



## The 2020 vision

Without economic growth, Mr Modi will struggle to fulfil his agenda

India's economic growth has been slowing steadily over the past several quarters and forecasts suggest there is little reason to believe it will pick up in the foreseeable future. In this same period, Prime Minister Narendra Modi's headline actions have been focused on fulfilling the social agenda that delivered two massive majorities in Parliament. But his party's shrinking footprint in the states ought to offer him a timely pointer to the perils of prioritising the Hindutva manifesto at the expense of the economy. The fact that the Bharatiya Janata Party's (BJP's) footprint has shrunk from 71 per cent of India's land-mass to 35 per cent after the loss of Jharkhand, plumb in the middle of the uproar over the Citizenship Amendment Act (CAA), is the most potent indicator of this dichotomy. He and Home Minister Amit Shah's campaign in Jharkhand demonstrated an oblique understanding of this tribal electorate. Growing joblessness and the Naxalite menace are the chief concerns here; Mr Shah spoke instead of building a "sky-kissing" mandir in four months in Ayodhya. Earlier, in Maharashtra, home to India's financial capital, the party lost seats and failed to win a decisive majority on its own in spite of a booming stock market, enabling smaller rival parties, led by its own disgruntled pre-poll ally, to form a government despite the BJP's attempts to dilute constitutional proprieties.

Both recent losses question Mr Modi's understanding of the difference between national and state elections. It is possible for the former to be fought on the relatively abstract big ideas. But state elections typically involve bread-and-butter issues. This was already in evidence in Goa in 2017, and an engineered floor crossing in Karnataka. The party's loss in the big three heartland states of Madhya Pradesh, Chhattisgarh and Rajasthan in December 2018 should have been a wake-up call, since the critical issue in all three was deepening rural distress induced in part by the 2016 demonetisation and the hurried implementation of the goods and services tax in 2017.

Apart from announcing an ephemeral farm income support scheme just before the code of conduct for 2019 Lok Sabha elections kicked in, Mr Modi had not absorbed the message from the ground. Instead, he embarked on a high-stakes gamble in sending the Indian Air Force into Pakistan and chose to interpret his commanding second parliamentary majority as a *carte blanche* for bigger, bolder Hindutva — reading down Article 370, turning Jammu & Kashmir into Union Territories, pushing through the CAA and announcing the National Population Register (NPR) exercise. As the pushback from non-BJP states and now even BJP allies to the CAA/NPR combo has shown, Mr Modi's Hindutva project remains hostage to the states. His experience as chief minister of Gujarat should tell him that no social agenda can be achieved without setting the groundwork for economic success. He squandered the opportunity afforded by his party's powerful grip on Indian states to push through the tough economic reforms (such as on land and labour laws) needed to offer India a sustainable growth momentum. Now, by extending the "strong India" agenda to the economy — raising tariff barriers, for instance — he is doing the economy a lot of harm. Rising unemployment in a country as young as India represents both the dangers and the challenges Mr Modi faces going into 2020.

## Let's get real

Navy's plan to build 24 subs is too ambitious

There is a worrying disconnect between the Indian Navy's budget and its spending plans. On the one hand, the navy has told a parliamentary panel on defence that it plans to build 24 new submarines, including six nuclear attack submarines (SSNs). On the other hand, the navy chief, Admiral Karambir Singh, has publicly lamented that, with the navy's share of the overall defence budget having shrunk from 18 per cent in 2012-13 to just 13 per cent this year, it will have to make do with just 175 warships in 2027 instead of the 200 envisioned in the Maritime Capability Perspective Plan.

So dire is the navy's fund shortfall that the defence ministry has been putting off sanctioning a second indigenous aircraft carrier (IAC-2), which will cost more than ₹75,000 crore, including the cost of its aircraft. There is similar vacillation in green-lighting Project 75-I, which involves spending ₹45,000 crore on six conventional submarines with air-independent propulsion. There is the continuing liability of some ₹90,000 crore on six nuclear-propelled submarines armed with nuclear-tipped missiles (SSBNs), of which only two have been completed. While such programmes are paid for over at least a decade, they would still require the navy to pay over ₹20,000 crore from its capital budget each year. The SSN project would load another ₹10,000 crore of annual liability on the navy. Sanctioning these four projects will require the navy to more than double its capital budget, which stands at ₹25,656 crore for this financial year. The current budget is already stretched in paying for the 50 warships currently under construction, and for another 41 ships and 61 helicopters that are sanctioned in principle and likely to be contracted. Major capability upgrades such as IAC-2, Project 75-I, SSBNs and SSNs require significantly higher allocations, but those are not realistically forthcoming, given the sharp economic slowdown and the fact that defence modernisation already accounts for more than one-third of the central government's overall capital budget.

Until the economic climate changes, the military, including the navy, will need to heed then prime minister Manmohan Singh's November 2013 exhortation to "cut our coat according to our cloth." The navy is already taking in its belt with the decision to overhaul its aging submarines — 12 of its 15 conventional submarines have already served more than a quarter century — so as to keep them in service for another decade. Steps must also be taken to fill capability gaps in other warships, such as the shortfall in torpedoes and active sonar systems. And the clear and evident shortfall of specialist ships like minesweepers and anti-submarine vessels must be filled on priority. The navy chief has already underlined the need to focus on maximising warship capabilities instead of bemoaning the shortage of numbers. In modern warfare, better maritime domain awareness through satellites and aerial reconnaissance aircraft translates into battle-winning operational advantages. Similarly, improved networking and command systems, along with more lethal on-board weaponry, allow fewer warships to deliver greater battlefield effects.

Finally, India must tighten its international maritime partnerships in fulfilling the role of being the primary "net security provider" in the Indian Ocean. Currently, the navy is overstretched with continuous anti-piracy patrols, mission-based deployments from West Asia to the Strait of Malacca and joint exercises with every major world navy. Given the magnitude of these tasks, India should harness its diplomatic goodwill to share the burden.

ILLUSTRATION: BINAY SINHA



## Without fear or favour

The exchange between Rahul Bajaj and Amit Shah is of great value to the country

The star performer at a recent ET Awards function was Rahul Bajaj. Speaking to an audience of India's leading industrialists with three ministers (home, finance, and commerce and industry) on the stage, he said people had the freedom to critique the United Progressive Alliance (UPA) government but that the current regime has created an environment of fear and uncertainty. "During UPA-II, we could abuse anyone. You are doing good work, but if we want to openly criticise you, there is no confidence you will appreciate that. I may be wrong but everyone feels that". Home Minister Amit Shah responded by saying: "About fear I can say that nobody needs to be afraid.... But still, you are saying that an atmosphere [of alleged intolerance] has been created and we too will have to work to improve that. But I want to reiterate that nobody needs to be afraid."

This exchange — a powerful and courageous statement from Mr Bajaj responded to positively and openly by Mr Shah — is of great value: It opens space for discussion and debate. Three propositions to trigger discussion and debate on this first day of the New Year:

Our key priority is the economy: Many of us view with dismay the events unfolding since the passage of the Citizenship Amendment Act (CAA). Our key concern should be that the CAA and the protests it has prompted are diverting us from what must be paramount: Our moribund economy. "Moribund" is a strong word: The dictionary defines it as "in terminal decline; lacking vitality and vigour". The only debate is over how fast the decline is. Official government figures say our growth rate has fallen consistently to 4.5 per cent now. The former chief economic advisor, Arvind Subramanian, says all real indicators point to even slower growth — the lowest in 29 years. Our con-

sumer goods firms report major stress in rural demand — growing, for the first time in decades, at a lower rate than urban demand. Employment is stressed, with unemployment at a 45-year high. The construction sector, which accounted for much of our recent employment growth, has been losing jobs. Exports have stagnated for six years. Both domestic output and imports of capital goods have dropped by over 10 per cent this year, reflecting falling investment. Electricity output is flat for the first time in decades. All this demands attention without diversion by any alphabet — CAB, CAA, NRC or NPR. Future generations will not forgive us if we neglect our single collective priority. A public acknowledgement of the deep challenges the economy faces would enable the government to use its considerable political capital to drive the necessary changes we need. I have written separately of how the government could use the Budget to kick-start the economy (*Business Standard*, December 19, 2019). Massive public investment in construction — in rural roads, water infrastructure, highways, low-income housing, ports — would do

more to revive the economy than any tax cut or attempt to stimulate consumption.

Debate and independent institutions are to India what strong government and state leadership is to China: On almost any Confederation of Indian Industry mission to the US, we hear an India-China comparison. The complaint is typically about contradictory policies being pursued by the Centre and states (the Centre plans the NPR, some states say they won't implement it), or a reversal of policy by a new government (Amravati, the Bullet train), or outlandish or shameful words used by a politician (termites, *chowkidar chor hai*, *pappu*, *tukde tukde*



**INDIA'S WORLD?**  
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or by a mix of both types of measures keeping in mind the need for fiscal consolidation, the Budget will reveal it all.

However, the more important revelation of Budget 2020 will pertain to the true state of government finances. It has to acknowledge, for the first time, that the actual gross tax revenue collections in 2018-19 were substantially lower than what the revised numbers indicated when the last Budget was presented in July 2019. It may also have to indicate the true extent of the government's off-Budget borrowings, which it has resorted to in the past to help meet its expenditure, without adversely affecting its headline fiscal deficit number. It will be interesting to see if Budget 2020 presents a more realistic fiscal deficit number that is arrived at without seeking recourse to off-Budget borrowings or imaginative accounting.

## What may lie ahead in 2020

With 2019 having ended on a depressing note, a lot of hope rests on 2020. Will the new year usher in a revival in the Indian economy? And will the Narendra Modi government, which in 2019 was mostly focused on achieving its political agenda, pay more attention to the economy in 2020?

Nobody can anticipate, let alone predict, what Mr Modi will do in 2020. But what one can safely do is to list out the possible key economic issues that might figure in the new year. Here are three such issues or developments that you need to be prepared for in the next 12 months.

Air India may be history: Air India, the state-owned airline, may not exist after June 2020, if government officials are to be believed. The Modi government is trying hard to see if it could be sold to a private airline. But it appears there are no takers. If no buyer comes forward by June, the government would close down Air India. Its pilots have already sent a letter to the civil aviation ministry urging it to clear their wage arrears and other dues before Air India is shut down.

The closure of Air India will mark the end of a saga in India's civil aviation industry. It was an airline that was floated by the Tatas and run efficiently as a private airline for quite some time before India's first prime minister decided to nationalise it. Since then, successive prime ministers have allowed Air India to operate as a public sector enterprise, lose market share, become more inefficient and incur losses. Air India's financial dependence on the central exchequer has kept rising over the years.

It was only sometime in the middle of 2017 that the Modi government decided to privatise Air India. However, the procedures adopted for its sale were such that the privatisation exercise was doomed to failure right from day one. In its second term, the

Modi government has once again tried to privatise Air India, but so far with little success. Hence, there is now talk of its closure in June, if no buyer is found for the airline. If that indeed happens, it would reflect how governments over the years have neglected Air India and allowed a slow destruction of an asset. If the privatisation move had been initiated earlier and with a greater sense of realism by making the norms more attractive, Air India could have escaped the ignominious fate that it would face after June 2020. There is a lesson in this for many other such assets that the Union government still owns.

Budget 2020 may reveal the true state of government finances: Just about a month later, Finance Minister Nirmala Sitharaman will unveil the Union Budget for 2020-21. Understandably, the Budget will give a clear indication of the government's approach to how it wishes to tackle slowing economic growth. Whether it would do so by increasing expenditure on infrastructure projects or by cutting taxes

or by a mix of both types of measures keeping in mind the need for fiscal consolidation, the Budget will reveal it all.

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**NEW DELHI DIARY**  
A K BHATTACHARYA

## The business of eating out



### BOOK REVIEW

RAAJ SANGHVI

"The mismatch between what the restaurant is offering and who it is reaching out to is really what causes most restaurants to fail," says food writer Anoothi Vishal in her book *Business On A Platter: What Makes Restaurants Sizzle Or Fizzle Out*.

Ms Vishal, founder of the 'Great Delhi Pop-Up', examines the food and beverage (F&B) industry not only through the lens of an independent commentator but also as a stakeholder: "I see the business both from a consumer point of view and also from the other side, from an insider,

entrepreneurial side," she explains.

Her book delves into the less glamorous aspects of restaurants: Their commercial viability, business models and success to failure ratios. Her research is intended as a comprehensive guide into the Indian restaurant universe, for those who are considering the thought of entering this "fickle and tricky business" as she describes it.

She traces the advent of "eating out" as we know it in India and covers important phases that helped shape the sector; including the domination of Punjabi cuisine led by restaurants such as Moti Mahal and Kwality in New Delhi, to the arrival of the Indo-Chinese era in the 1980s popularised by pioneering restaurants such as Nan King, China Garden and House of Ming. Along the way, she cites examples of evolving consumer trends and other factors that shaped the Indian F&B industry.

Her book offers a glimpse of the

turbulent careers of a handful of successful contemporary restaurateurs such as A D Singh, Riyaaz Amlani and Rahul Akerkar. Ms Vishal uses their examples to illustrate how even the best in the business have struggled and made mistakes. These case studies buttress her larger point: That all too often, naive entrepreneurs are seduced by this sector without spending time on market research or understanding nuanced consumer trends and other market constraints.

Her book features other insightful profiles, such as that of restaurateur Rohit Khattar, who is most famous for being the owner of "Indian Accent", India's most successful fine-dining restaurant. Others

examples — such as that of chef-turned-restaurateur Ritu Dalmia, who oversees the "Diva" brand of restaurants around India (and now abroad) as well as a profitable catering business — showcase how chefs with no prior business acumen or training can become successful restaurant owners.

But for every successful owner, there are an equal number who failed. "The restaurant business everywhere now seems to be struggling across segments," writes Ms Vishal "Rising costs — rents, wages and food — are also coupled with what many restaurateurs describe as erratic and changing demand of millennial consumers, making the restaurant business riskier than it was deemed to be."

The Indian restaurant environment is

characterised by red-tapism and throws up its own challenges: "High cost of rentals, long gestation periods for restaurants, a lack of financing, unclear policies such as multiple clearances and high taxes, heavy import duties, different excise policies for different states and multiplicity and publication of licensing at central and state levels."

And although the disposable income of the Indian middle class continues to rise, price is still the most important factor when Indians dine out. "A majority of consumers are reluctant to spend money on dishes and ingredients that they eat at home, however trendy these may get on Instagram."

As a result, even if a restaurant takes the trouble to source the highest quality ingredients, their efforts are rarely appreciated "Restaurants like The Table and Indian Accent often complain how rich Indians are ready to drop \$300-400 on meals abroad but don't want to spend that kind of money within India," Ms Vishal writes.

Interestingly, she also points out that not all restaurateurs are motivated by the

bottom-line but by what she calls "creative hubris". Her point about hubris is exemplified by some restaurateurs that feature on the World's 50 best list. And even in India, this can be the case; "a restaurant like Masque in Mumbai, is an example of a restaurant run for other reasons than profit," she writes.

Ms Vishal also dwells on the relatively recent influx of private equity (PE) money in the sector, which sometimes poses another kind of challenge for restaurateurs. "Not all restaurants funded by PE investments are healthy and profitable." Her case is that PE and VC firms often don't share the philosophy of the restaurant's founders and are in it, "to grow valuations and typically exit in three to five years, many funds allegedly put pressure on restaurant companies to go on adding outlets. And some companies do this without paying adequate attention to their bottom line and store profitability."

In her concluding chapter, Ms Vishal cautions budding restaurateurs, "Shed those visions of glamour, sit down, learn from examples of those who have trod this space before you."