to formulate a PLI scheme to augment the offshore wind industry as well in the country. Such a scheme would provide direct subsidies to manufacturers interested in building facilities in India to make offshore wind power turbines. The government recognises a huge potential in offshore wind. India has set an ambitious target of installing 30 gigawatts (GW) of offshore wind capacity by 2030.

India came up with its offshore wind power policy in 2015, but no projects have taken off since then, primarily because it costs significantly higher than solar and onshore wind.

Despite the higher costs today, offshore wind is an important resource for decarbonising India's power sector. The country has the potential to generate 140GW of electricity from offshore wind along its 7,600km coastline. Half of this potential is near the coasts of Tamil Nadu and Gujarat.

The ministry of new and renewable energy recently revived India's offshore wind power plans with an announcement of a mega 4GW tender for offshore wind power off the coasts of Tamil Nadu and Gujarat in the next few months. The announcement came during MNRE's recent meeting with the Central Transmission Utility (CTU) on network planning for offshore wind, a challenging aspect of its development.

Offshore wind could deliver utilisation factors of more than 50-55% with a better wind resource profile in deep oceans. These are materially higher than its onshore counterpart that can reach up to 30-35%.

Further, India's wind generation profile, peaking between evening and early morning hours, is complementary to solar, peaking during the afternoon. Therefore, adding offshore wind to the generation mix would potentially provide India with a better round-the-clock clean power resource and add resource diversification benefits.

One of the key requirements to unlock the potential for offshore wind in India is to develop the local supply chain, logistics and port infrastructure. A report from Fowind and the European Union in 2016 analyses various aspects of the value chain in Tamil

Nadu and Gujarat. The report suggests the development of special coastal facilities to build wind turbine assemblies that would require investments to the tune of billions of rupees. Investment on this scale needs visibility of substantial market size and a strong order book for prospective Original Equipment Manufacturers (OEMs). Port infrastructure, too, will require specialised upgrades to handle large equipment. According to the Fowind report, offshore wind turbines historically have been versions of onshore turbines adapted for the marine environment. However, over the past decade, the technology of offshore turbines has grown immensely. Offshore wind turbines are much larger and focus more on reliability and durability in the hostile environment of deep oceans.

Currently, India has a substantial base for manufacturing onshore wind turbines but not for its offshore counterpart. Some European OEMs (Siemens, Vestas, Alstom) and Chinese OEMs (Goldwind, Ming and XEMC) have the best-in-class wind turbine technologies.

The PLI scheme could attract some top global OEMs to start manufacturing turbines in India. The recently announced auctions to commission offshore wind generation capacity need to materialise to create visibility of a project pipeline. This would provide a strong signal for the OEMs to invest the required billions of rupees in turbine manufacturing in India.

A new class of financial instruments—blue bonds—have emerged. Blue bonds focus on supporting marine-related projects, such as protecting ocean life, reducing pollution and building offshore wind farms. In 2020, Bank of China issued Asia's first blue bond worth $942 million for projects supporting clean oceans.
Technology advancements and innovative financing have driven the cost-deflation in clean energy technologies over the past decade. A similar story could unfold for India's offshore wind industry if policymakers show sincere commitment to developing the industry.

The interest in offshore wind is increasing globally, especially in the Asia Pacific region. China installed 16.9GW of offshore capacity in 2021, equal to 30% of the 57.1GW worldwide operational capacity. Australia, Japan, Taiwan and Vietnam have been late to tap offshore wind power but now have strong ambitions to exploit this valuable clean energy resource. India, too, would benefit from strongly pursuing the offshore wind dream. https://www.financialexpress.com/opinion/pli-wind-beneath-renewables-wings/2633926/

17. अमृत योजना में 65 करोड़ खर्च, घरों में नहीं पहुंचा पानी *(jagran.com)* 17 Aug 2022

अंबेडकरनगर: केंद्र सरकार का ड्रीम प्रोजेक्ट कहा जाने वाला अमृत योजना धरातल पर साकार होता नहीं दिखाई पड़ रहा है। निर्धारित समय से एक वर्ष अधिक बीत जाने के बाद भी पानी की टंकियों को जल निगम निकाय को हैंडओवर नहीं किया है, जबकि जिले में इस योजना के तहत 65 करोड़ों रुपये खर्च होने का दावा किया जा रहा है। इसके बावजूद नागरिकों के घरों में शुद्ध पानी नहीं पहुंचा सका है। इसका कारण पानी की सप्लाई के लिए डाली गई पाइप लाइनों में जगह-जगह लीकेज बताया जा रहा है। योजना वर्ष 2021 में पूरी होनी थी, लेकिन जिम्मेदारों की उदासीनता के च

लते एक वर्ष बाद भी स्वच्छ जल का सपना साकार होता नहीं दिख रहा है। नगर पालिका अकबरपुर के 25 वार्ड में छह ओवरहेड टैंक, 211 किलोमीटर की पाइप लाइन, 22 नलकूप के निर्माण के साथ ही आठ हजार 611 कनेक्शन करने का लक्ष्य दिया गया था। निकाय ने इस कार्य की जिम्मेदारी वर्ष 2019 में जल निगम को सौंप वर्ष 2020 के अंत तक पूरा कराने की बात कही थी, लेकिन निर्माण में शिथिलता के चलते यह कार्य दिसंबर वर्ष 2021 में पूरा हो सका। एक साल बीत जाने के बाद भी पानी की टेस्टिंग का कार्य पूरा नहीं हो सका। जिसके नाते निकाय को पानी की टंकी हैंडओवर नहीं किया जा सका है। पाइपों की गुणवत्ता की खुली पोल : आवरहेड टैंक बनने से पहले ही पानी की पाइप लाइनें ठेकेदारों द्वारा बिछाकर उसका भुगतान भी करा लिया। लेकिन जब इन पाइप में पानी का प्रवाह छोड़ा गया तो इनकी गुणवत्ता की सारी पोल खुल गई। पानी का प्रेशर पड़ते ही जगह-जगह पानी लीकेज हो गया। गुणवत्ता पर पहले भी उठे थे सवाल : भाजपा नेता रामशब्द यादव ने निर्माण की गुणवत्ता पर सवाल खड़े कर इसकी शिकायत शासन से की थी। लेकिन जिम्मेदारों ने जांच के नाम पर खानापूर्ति कर मामले का ठंडे बस्ते में डाल दिया। इसके बाद समाजसेवी अनिल मिश्रा ने भी इस समस्या को उठाया, लेकिन सांठगांठ के इस खेल में जिम्मेदार अधिकारी संलिप्तता के चलते सभी की आवाज दब गई। इसका खामियाजा अब नागरिकों को उठाना पड़ रहा है। सभासदों न जताई नाराजगी : शहजादपुर वार्ड के सभासद ललित मोहन श्रीवास्तव, नासिरपुर बरवां के विवेक नंदन निक्कू, इंद्रलोक के ज्ञान कुमार मोदनवाल, राबीपुर बहाऊद्दीनपुर के अमित कुमार, शास्त्रीनगर के गौरव श्रीवास्तव मुरादाबाद वार्ड की बेबी तबस्सुम ने जलनिगम की इस लापरवाही पर नाराजगी व्यक्त की है। बोले अधिकारी :अधिशासी अधिकारी बीना सिंह ने बताया कि सदरपुर और मीरानपुर पानी की टंकी ही जल निगम ने हैंडओवर किया है, जिसका संचालन शुरू करा दिया गया है। अन्य स्थानों की टंकियां अभी निकाय को हैंडआवर नहीं की गई हैं। https://www.jagran.com/uttar-pradesh/ambedkarnagar-65-crores-spent-in-amrit-yojana-water-did-not-reach-homes-22988314.html