

CSEET Communique

MAY 2025

e-bulletin



**THE INSTITUTE OF
Company Secretaries of India**

भारतीय कम्पनी सचिव संस्थान

IN PURSUIT OF PROFESSIONAL EXCELLENCE

Statutory body under an Act of Parliament

(Under the jurisdiction of Ministry of Corporate Affairs)



CSEET Communique (e-bulletin)

◆ Issue : 61 ◆ May 2025 ◆

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सर्वद्रव्येषु विद्यैव द्रव्यमाहुरनुत्तमम् ।
अहार्यत्वादनर्ध्यत्वादक्षयत्वाच्च सर्वदा ॥

Among all wealth, knowledge is the greatest wealth at all times, because it cannot be stolen, it is priceless (cannot be valued) and it does not perish.

Dear Students,

The beauty of the Indian culture has always been founded in its diversity. And yet amidst these diverse lines of thoughts, opinions, cultures, languages, religions and religious beliefs – there has been a common ideology – one of peace and non-violence. It is this very thought that we emulate when we celebrate days like Mahavir Jayanti and Buddha Purnima – the birth anniversaries of Lord Mahavir and Gautam Buddha.

However, it is this very nation that has been the land of Lord Krishna and his famous discourse of Shrimad Bhagavad Gita which upholds the value of an action taken at the right time, in the right place and by the right people. The recent developments at a national level have not only witnessed our resilience as a global force but our strength portrayed in our unity as we stood together in facing adversaries.

On behalf of the ICSI, I salute each and every personnel of the Armed forces who laid their lives for the nation and brought us glory. It is from each profession that there are lessons to be learnt, traits to be imbibed.

The vision of ‘nation before self’ has been the cornerstone of our Armed Forces when it comes to outside forces and the same thought and intent has driven us forward in serving the nation and strengthening its governance frameworks from within.

Our vision might be “to be a global leader in promoting good corporate governance”, but our actions are intended towards all frameworks and structures. I am delighted to share that ICSI, during the month gone by, undertook dedicated action in strengthening governance and fostering sustainability in our grassroots – the smallest structures of governance – Panchayats. The celebration of Panchayat Governance Week was a reiteration of our commitment towards the nation and all its aspects.

As you prepare for the upcoming Examinations, I am well assured that each one of you, while understanding your futuristic roles in the national economic, corporate and governance ecosystem, will be placing in your best of efforts for the accomplishment of your individual goals and our combined expectations from you...

That said, this moment seems extremely opportune for me to share my favorite shloka from Shrimad Bhagavad Gita

कर्मण्येवाधिकारस्ते मा फलेषु कदाचन

“You have the right to perform your duties, but never to the fruits of your actions”

All the very best to you in your Examination endeavours !!!

Warm Regards,

(CS Dhananjay Shukla)

President

The Institute of Company Secretaries of India

Traversing towards Green Transportation*

Introduction

The transportation industry is the backbone of any country. Public transportation becomes even more important, given the accessibility and lower cost attached to it. An efficient transport infrastructure is essential for the functioning of the economy. With rapid industrialisation and increased demands for private transport and traffic congestion, the need to make this industry sustainable has become a pressing concern. And with the world adopting sustainable measures in light of the increasing environmental and climate change concerns, there is a need to build green transportation infrastructure to mitigate these concerns. In this article, we will highlight the need to invest in green transportation infrastructure and how it is important not just from the sustainability angle but also from the economic point of view.

Green transportation refers to such modes of transport that do not lead to any adverse effects or impacts on the environment. As per many studies and reports, traditional fossil-fuel-based transportation is regarded as one of the chief contributors towards CO₂ and greenhouse gas emissions. This has led to severe adverse environmental impacts and caused numerous health hazards.

Essentially, these are those modes of transportation that are powered by renewable resources as opposed to the non-renewable resources that get completely depleted after one use; for instance, electronic vehicles, E-bikes, hybrid vehicles, etc. A brief description of the environmentally friendly vehicles are as under:

Electronic Vehicles

The advent of electronic vehicles is not recent; however, with the increasing environmental concerns, an attempt has been made to revamp and reintroduce these recently. Based on much research, these electronic vehicles, commonly referred to as EVs, could represent more than 60 per cent of the vehicles on the road. In India, the market size of EVs is expected to reach USD 37.68 billion by 2028. Although it is at an embryonic stage in India's sustainable development strategy, EVs can play a fundamental role in its shift towards green energy and can help India accomplish its zero emissions target by 2070.

* Dr. Akinchan Buddhodev Sinha, Deputy Director, Academics, ICSI.

Views expressed are the sole expression of the Author and may not express the views of the Institute.

Hydrogen Vehicles

These vehicles use hydrogen as a primary source of energy rather than traditional fuels like petrol, diesel, etc. You may not come across a lot of these currently on the roads; however, they offer a range of benefits such as increased range & mileage, zero carbon emissions and ease of refuelling. They only produce water while driving and are, therefore, completely harmless to our ecosystems and overall environment. The only concern is that the hydrogen fuel-cell technology is still nascent and is still at a budding stage in India, and the industry requires a lot of work because this can become a practical reality.

Hybrid Vehicles

Hybrid vehicles are known to be more fuel efficient than traditional fuel-based vehicles due to factors like weight reduction, smaller engines, etc. They are unique because it has both the traditional combustion engine as well as electric motors and a battery pack, due to which their Co₂ and GHG emissions are low and thus a greener option that is not only environment-friendly but also has a lesser operational cost associated with it.

Grim Scenario

Transport sector plays a crucial role in development of a nation, by providing access to public space, essential services, and opening newer avenues of employment opportunities (direct and indirect). Railways for example have been pivotal in industrial revolution and associated economic prosperity. Despite the existence of fuels like natural gas and new technologies like electric and hybrid vehicles, hydrogen as fuel, the overwhelming contribution of petroleum products to transport sector is undeniable. The alternative fuel technologies have been relatively more expensive for a long time and that has been pivotal to the unprecedented growth of petroleum product demand for transport sector.

Transport sector has been the second highest emitter of carbon dioxide (CO₂), after electricity and heat production sector, contributing almost 23 percent of CO₂ emissions globally and is the fastest growing end-use sector (along with industry). With increasing urbanization in developing countries and expanding needs of the growing population, growth in transport demand is inevitable, and if unchecked, it will have considerable impact on greenhouse gas (GHG) emissions and ambient pollution.

In this regard, addressing the energy trilemma – providing access to affordable energy to the citizens; ensuring energy security through secured supplies; and providing energy systems that are environmentally sustainable, is of particular concern for developing countries due to their limited access to resources, existing inequality in social fabric, and their population pressure. With the growth and development ambitions of developing countries, like India, it is of paramount importance to strike a balance between the three.

Decarbonization in Transportation

In a move aimed at formalising its efforts to decarbonise the highly polluting transport sectors, the Centre will add a mission for “sustainable transport” in its National Action Plan for Climate Change (NAPCC), it is learnt.

This will be the first inclusion of a new mission in the NAPCC in over a decade. And with this, India will join the European Union, a few developed nations, and African nations, which have similar programmes.

The new mission would address vehicular emissions and develop green policies in the transport sector to achieve net-zero targets, said three officials who did not wish to be named. The plan, being prepared by the Ministry of Road Transport and Highways (Morth) as the nodal body, would be divided into various sub-sectors like road transport, railways, ports, shipping, and civil aviation.

It is to be noted that road transport is the largest contributor to pollution in the country, accounting for 12 per cent of India's energy-related carbon dioxide emissions and contributing significantly to urban air pollution. Among all transportation modes in India, road transport is expected to take the longest to become carbon-neutral.

For other transport sectors, the plan will broadly align with existing international standards — like the International Civil Aviation Organization (ICAO) for aviation. For shipping, the International Maritime Organization has already agreed on a net-zero framework, guiding the ports ministry's efforts in the area.

Under current frameworks, the international shipping and aviation sectors aim to transition to net-zero emissions by 2050. The ICAO intends to reduce carbon dioxide emissions by 5 per cent by 2030 through use of cleaner energy. It is also exploring the Carbon Offsetting and Mitigation Scheme for International Aviation, a market-based measure for offsetting any increase in carbon dioxide emissions beyond a baseline level. The shipping industry plans to impose the first global carbon levy on vessels.

Shifting the movement of people and goods from road transport to greener modes like railways will also be part of this mission. The Ministry of Railways has set a target to become a net-zero carbon emitter by 2030, mainly through the electrification of operations and adding renewable energy to its core power source.

The Silver Lining

The following developments are harbinger of India's transition towards green transport-

1. Expansion of e-Bus Fleet with Maharashtra Leading the Way

With 9,700 public electric buses (e-bus) on the road as of December 2024, India has witnessed a mixed bag of achievements and challenges in the e-bus sector. While the funding for FAME II stopped, the national PM E-Bus Sewa Scheme gained momentum. The Scheme was launched by the Ministry of Housing and Urban Affairs (MoHUA) in 2023, aiming to deploy 10,000 e-buses across tier-2 and tier-3 cities through a Public-Private Partnership (PPP) model. Of the INR 983 crore sanctioned for 14 states, nearly half—INR 437 crore—was allocated to eight states in 2024, with Maharashtra receiving the largest share of INR 200 crore. 20 cities across Maharashtra will reap its benefits.

Under the same initiative, in September 2024, the PM E-Bus Sewa Payment Security Mechanism (PSM) was approved, with a total outlay of INR 3,435.33 crore. This initiative was designed to support Public Transport Authorities (PTAs) in procuring and operating over 38,000 e-buses between FY 2024-25 and FY 2028-29. The scheme protects bus operators and manufacturers by guaranteeing they will still get paid even if PTAs fail to make their payments on time.

With the scheme approved for 14 states and payment security mechanisms in place, Maharashtra could become a frontrunner in e-bus adoption. In addition, the Maharashtra State Road Transport Corporation (MSRTC) is set to add 5,500 e-buses

to its fleet, enhancing connectivity while reducing emissions. In Mumbai, the Brihanmumbai Electric Supply and Transport (BEST) aims to achieve a 100% electric fleet by 2030, demonstrating a strong commitment to clean mobility. Additionally, under the PM E-Drive initiative, Mumbai and Pune are slated to receive over 2,000 e-buses, further strengthening their public transport systems.

While Maharashtra's efforts to procure e-buses through various central schemes are crucial and should be strategically scaled, a 2024 study by ITDP highlighted that the state severely lacks urban buses. This presents a significant opportunity for Maharashtra to bridge the gap by prioritising sustainable e-buses.

In 2025, the state could see a substantial increase in e-bus procurement, enhancing public transport, reducing pollution, and setting a precedent for other states in India's e-mobility journey.

2. *Gradual Transition of the Private Sector to e-Buses*

The transition to electric private sector buses has been slow, but it's essential. While public buses often get the spotlight, private operators own 93% of India's 20 lakh buses. By 2030, demand for stage-carriage non-urban buses is projected at 7 lakh and urban buses at 3 lakh. To meet this, both public and private fleets need to grow, and private buses can help bridge the gap.

In 2024, ITDP India worked with cities in Tamil Nadu and private operators to explore the market for electric buses. The preliminary consultants showed that 60% of operators are open to leasing e-buses, provided low-cost financing, charging infrastructure, and policy reforms are in place. If these leasing reforms are implemented, Tamil Nadu could replace 1,500 old diesel buses with e-buses over three years, advancing its sustainable transport goals.

Some progress was made at PRAWAAS 4.0 in 2024. The International Finance Corporation (IFC) showed interest in financing the private sector's shift to e-mobility, while Sundaram Finance was keen on supporting the leasing model. Additionally, BasiGo, a well-established leasing company in Kenya, expressed interest in leasing e-buses in India, provided there are policy reforms in place.

In 2025, if Tamil Nadu private operators, with the support of the state, successfully implement the leasing model, it could set a precedent for other states to drive private-sector electrification.

3. *Surge in EV Production and Tamil Nadu's Emergence as the Hub*

India is going all in on EV manufacturing! Backed by the 2021 Production Linked Incentive (PLI) scheme for the automobile sector (PLI) with a budget of ₹25,938 crore (in 2023), 257 facilities have been approved across 17 states. Maharashtra leads with 77 facilities, followed by Tamil Nadu's 46, with states like Haryana, Karnataka, and Gujarat also stepping up—showcasing India's nationwide push for EV production.

Though PLI funds are yet to be disbursed (as of Nov 2024), Tamil Nadu is already a magnet for EV manufacturers, producing 40% of India's EVs, including two-wheelers, three-wheelers, and cars. In September 2024, Tata Motors launched its Ranipet plant, set to create 5,000 jobs, upskill the local community, and run operations entirely on renewable energy. Vietnamese EV manufacturer VinFast has

also announced plans for a USD 2 billion plant in the state. Meanwhile, passenger vehicle manufacturers such as Hyundai (with an investment of INR 20,000 crore) and Stellantis (with INR 2,000 crore) are already laying the groundwork for their expansion in Tamil Nadu.

In 2025, watch out for Tamil Nadu's rise as India's leading EV hub, with six cities—Coimbatore, Trichy, Tirunelveli, Madurai, Salem, and Chennai—set to become key centers for EV development. Backed by a skilled workforce, a strong network of suppliers, and a thriving auto manufacturing ecosystem, the state is well-positioned to lead the charge in India's EV revolution.

4. *Expanding Charging Infrastructure to Keep Pace with the Demand*

The increasing demand and supply of EVs also necessitates a parallel expansion of charging infrastructure across the country. To maintain an optimal ratio of one charger for every 40 electric vehicles, India will have to install over 4,00,000 charging stations annually, aiming for a cumulative total of 13.2 lakh by 2030, as per the Confederation of Indian Industry (CII).

At the national level, the PM E-Drive initiative also places a strong emphasis on expanding charging infrastructure. With plans to install over 72,300 chargers nationwide, the scheme aims to ensure seamless accessibility for all EV users in urban and rural areas alike. It also focuses on creating a network of chargers in strategic locations, including highways, cities, and transport hubs, facilitating long-distance travel and encouraging EV adoption.

Adding to this momentum, the Ministry of Power's comprehensive guidelines for battery swapping and charging stations (issued in January 2025) are paving the way for innovative models like "Battery as a Service" (BaaS). By enabling quicker battery replacement options and promoting safety and efficiency standards, these guidelines aim to streamline operations and attract investments in the EV ecosystem.

At the state level, incentives are crucial for developing charging infrastructure. Each state's Electric Vehicle (EV) policy offers incentives for charging infrastructure, which may include capital subsidies, building regulations, tariff concessions, renewable energy sources, and consumer interface of the EV network. As a result, India currently has 25,202 EV public charging stations, with Karnataka, Maharashtra, and Uttar Pradesh leading the way. Notably, the charging network is expanding rapidly into Tier 2 and 3 cities, seeing a 96% growth in FY24. Interestingly, 59% of the fast-charging points are now located in these cities, with over half positioned near national highways, improving connectivity and enabling long-distance travel. ITDP has been actively supporting states like Tamil Nadu in their efforts to developing roadmaps to implement robust charging infrastructure across the state.

In 2025, India's EV charging infrastructure may witness an expansion through government initiatives like PM E-Drive and state-level incentives, encouraging both demand and supply growth. These efforts, along with private sector involvement, are making EV adoption more accessible and advancing sustainable transport across the country.

5. *Scaling Up E-Bus Production through Zero- Emission Vehicle (ZEV) Mandates*

In 2024, ITDP conducted consultations with OEMs to address the need for scaling up e-bus production in India. A key finding revealed that most manufacturers can currently produce only up to 500 e-buses (per OEM) annually, compared to 15,000–20,000 Internal Combustion Engine (ICE) buses. With the current demand-side incentives and a 32% CAGR for e-bus sales (2021–2023), India is projected to achieve only 15% e-bus sales by 2030, as compared to the target of 40% by 2030. To meet the 2030 e-bus sales target, annual e-bus production and sales need to increase three times, requiring an average of 25,000 e-buses to be produced and sold each year. This highlights significant gaps in the supply chain and the need for regulatory changes to boost production capacity.

Conclusion

As India continues its electrification journey in 2025, the road ahead looks promising, with charging infrastructure, e-bus fleets, and private sector adoption all gearing up for a greener future. Key developments include Maharashtra's push for e-buses, the nationwide expansion of charging stations, and Tamil Nadu emerging as a hub for EV production. With strong policy support, private sector involvement, and innovations like battery swapping and Zero Emission Vehicle (ZEV) mandates, 2025 is poised to accelerate India's shift to sustainable electric mobility.

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The Importance of Active Listening: Building Better Communication and Understanding*

Introduction

In any conversation, listening is just as important as speaking, if not more. Active listening is an essential skill that enhances relationships, prevents misunderstandings, and fosters trust. While many people hear, few truly listen. Active listening requires intention, attention, and presence. It is especially vital in today's workplace, education, and personal settings.

What is Active Listening?

Active listening is the process of deliberately focusing on what is being said, understanding the message, responding thoughtfully, and remembering the conversation. Unlike passive hearing, active listening involves full mental engagement.

Key Elements of Active Listening

1. Paying Full Attention

This means putting aside distractions (phones, laptops, or internal thoughts) and give the speaker your undivided attention. It helps ensure the listener catches both the verbal and non-verbal cues, such as tone and body language, which are crucial for full comprehension.

Example: If someone is venting about a problem and you're checking your phone, they'll feel ignored even if you say you're listening.

2. Showing That You're Listening

Listeners can use non-verbal feedback like nodding, maintaining eye contact, or leaning forward. Short verbal cues like "I see," "Interesting," or "Go on" encourage the speaker and show you're engaged. These cues help build rapport and trust, signalling to the speaker that their words are valuable.

3. Providing Feedback

Clarifying questions and paraphrasing (e.g., "So, you're saying...") help confirm that the message was understood correctly. It also gives the speaker a chance to correct any misunderstanding.

Example: In conflict resolution, summarizing what the other person said can de-escalate tension and prevent assumptions.

* CS Bhakti Harindra Chawhan, Executive (Academics), ICSI.

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4. Deferring Judgment

Listeners often start planning their response before the speaker finishes. Active listening involves suspending judgment, allowing the speaker to express themselves fully. Avoid interrupting or jumping to conclusions. It creates a safe space for open and honest communication.



Paying Full Attention



Showing That You're Listening

5. Responding Appropriately

After listening, it's important to respond thoughtfully. Whether it's offering a solution, expressing empathy, or simply acknowledging their feelings, your response should be relevant and respectful.

Example: A co-worker shares stress about workload. A good response could be: "That sounds overwhelming. Want to talk about what we can delegate?"



Feedback



Deferring Judgment



Responding Appropriately

Significance of Active Listening

1. Builds Trust and Respect

When people feel heard, they open up more, which builds deeper relationships. Active listening shows empathy and validates the speaker's emotions. Therapists and counsellors rely on active listening to build trust with clients.

2. Prevents Misunderstandings

Miscommunication is a major source of conflict. Active listening ensures clarity and accuracy, reducing the chance of misinterpretation. *In business* misunderstanding project instructions can lead to costly errors.

3. Enhances Problem-Solving

Understanding a problem from multiple perspectives leads to better, more inclusive solutions. Active listening ensures all voices are heard before decisions are made. For an instance during team meetings, a leader who listens actively can identify patterns or hidden issues affecting performance.

4. Boosts Productivity

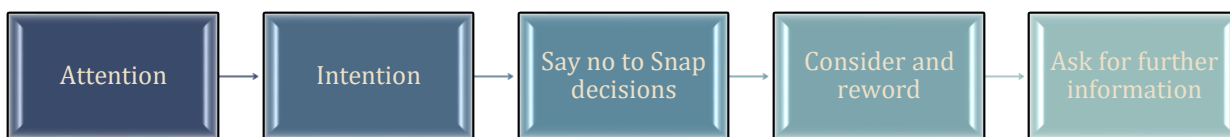
When instructions are clearly understood and issues are heard and addressed promptly, teams become more effective and efficient.

5. Strengthens Relationships

Good listeners create stronger bonds, whether in personal friendships, romantic relationships, or family settings. People feel closer to those who listen without judgment.

A friend who listens when you're upset even without offering solutions can feel like a lifeline.

How to Improve Active Listening?



To provide effective feedback, one must first develop strong listening skills, facilitating a clear transmission of ideas from the sender. The following tips can aid in becoming a proficient listener:

1. Pay attention to the sender. Focus entirely on the speaker and what they have to say.
2. Pay attention to the intended meaning. Try to get the speaker's intended meaning rather than what you want or anticipate.
3. Avoid making snap decisions. If you don't have a strong relationship with the sender, don't jump to conclusions. To learn more about how they feel about the message, pay attention to their body language.
4. Consider and reword. In your own words, restate what you have learned. This shows that you are paying attention and that you understand.
5. Request further information. If there is anything confusing in the message, don't be afraid to inquire. This will guarantee precise comprehension and avoid misunderstandings.
6. Stay focused. Gently return the conversation to the initial problem or worry if the sender strays from it.
7. Steer clear of assumptions and diversions. Instead of allowing your mind to wander or forming irrational conclusions, keep your attention on what the sender is saying.
8. Pay close attention before answering. Before answering, make sure you have heard and comprehended the entire message. The method of active listening involves both parties.

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Current Affairs*

- **World Audio Visual and Entertainment Summit (WAVES) 2025**

WAVES 2025 is a four-day summit with tagline “Connecting Creators, Connecting Countries” is poised to position India as a global hub for media, entertainment, and digital innovation by bringing together creators, startups, industry leaders, and policymakers from across the world.

In line with Prime Minister’s vision of leveraging creativity, technology, and talent to shape a brighter future, WAVES will integrate films, OTT, gaming, comics, digital media, AI, AVGC-XR, broadcasting, and emerging tech, making it a comprehensive showcase of India's media and entertainment prowess. WAVES aims to unlock a \$50 billion market by 2029, expanding India’s footprint in the global entertainment economy.

At WAVES 2025, India hosted the Global Media Dialogue (GMD) for the first time, with ministerial participation from 25 countries, marking a milestone in the country’s engagement with the global media and entertainment landscape. The Summit also featured the WAVES Bazaar, a global e-marketplace with over 6,100 buyers, 5,200 sellers, and 2,100 projects. It aims to connect buyers and sellers locally and globally, ensuring wide-reaching networking and business opportunities.

WAVES 2025 witnessed participation from over 90 countries, with more than 10,000 delegates, 1,000 creators, 300+ companies, and 350+ startups. The summit featured 42 plenary sessions, 39 breakout sessions, and 32 masterclasses spanning diverse sectors including broadcasting, infotainment, AVGC-XR, films, and digital media.

For details: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2125725>

- **NITI Aayog Releases Report on “Enhancing Competitiveness of MSMEs in India” (May 02, 2025)**

NITI Aayog released the report on ‘Enhancing MSMEs Competitiveness in India’, prepared by NITI Aayog in collaboration with the Institute for Competitiveness (IFC). The report presents a detailed blueprint for unlocking the immense potential of India’s Micro, Small and Medium Enterprises (MSMEs) through systemic reforms in financing, skilling, innovation and market access.

The report delves into the key challenges affecting the competitiveness of MSMEs in India. Using firm-level data and the Periodic Labour Force Survey (PLFS), it provides recommendations to foster sustainable integration and enhance their incorporation into global value chains. It focuses on four important sectors - textiles manufacturing and apparel, chemical products, automotive and food processing while highlighting the sector-specific challenges and opportunities that need to be addressed to unlock the potential of MSMEs in India. The report examines current national and state policies, highlighting gaps in implementation and limited awareness among MSMEs.

* Prepared by Mahesh Airan, Assistant Director, The ICSI.

One of the important findings of the report is the notable improvement in MSMEs' access to formal credit. Between 2020 and 2024, the share of micro and small enterprises accessing credit through scheduled banks rose from 14% to 20%, while medium enterprises saw an increase from 4% to 9%. Despite these improvements, the report reveals that a substantial credit gap remains. Only 19% of MSME credit demand was met formally by FY21, leaving an estimated ₹80 lakh crore unmet. The Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) has expanded significantly, but still faces significant limitations. To bridge the credit gap and unlock inclusive, scalable finance for MSMEs, the report calls for a revamped CGTMSE, supported by institutional collaboration and more targeted services.

The report also highlights the pressing issue of skill shortages within the MSME sector. A large portion of the workforce lacks formal vocational or technical training, which hampers productivity and limits the ability of MSMEs to scale effectively. Many MSMEs also fail to invest sufficiently in research and development (R&D), quality improvement, or innovation, making it difficult to stay competitive in national and global markets. The report further points out that MSMEs face barriers in adopting modern technologies due to unreliable electricity supply, weak internet connectivity and high implementation costs. Despite state government schemes designed to support technological advancement in MSMEs, many enterprises are either unaware of them or unable to access them. In its analysis of clusters, the report finds that upgrading outdated technologies and improving marketing and branding capabilities are critical to improving competitiveness.

The report concludes that despite various MSME support policies and the recent boost to MSMEs through Union Budgets, increased effectiveness is hampered by low awareness. To enhance policy impact, the report recommends stronger state-level design and implementation, emphasising consistent monitoring, better data integration and improved stakeholder engagement in policy development.

India's MSMEs can become a key driver of sustainable economic growth by focusing on targeted interventions, building stronger institutional collaborations and enhancing global competitiveness. It calls for enhanced support for MSMEs through digital marketing training, partnerships with logistics providers and creating platforms for direct market linkages, especially in regions with high growth potential, such as India's northeastern and eastern belts. It calls for a robust, adaptive and cluster-based policy framework at the state level that fosters innovation, enhances competitiveness and enables MSMEs to drive inclusive economic transformation.

Read the complete report: https://www.niti.gov.in/sites/default/files/2025-05/Enhancing_Competitiveness_of_MSMEs_in_India.pdf

- **Indian Institute of Foreign Trade receives approval to establish off-campus centre at GIFT City, Gujarat (May 06, 2025)**

The Ministry of Education, Government of India, has approved the establishment of an off-campus centre of the Indian Institute of Foreign Trade (IIFT), New Delhi, at GIFT City, Gandhinagar, Gujarat. The centre will be set up in accordance with the UGC (Institutions Deemed to be Universities) Regulations, 2023. The initiative aligns with the goals of the National Education Policy (NEP) 2020, which aims to promote multidisciplinary learning and expand access to high-quality education.

The approval under Section 3 of the UGC Act, 1956, comes after IIFT's successful compliance with the conditions laid out in the Letter of Intent (LoI) issued in January 2025. This included submission of a development roadmap to establish a multidisciplinary institution with over 1,000 students, availability of qualified faculty, detailed academic programmes, plans for a permanent campus, and creation of a state-of-the-art library.

For details: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2127199>

- **India's Total Exports Grow by 6.01% to Reach Record \$824.9 Billion in 2024–25, Up from \$778.1 Billion in 2023–24: RBI Report (May 02, 2025)**

India's total exports have touched an all-time high of US\$824.9 billion in the financial year 2024–25, as per the latest data released by the Reserve Bank of India on services trade for March 2025. This marks a growth of 6.01% over the previous year's export figure of US\$778.1 billion, setting a new milestone in the country's trade trajectory.

Services exports continued to drive the growth momentum, reaching a historic high of US\$387.5 billion in 2024–25, up 13.6% from US\$341.1 billion in the previous year. For March 2025, services exports stood at US\$35.6 billion, reflecting a year-on-year growth of 18.6% compared to US\$30.0 billion in March 2024. In 2024–25, merchandise exports excluding petroleum products rose to a record US\$374.1 billion, registering a 6.0% increase from US\$352.9 billion in 2023–24 — the highest ever annual non-petroleum merchandise exports.

For details: <https://www.pib.gov.in/PressReleasePage.aspx?PRID=2126119>

Sample Questions

Paper 1 : Business Communication

1. Arrange the following sentences to form a coherent paragraph:

P. She called the police immediately.

Q. When she opened the door, she found her house had been broken into.

R. Maria returned home from work in the evening.

S. The officers arrived within ten minutes.

 - a. R Q P S
 - b. Q R P S
 - c. R P Q S
 - d. P Q R S
2. What does the idiom “hit the nail on the head” mean?
 - a. To hurt someone
 - b. To say exactly the right thing
 - c. To make a big mistake
 - d. To start a fight
3. _____ Prefixes are prefixes that support or are for the root word.
 - a. Place
 - b. Reversative
 - c. Derivative
 - d. Supportive
4. Dropbox is an example of _____
 - a. Browser
 - b. Hardware
 - c. Cloud Storage
 - d. Internet
5. I am planning to meet my _____ tomorrow.
 - a. colleague
 - b. colleague
 - c. colegue
 - d. coleegue

Paper 2 : Legal Aptitude and Logical Reasoning

6. Which Article states that “Untouchability” is abolished and its practice in any form is forbidden?
 - a. Article 14
 - b. Article 15
 - c. Article 16
 - d. Article 17
7. As per Section 2(e) of the Indian Contract Act, 1872, every promise and every set of promises, forming the consideration for each other, is an
 - a. Agreement
 - b. Contract
 - c. Contingent contract
 - d. Acceptance of Offer
8. According to Section 204 of the Companies Act, 2013 every listed company and every public company having a paid-up share capital of fifty crore rupees or more or every public company having a turnover of two hundred fifty crore rupees or more or every company having outstanding loans or borrowings from banks or public financial institutions of one hundred crore rupees or more shall annex with its Board’s report made in terms of section 134(3), a secretarial audit report, given by a company secretary in practice, in prescribed form.
Choose the prescribed format of the Secretarial Audit Report among the below options:
 - a. Form No. MR-2
 - b. Form No. MR-1
 - c. Form No. MR-3
 - d. Form No. MGT-8
9. Look at this series: 2, 4, 6, 8, 10, ... What number should come next?
 - a. 11
 - b. 12
 - c. 13
 - d. 14
10. Here are some words translated from an artificial language.
hapllesh means cloudburst
srenchoch means pinball
resbosrench means ninepin
Which word could mean “cloud nine”?
 - a. leshsrench
 - b. ochhapl
 - c. haploch
 - d. haplresbo

Paper 3 : Economic and Business Environment

11. Which of the following is part /s of domestic income?
 - a. Wages and salaries
 - b. Dividends
 - c. Direct taxes
 - d. All the above
12. Which sector in the economy is the largest contributor to the Gross National Product?
 - a. Tertiary sector
 - b. Public sector
 - c. Primary sector
 - d. Secondary sector
13. The Union Budget of India is also known as:
 - a. Annual Monetary Policy Statement
 - b. Annual Economic Plan
 - c. Annual Financial Statement
 - d. Annual Growth Plan
14. What is the role of RBI in green finance?
 - a. To set up Women Empowerment Fund
 - b. Guiding financial institutions in raising funds for green activities.
 - c. To focus on sports and youth development
 - d. To provide Startup financial assistance
15. Investors, customers, competitors and suppliers forms which forces of business environment?
 - a. Group forces
 - b. Economic forces
 - c. Specific forces
 - d. General forces

Paper 4 : Current Affairs and Quantitative Aptitude

16. The World Audio Visual and Entertainment Summit (WAVES) 2025 was held from May 1 to 4, 2025 to bring together global media and entertainment industry leaders. Where the submit was held?
- Jio World Centre, Mumbai
 - Pragati Maidan, New Delhi
 - India Expo Centre, Greater Noida
 - Vigyan Bhawan, Delhi
17. Platform for Regulatory Application, Validation and Authorization (PRAVAAH) portal, a digital platform was launched to offer a streamlined, transparent, and trackable mechanism for various regulatory approval processes. Which of the following organisation launched this digital platform?
- Reserve Bank of India
 - State Bank of India
 - Ministry of Finance
 - NITI Aayog
18. Who among the following has been recently appointed as the Director General of Indian Council of Agricultural Research (ICAR)?
- Ajay Kumar Sinha
 - Dr. Mangi Lal
 - Rajkishore Singh
 - None of the above
19. The current Chief Justice of India Sanjiv Khanna, is set to retire on 13 May 2025. Who among the following will sworn in as the 52nd Chief Justice of India?
- Surya Kant
 - N. V. Ramana
 - D. Y. Chandrachud
 - Bhushan Ramkrishna Gavai
20. India's first AI-powered real-time forest alert system was launched to instantly detect encroachment, land-use changes, and forest degradation. Which of the following state launched this system?
- Madhya Pradesh
 - Andhra Pradesh
 - Kerala
 - Maharashtra

21. In the first 10 overs of a cricket game, the run rate was only 3.2. What should be the run rate in the remaining 40 overs to reach the target of 282 runs?
- a. 6.25
 - b. 6.5
 - c. 6.75
 - d. 7
22. A grocer has a sale of Rs. 6435, Rs. 6927, Rs. 6855, Rs. 7230 and Rs. 6562 for 5 consecutive months. How much sale must he have in the sixth month so that he gets an average sale of Rs. 6500?
- a. Rs. 4991
 - b. Rs. 5991
 - c. Rs. 6001
 - d. Rs. 6991

Answer Key

1	a	6	d	11	d	16	a
2	b	7	a	12	d	17	a
3	d	8	c	13	b	18	b
4	c	9	b	14	c	19	d
5	b	10	d	15	b	20	a
						21	a
						22	a

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