



TELEGRAM CHANNEL: <https://t.me/patrioticIAS>
YOUTUBE CHANNEL: <https://www.youtube.com/@PatrioticIAS>
CONTACT: 9971932488



PATRIOTIC IAS

DAILY CURRENT AFFAIRS

THE HINDU NEWSPAPER

16 SEPTEMBER 2026

YouTube link: <https://www.youtube.com/@PatrioticIAS>

Telegram Channel: <https://t.me/patrioticIAS>

GS Paper 1: History	16 September 2026
TOPICS COVERED	
16S9 Quiz	



Questions and answers to the

previous daily quiz: 1. According to the *Padma Purana*, Ganesha got his elephant head in this manner. **Ans:**

When he refused entry to his father to see his mother while she was having a bath, Shiva cut off his head in anger and replaced it with an elephant's head after regaining his composure

2. Because of these distinct features, Ganesha is also called *Lambodhara* and *Vakratunda*. **Ans: Pot-belly and curved trunk**

3. In this form, Ganesha knocked over this sage's '*kamandalu*' to let Kaveri flow to the southern parts of India.

Ans: Crow and Agastya

4. According to many accounts, Ganesha has two wives. Name them.

Ans: Siddhi and Buddhi

5. The speciality of the idol of Ganesha located within the Muktheeswarar

16S9. Quiz

1. How Ganesha Received the Elephant Head

- According to the Puranic narrative, Parvati appointed Ganesha to guard the entrance while she bathed.
- Ganesha did not recognise Shiva and prevented him from entering.
- Enraged by the obstruction, Shiva severed Ganesha's head.
- After discovering that Ganesha was Parvati's son and seeing her grief, Shiva restored him to life with an elephant's head.
- Shiva subsequently granted Ganesha an eminent position among the ganas.
- Puranic texts preserve different versions of Ganesha's birth and transformation; therefore, this account should be understood as one important religious tradition rather than a historical event.

2. Meaning of Lambodara and Vakratunda

- **Lambodara** is formed from the Sanskrit words *lamba*, meaning hanging or large, and *udara*, meaning belly.
- It consequently describes Ganesha as the deity with a large or prominent abdomen.
- **Vakratunda** combines *vakra*, meaning curved, with *tunda*, meaning trunk, snout or projecting mouth. It refers to Ganesha's characteristically curved elephant trunk.
- These names are descriptive epithets based on Ganesha's iconography.
- Ganesha is also known as **Ekadanta**, meaning "one-tusked," and **Gajanana**, meaning "elephant-faced."
- His large abdomen is traditionally interpreted as representing his capacity to assimilate varied experiences.

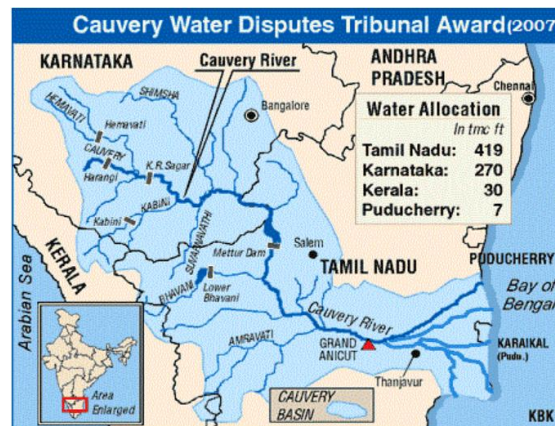
3. Ganesha, Sage Agastya and the River Kaveri

- According to a prominent southern Indian tradition, **Sage Agastya carried sacred water in his kamandalu, or water vessel.**
- **Ganesha assumed the form of a crow and sat on the vessel.**
- **When Agastya attempted to drive the bird away, the vessel overturned and released its water.**
- The released water is believed to have become the River Kaveri and flowed across southern India.
- The Karnataka Gazetteer records this traditional association between Ganesha, Agastya and the Kaveri.
- **Talakaveri in Karnataka's Kodagu district is conventionally regarded as the river's source.**



KAVERI (CAUVERY)

- The source of origin is **Talakaveri, Brahmagiri Hills, Kodagu**, Western Ghats,
- The length of the river was 805 Km.
- Important left-hand tributaries are Hemavati, Harangi, Shimsha, Arkavathy.
- Important right-hand tributaries are Bhavani, Kabini, Noyyal, Amravathi, Moyar, Lakshmanateerta,.
- It passes through states of Karnataka, Tamil Nadu, Kerala, and Pudducherry.
- Sivasamundram waterfalls is situated on it.



Source: Indian Express

4. Wives Associated with Ganesha

- In one widely followed Puranic tradition, Ganesha is associated with **Siddhi** and **Buddhi**.
- Siddhi represents accomplishment, spiritual attainment or success, while Buddhi represents intelligence, understanding and wisdom.
- Their association suggests that **genuine achievement must be accompanied by sound judgment and knowledge**.
- The **Ganesha Purana** and **Mudgala Purana** describe Ganesha as accompanied by Siddhi and Buddhi.
- In several South Indian traditions, particularly Tamil traditions where Ganesha is worshipped as **Pillaiyar** or **Vinayagar**, he is regarded as an unmarried or **celibate deity (brahmachari)**. In contrast, traditions prevalent in several other parts of India associate him with consorts, most commonly Riddhi and Siddhi.

5. Ganesha Idol in the Muktheeswarar Temple, Thilatharpanapuri

- The **Muktheeswarar Temple complex at Thilatharpanapuri**, near Koothanur in **Thiruvavur district, Tamil Nadu**, contains a rare shrine of Ganesha known as **Adi Vinayagar (Aadhi Vinayakar) or Nara Mukha Vinayagar**.
- Its distinctive feature is that **Ganesha is represented with a human face/head rather than his familiar elephant head**.
- The terminology itself explains the form:
 - Nara** = human/man
 - Mukha** = face
 - Vinayagar** = Ganesha
- Therefore, **Nara Mukha Vinayagar** = “human-faced Ganesha.”

GS Paper 1: Geography		16 September 2026
TOPICS COVERED		
16S9	Six States sign 'historic' pact to implement project worth ₹15,624 crore on Tons river छह राज्यों ने टॉस नदी पर ₹15,624 करोड़ की परियोजना लागू करने के लिए 'ऐतिहासिक' समझौते पर हस्ताक्षर किए	
16S9	NATO jets down drone which entered Lithuanian airspace	

NATO के लड़ाकू विमानों ने लिथुआनिया के हवाई क्षेत्र में प्रवेश करने वाले ड्रोन को मार गिराया

Six States sign 'historic' pact to implement project worth ₹15,624 crore on Tons river

The Centre will bear approximately 90% financial burden of Kishau multipurpose project while remaining 10% will be borne by the participating States in accordance with a 1994 agreement

GS I: Geography

The Hindu Bureau
CHANDIGARH

Himachal Pradesh, Haryana, Uttarakhand, Uttar Pradesh, Delhi and Rajasthan on Tuesday signed an agreement for the implementation of the 422 MW Kishau multipurpose project, to be built at an estimated cost of ₹15,624 crore. The project will come up on the Tons river along the Uttarakhand-Himachal Pradesh border.

In the presence of Union Home Minister Amit Shah and Union Jal Shakti Minister C. R. Patil, the Chief Ministers of six States: Yogi Adityanath of Uttar Pradesh, Pushkar Singh Dhami of Uttarakhand, Sukhvinder Singh Sukhu of Himachal Pradesh, Rajasthan's Bhajan Lal Sharma, Rekha Gupta of Delhi and Nayab Singh Saini of Haryana signed the project agreement in New Delhi.

Terming the agreement as "historic", Mr. Shah said that since Narendra Modi became the Prime Minister,



Union Home Minister Amit Shah with CMs of Delhi, Uttarakhand, Uttar Pradesh, Haryana, Himachal and Rajasthan during signing of an MoU for the Kishau power project, in New Delhi on Tuesday. ANI

this is the tenth water dispute that is now set to be resolved. The government of India will bear approximately 90% financial burden of the project, while the remaining 10% cent will be borne by the participating States in accordance with a 1994 agreement. A 232.6-metre-high concrete gravity dam will be constructed on the Tons with a water storage capacity of 1,562 million cubic metres. It will irrigate 97,000 hectares of land and generate 1,476 million units of clean hydropower. The Union Home Minister said Delhi will be the biggest beneficiary of the project.

Mr. Sukhu said Himachal government's efforts have resulted in breaking the eight-year-old deadlock regarding bearing the financial cost of the project. "The previous State government of Bharatiya Janata Party had agreed to give ₹800 crore as the State's share, which our government refused in the interest of the State, keeping in view the limited resources," he told mediapersons.

He said Himachal would suffer the greatest loss from the project, as it is the State's population that will be displaced, hence, asking it to shoulder an additional financial burden would the-

refore be unfair. The Chief Minister added that the State's contribution to the nation's progress deserved suitable compensation.

Delhi hails agreement

The Delhi Cabinet on Tuesday passed a resolution expressing gratitude to the Prime Minister, Home Minister and Union Jal Shakti Minister following the agreement. A statement issued by the Chief Minister's Office said it would enable Delhi to receive 109.9 million cubic metres of water per year, providing significant support in meeting the national capital's drinking water requirements.

16S9. Six States sign 'historic' pact to implement project worth ₹15,624 crore on Tons river

छह राज्यों ने टोंस नदी पर ₹15,624 करोड़ की परियोजना लागू करने के लिए 'ऐतिहासिक' समझौते पर हस्ताक्षर किए

- Himachal Pradesh, Haryana, Uttarakhand, Uttar Pradesh, Delhi and Rajasthan on Tuesday signed an agreement for the implementation of the **422 MW Kishau multipurpose project**, to be built at an estimated cost of ₹15,624 crore.

हिमाचल प्रदेश, हरियाणा, उत्तराखंड, उत्तर प्रदेश, दिल्ली और राजस्थान ने मंगलवार को **422 मेगावाट की**

किशाऊ बहुउद्देशीय परियोजना के कार्यान्वयन के लिए एक समझौते पर हस्ताक्षर किए, जिसे ₹15,624 करोड़ की अनुमानित लागत से बनाया जाएगा।

- The project will come up on the Tons river along the Uttarakhand-Himachal Pradesh border. यह परियोजना **उत्तराखंड-हिमाचल प्रदेश सीमा** पर टोंस नदी पर स्थापित की जाएगी।
- In the presence of Union Home Minister Amit Shah and Union Jal Shakti Minister C. R. Patil, the Chief Ministers of six States: Yogi Adityanath of Uttar Pradesh, Pushkar Singh Dhami of Uttarakhand, Sukhvinder Singh Sukhu of Himachal Pradesh, Rajasthan's Bhajan Lal Sharma, Rekha Gupta of Delhi and Nayab Singh Saini of Haryana signed the project agreement in

New Delhi.

केंद्रीय गृह मंत्री **अमित शाह** और केंद्रीय जल शक्ति मंत्री **सी. आर. पाटिल** की उपस्थिति में छह राज्यों के मुख्यमंत्रियों—उत्तर प्रदेश के **योगी आदित्यनाथ**, उत्तराखंड के **पुष्कर सिंह धामी**, हिमाचल प्रदेश के **सुखविंदर सिंह सुक्खू**, राजस्थान के **भजन लाल शर्मा**, दिल्ली की **रेखा गुप्ता** और हरियाणा के **नायब सिंह सैनी**—ने नई दिल्ली में परियोजना समझौते पर हस्ताक्षर किए।

- Terming the agreement as “historic”, Mr. Shah said that since Narendra Modi became the Prime Minister, this is the tenth water dispute that is now set to be resolved.
समझौते को “ऐतिहासिक” बताते हुए श्री शाह ने कहा कि नरेंद्र मोदी के प्रधानमंत्री बनने के बाद यह **दसवाँ जल विवाद** है, जिसका अब समाधान होने जा रहा है।
- The government of India will bear approximately 90% financial burden of the project, while the remaining 10% will be borne by the participating States in accordance with a 1994 agreement.
भारत सरकार परियोजना का लगभग **90% वित्तीय भार** वहन करेगी, जबकि शेष **10% भार** 1994 के समझौते के अनुसार भाग लेने वाले राज्यों द्वारा वहन किया जाएगा।
- A 232.6-metre-high concrete gravity dam will be constructed on the Tons with a water storage capacity of 1,562 million cubic metres.
टोंस नदी पर **232.6 मीटर ऊँचा कंक्रीट ग्रेविटी बाँध** बनाया जाएगा, जिसकी **जल भंडारण क्षमता 1,562 मिलियन घन मीटर** होगी।
- It will irrigate 97,000 hectares of land and generate 1,476 million units of clean hydropower.
यह **97,000 हेक्टेयर भूमि की सिंचाई** करेगा और **1,476 मिलियन यूनिट स्वच्छ जलविद्युत** का उत्पादन करेगा।
- The Union Home Minister said Delhi will be the biggest beneficiary of the project.
केंद्रीय गृह मंत्री ने कहा कि **दिल्ली** इस परियोजना की सबसे बड़ी लाभार्थी होगी।
- Mr. Sukhu said Himachal government's efforts have resulted in breaking the eight-year-old deadlock regarding bearing the financial cost of the project.
श्री सुक्खू ने कहा कि **हिमाचल सरकार के प्रयासों** के परिणामस्वरूप परियोजना की वित्तीय लागत वहन करने को लेकर चला आ रहा **आठ वर्ष पुराना गतिरोध** समाप्त हुआ है।
- “The previous State government of Bharatiya Janata Party had agreed to give ₹800 crore as the State's share, which our government refused in the interest of the State, keeping in view the limited resources,” he told mediapersons.
उन्होंने मीडियाकर्मियों से कहा, “**भारतीय जनता पार्टी की पिछली राज्य सरकार ने राज्य के हिस्से के रूप में ₹800 करोड़ देने पर सहमति व्यक्त की थी, जिसे हमारी सरकार ने सीमित संसाधनों को ध्यान में रखते हुए राज्य के हित में अस्वीकार कर दिया।**”
- He said Himachal would suffer the greatest loss from the project, as it is the State's population that will be displaced, hence, asking it to shoulder an additional financial burden would therefore be unfair.
उन्होंने कहा कि हिमाचल को इस परियोजना से **सबसे अधिक नुकसान** होगा, क्योंकि राज्य की आबादी को विस्थापित होना पड़ेगा; इसलिए उस पर अतिरिक्त **वित्तीय भार** डालना अनुचित होगा।
- The Chief Minister added that the State's contribution to the nation's progress deserved suitable compensation.
मुख्यमंत्री ने कहा कि **राष्ट्र की प्रगति में राज्य के योगदान** के लिए उचित मुआवजा दिया जाना चाहिए।

Delhi hails agreement

दिल्ली ने समझौते का स्वागत किया

- The Delhi Cabinet on Tuesday passed a resolution expressing gratitude to the Prime Minister, Home Minister and Union Jal Shakti Minister following the agreement.

दिल्ली मंत्रिमंडल ने मंगलवार को समझौते के बाद प्रधानमंत्री, गृह मंत्री और केंद्रीय जल शक्ति मंत्री के प्रति आभार व्यक्त करते हुए एक प्रस्ताव पारित किया।

- A statement issued by the Chief Minister's Office said it would enable Delhi to receive 109.9 million cubic metres of water per year, providing significant support in meeting the national capital's drinking water requirements.

मुख्यमंत्री कार्यालय द्वारा जारी एक बयान में कहा गया कि इससे दिल्ली को प्रति वर्ष 109.9 मिलियन घन मीटर पानी प्राप्त हो सकेगा, जिससे राष्ट्रीय राजधानी की पेयजल आवश्यकताओं को पूरा करने में महत्वपूर्ण सहायता मिलेगी।

Kishau Multipurpose Project

- The **Kishau Multipurpose Project (KMP)** is a major inter-State water-storage and hydropower project proposed on the **Tons River**, an important tributary of the **Yamuna**.
- The dam site lies along the **Uttarakhand–Himachal Pradesh border** in the Upper Yamuna basin. **On the Uttarakhand side, it is in Dehradun district; on the Himachal Pradesh side, it is associated with Sirmaur (Sirmour) district.**

Why is it called “Multipurpose”?

- A multipurpose river project uses stored water for several purposes simultaneously. Kishau is designed principally for **irrigation, drinking-water supply, hydropower generation and regulation of Yamuna flows**.
- Under the latest agreement announced on **15 September 2026**, the project envisages a **232.6-metre-high concrete gravity dam** on the Tons River, with storage capacity of about **1,562 million cubic metres (MCM)**.
- It is expected to provide irrigation benefits to about **97,000 hectares** and generate approximately **1,476 million units of hydropower annually**.

Which States are involved?

- The Upper Yamuna system concerns **Uttarakhand, Himachal Pradesh, Uttar Pradesh, Haryana, Rajasthan and Delhi**.
- A major obstacle had been disagreement over sharing the project's costs and benefits.
- In **June 2026**, the States reached a consensus under which Himachal Pradesh's share of water would be allocated to **Delhi and Rajasthan**, while arrangements would be made regarding the cost of Himachal Pradesh's share of the power component.
- On **15 September 2026**, the Chief Ministers of all six States signed the **Kishau Multipurpose Project agreement**.
- The project has been accorded **National Project** status; the Union government is expected to bear about **90% of the financial burden**, with the remaining approximately 10% borne by participating States.

NATO jets down drone which entered Lithuanian airspace



REUTERS

GS I: Geography
NATO fighter jets shot down a drone that entered Lithuanian airspace overnight, officials said on Tuesday, the day after the head of NATO said strikes close to its territory would only increase its support for Ukraine. Authorities didn't comment on the drone's origin, saying the incident needed further investigation. AP

16S9. NATO jets down drone which entered Lithuanian airspace
NATO के लड़ाकू विमानों ने लिथुआनिया के हवाई क्षेत्र में प्रवेश करने वाले ड्रोन को मार गिराया

As of September 2026, the status of Lithuania, Poland and Moldova is:

Country	European Union (EU)	Eurozone / Euro Area	NATO	Currency
Lithuania	Member — since 1 May 2004	Member — since 1 January 2015	Member — since 29 March 2004	Euro (€)
Poland	Member — since 1 May 2004	Not a member	Member — since 12 March 1999	Polish zloty (PLN)
Moldova	Not a member; EU candidate country with accession negotiations underway	Not a member	Not a member; NATO partner and constitutionally neutral	Moldovan leu (MDL)

GS Paper II: Polity	16 September 2026
TOPICS COVERED	
16S9	Meta to share child safety reports with the govt. directly Meta बाल सुरक्षा रिपोर्ट सरकार के साथ सीधे साझा करेगा



Meta to share child safety reports with govt. directly

GS II: Polity
The Hindu Bureau
NEW DELHI

Meta Platforms Inc., the parent firm of Instagram and Facebook, will share child sexual abuse material (CSAM) reports with Indian law enforcement in addition to the U.S.-based National Center for Missing & Exploited Children (NCMEC), the company said on Tuesday.

Meta has been under the scanner over reports describing CSAM being served in ads on Instagram and Facebook.

Indian agencies have for years already had access to CSAM reports from Meta

and other U.S.-based technology companies, following an MoU in 2019 between the National Crime Records Bureau (NCRB) and NCMEC.

Now, the information will be shared directly by Meta with Indian agencies. "As on 31.03.2024, more than 69.05 lakh Cyber Tipline reports have been shared with States/U.T.s concerned," Union Minister of Women and Child Development Annpurna Devi had told the Rajya Sabha in 2024.

"Protecting children on our platforms is a priority for us and we are committed to working with the go-



Meta has been under the scanner over reports describing CSAM being served in ads on Instagram and Facebook. REUTERS

vernment to ensure that the perpetrators of these crimes are held responsible," a Meta spokesperson said in a statement.

"To collectively strengthen our efforts to combat

this harm, Meta will now report child safety matters directly to the Cybercrime portal managed by I4C," the spokesperson added, referring to the Indian Cybercrime Coordination

Centre, under the Union Home Ministry.

Meta has been scrutinised in recent weeks by the Union government and the National Commission For Protection of Child Rights (NCPCR) over news reports describing CSAM being served in ads on Instagram and Facebook. The firm had then said that while it screened all ads being posted by third parties on its platform, some bad actors were able to get such content posted anyway.

The NCPCR has initiated an investigation based on an initial exchange of correspondence with Meta.

16S9. Meta to share child safety reports with the govt. directly

Meta बाल सुरक्षा रिपोर्ट सरकार के साथ सीधे साझा करेगा

- Meta Platforms Inc., the parent firm of Instagram and Facebook, will share **child sexual abuse material (CSAM)** reports with Indian law enforcement in addition to the U.S.-based **National Center for Missing & Exploited Children (NCMEC)**, the company said on Tuesday.

Instagram और Facebook की मूल कंपनी Meta Platforms Inc. ने मंगलवार को कहा कि वह बाल यौन शोषण सामग्री (Child Sexual Abuse Material—CSAM) से संबंधित रिपोर्ट अमेरिका स्थित National Center for Missing & Exploited Children (NCMEC) के अतिरिक्त भारतीय कानून प्रवर्तन एजेंसियों के साथ भी साझा करेगी।

- "To collectively strengthen our efforts to combat this harm, Meta will now report child safety matters directly to the Cybercrime portal managed by I4C," the spokesperson added, referring to the **Indian Cybercrime Coordination Centre**, under the **Union Home Ministry**.

"इस प्रकार के नुकसान से निपटने के अपने सामूहिक प्रयासों को मजबूत करने के लिए, Meta अब बाल सुरक्षा से संबंधित मामलों की रिपोर्ट सीधे I4C द्वारा प्रबंधित Cybercrime पोर्टल पर करेगा," प्रवक्ता ने आगे कहा, जिसमें Indian Cybercrime Coordination Centre (I4C) का संदर्भ है, जो Union Home Ministry के अंतर्गत है।

- Meta has been scrutinised in recent weeks by the Union government and the **National Commission For Protection of Child Rights (NCPCR)** over news reports describing CSAM being served in ads on Instagram and Facebook.

हाल के सप्ताहों में Union government और National Commission For Protection of Child Rights (NCPCR) द्वारा Instagram और Facebook पर विज्ञापनों में CSAM दिखाए जाने संबंधी समाचार रिपोर्टों को लेकर Meta की जाँच की गई है।

GS Paper III: Economy		16 September 2026
TOPICS COVERED		
16S9	Merchants face 0.4% fee on UPI payment above ₹2,000 ₹2,000 से अधिक के UPI भुगतान पर व्यापारियों को 0.4% शुल्क देना होगा	



16S9	Govt. to ease MSME, start-up entry into R&D in defence सरकार रक्षा क्षेत्र में MSME और स्टार्ट-अप के R&D में प्रवेश को सुगम बनाएगी
16S9	Decoding India's GDP base revision भारत के GDP आधार वर्ष में संशोधन को समझना
16S9	Lessons from India's smallholder farmers भारत के छोटे जोत वाले किसानों से सबक
16S9	The rise of industrial tourism in China चीन में औद्योगिक पर्यटन का उदय
16S9	Amount pulled by foreign investors from govt. bonds in 3 days 3 दिनों में विदेशी निवेशकों द्वारा सरकारी बॉन्ड से निकाली गई राशि
16S9	Sensex tanks 778 points, Nifty closes at 5-month low संसेक्स 778 अंक लुढ़का, निफ्टी 5 महीने के निचले स्तर पर बंद हुआ
16S9	DFCs: the backbone of India's logistics revolution DFCs: भारत की लॉजिस्टिक्स क्रांति की रीढ़

Merchants face 0.4% fee on UPI payment above ₹2,000

The MDR charges will not be applicable to person-to-person transactions, small vendors; it will take effect from October 15; Centre says banks advised to ensure fee is not passed on to customers

GS III: Economy

The Hindu Bureau
NEW DELHI

Merchants will have to pay a charge of 0.4% on UPI transactions above ₹2,000 from October 15, the National Payments Corporation of India said in a circular on Tuesday. The levy will go to payment ecosystem partners such as banks and payment processors.

The charge, called Merchant Discount Rate (MDR), will not be applicable to person-to-person transactions and those made to small vendors – those receiving up to ₹1 lakh per month via UPI QR codes under the Person-to-Person Merchant (P2PM) classification. All person-to-merchant transactions of up to ₹2,000 done on UPI or through RuPay debit cards will also be exempt.

“For person-to-person (P2P) transactions, there will be no charges at all, irrespective of transaction value,” the Finance Ministry said in a release, ad-

Charging ahead

The National Payments Corporation of India has introduced a fee on UPI payments

- Mid-to-large merchants to pay **0.4%** MDR charge on UPI payments above **₹2,000**
- Exemptions:** All person-to-person (P2P) UPI transactions, UPI transactions to small vendors, person-to-merchant transactions of less than **₹2,000** per transaction done on UPI or RuPay debit cards
- Government says P2P transactions are **70%** of the value of all UPI transactions
- Flat ₹5 MDR charge in certain essential sectors**

ding, “P2P transactions constitute 37% of the total UPI transactions in volume terms and 70% in value terms.”

In some sectors, such as Railways, telecom, insurance, fuel and agriculture inputs, transactions over ₹2,000 will incur a flat MDR of ₹5. “This flat-rate model ensures cost stability in critical public services and thin-margin industries,” the Ministry said.

The Centre said banks have been advised to ensure that merchants do not

pass on the MDR charges to customers – a key concern raised during discussions on the matter in the public domain.

The 0.4% charge will be “shared amongst the payment ecosystem partners, including banks and app providers”. For transactions of ₹75,000 and above, the MDR will be capped at ₹300 per transaction.

Further, payments towards “mutual funds, securities, stock brokers, and dealers” will attract an

MDR of 0.02%, capped at ₹300, the Ministry said.

This reduced rate, it explained, was aimed at encouraging retail participation in formal financial markets.

‘Self-sustainable’

“The new MDR framework will make UPI self-sustainable, give incentives for further expansion in rural and semi-urban areas and maintain competitiveness, while ensuring that a large majority of payments remain free of charge,” the Finance Ministry said.

It added that its data analysis showed that only 4% of merchant transactions will be impacted by the MDR introduction, since most transactions fall below the ₹2,000 threshold or qualify under the zero-MDR P2PM framework.

Further, a dedicated fund for promoting the use of UPI by small merchants will be set up using 5% of the total MDR collections.

CONG. SLAMS MOVE

» PAGE 5

16S9. Merchants face 0.4% fee on UPI payment above ₹2,000 ₹2,000 से अधिक के UPI भुगतान पर व्यापारियों को 0.4% शुल्क देना होगा

- Merchants will have to pay a charge of 0.4% on UPI transactions above ₹2,000 from October 15, the National Payments Corporation of India said in a circular on Tuesday.
National Payments Corporation of India (NPCI) ने मंगलवार को एक परिपत्र में कहा कि 15 अक्टूबर से व्यापारियों को ₹2,000 से अधिक के UPI लेन-देन पर 0.4% शुल्क देना होगा।
- The levy will go to payment ecosystem partners such as banks and payment processors.
यह शुल्क बैंकों और भुगतान प्रसंस्करणकर्ताओं (payment processors) जैसे भुगतान पारिस्थितिकी तंत्र के भागीदारों को प्राप्त होगा।
- The charge, called Merchant Discount Rate (MDR), will not be applicable to person-to-person transactions and those made to small vendors — those receiving up to ₹1 lakh per month via UPI QR codes under the Person-to-Person Merchant (P2PM) classification.
Merchant Discount Rate (MDR) कहलाने वाला यह शुल्क व्यक्ति-से-व्यक्ति लेन-देन तथा छोटे विक्रेताओं को किए गए उन भुगतानों पर लागू नहीं होगा, जिन्हें **Person-to-Person Merchant (P2PM)** वर्गीकरण के अंतर्गत UPI QR कोड के माध्यम से प्रति माह ₹1 लाख तक प्राप्त होते हैं।
- All person-to-merchant transactions of up to ₹2,000 done on UPI or through RuPay debit cards will also be exempt.
UPI या RuPay डेबिट कार्ड के माध्यम से किए गए ₹2,000 तक के सभी व्यक्ति-से-व्यापारी लेन-देन भी शुल्क से मुक्त होंगे।
- "For person-to-person (P2P) transactions, there will be no charges at all, irrespective of transaction value," the Finance Ministry said in a release, adding, "P2P transactions constitute 37% of the total UPI transactions in volume terms and 70% in value terms."
वित्त मंत्रालय ने एक विज्ञप्ति में कहा, "व्यक्ति-से-व्यक्ति (P2P) लेन-देन पर लेन-देन के मूल्य की परवाह किए बिना कोई शुल्क नहीं होगा," और आगे कहा, "मात्रा के संदर्भ में P2P लेन-देन कुल UPI लेन-देन का 37% तथा मूल्य के संदर्भ में 70% हैं।"
- In some sectors, such as Railways, telecom, insurance, fuel and agriculture inputs, transactions over ₹2,000 will incur a flat MDR of ₹5.
रेलवे, दूरसंचार, बीमा, ईंधन और कृषि इनपुट जैसे कुछ क्षेत्रों में ₹2,000 से अधिक के लेन-देन पर ₹5 का फ्लैट MDR लगेगा।
- "This flat-rate model ensures cost stability in critical public services and thin-margin industries," the Ministry said.
मंत्रालय ने कहा, "यह फ्लैट-रेट मॉडल महत्वपूर्ण सार्वजनिक सेवाओं और कम लाभ-मार्जिन वाले उद्योगों में लागत स्थिरता सुनिश्चित करता है।"
- The Centre said banks have been advised to ensure that merchants do not pass on the MDR charges to customers — a key concern raised during discussions on the matter in the public domain.
केंद्र ने कहा कि बैंकों को यह सुनिश्चित करने की सलाह दी गई है कि व्यापारी MDR शुल्क ग्राहकों पर न डालें — यह उस विषय पर सार्वजनिक रूप से हुई चर्चाओं के दौरान उठाई गई एक प्रमुख चिंता थी।
- The 0.4% charge will be "shared amongst the payment ecosystem partners, including banks and app providers".
0.4% शुल्क को "भुगतान पारिस्थितिकी तंत्र के भागीदारों, जिनमें बैंक और ऐप प्रदाता शामिल हैं, के बीच साझा किया जाएगा।"
- For transactions of ₹75,000 and above, the MDR will be capped at ₹300 per transaction.
₹75,000 और उससे अधिक के लेन-देन के लिए MDR को प्रति लेन-देन ₹300 की अधिकतम सीमा तक सीमित रखा जाएगा।
- Further, payments towards "mutual funds, securities, stock brokers, and dealers" will attract an MDR of 0.02%, capped at ₹300, the Ministry said.



मंत्रालय ने कहा कि इसके अतिरिक्त, “म्यूचुअल फंड, प्रतिभूतियों, स्टॉक ब्रोकरों और डीलरों” को किए गए भुगतानों पर 0.02% MDR लगेगा, जिसकी अधिकतम सीमा ₹300 होगी।

- This reduced rate, it explained, was aimed at encouraging retail participation in formal financial markets.

मंत्रालय ने बताया कि इस कम दर का उद्देश्य औपचारिक वित्तीय बाजारों में खुदरा भागीदारी को प्रोत्साहित करना है।

‘Self-sustainable’ ‘आत्मनिर्भर’

- “The new MDR framework will make UPI self-sustainable, give incentives for further expansion in rural and semi-urban areas and maintain competitiveness, while ensuring that a large majority of payments remain free of charge,” the Finance Ministry said.
- It added that its data analysis showed that only 4% of merchant transactions will be impacted by the MDR introduction, since most transactions fall below the ₹2,000 threshold or qualify under the zero-MDR P2PM framework.

वित्त मंत्रालय ने कहा, “नया MDR ढाँचा UPI को आत्मनिर्भर बनाएगा, ग्रामीण और अर्ध-शहरी क्षेत्रों में इसके और विस्तार के लिए प्रोत्साहन देगा तथा प्रतिस्पर्धात्मकता बनाए रखेगा, जबकि यह सुनिश्चित करेगा कि अधिकांश भुगतान शुल्क-मुक्त रहें।”

इसने आगे कहा कि उसके आँकड़ों के विश्लेषण से पता चला है कि MDR लागू होने से केवल 4% व्यापारी लेन-देन प्रभावित होंगे, क्योंकि अधिकांश लेन-देन ₹2,000 की सीमा से नीचे हैं या शून्य-MDR P2PM ढाँचे के अंतर्गत आते हैं।

Govt. to ease MSME, start-up entry into R&D in defence

GS III: Economy
Saurabh Trivedi
NEW DELHI

Defence Minister Rajnath Singh on Tuesday unveiled a set of policy initiatives aimed at lowering technical and financial barriers for MSMEs and deep-tech start-ups seeking to participate in defence research, development and manufacturing.

Unveiling the initiatives at “VIMARSH 2026”, a DRDO-Industry Synergy Meet, Mr. Singh said the collaboration between the Defence Research and Development Organisation (DRDO) and industry should extend beyond production to the entire technology value chain, including research, design, testing, certification and manufacturing. The new framework provides for direct funding, incubation support and dedicated access to DRDO testing facilities for MSMEs and start-ups.

A standardised and se-



Rajnath Singh

cure mechanism for sharing DRDO-developed software source codes with licensed industries has also been introduced to accelerate software-defined defence capabilities and address technology obsolescence.

MoU exchange

Nine Licensing Agreements for Transfer of Technology were handed over to 13 manufacturing partners to facilitate commercial production of advanced defence systems.

Strategic MoUs were also exchanged with the So-

ciety of Indian Defence Manufacturers and Laghu Udyog Bharati to widen industry outreach and encourage greater participation from smaller enterprises. The DRDO signed a contract with the Quality Council of India for version 2.0 of the System for Advanced Manufacturing Assessment and Rating, aimed at benchmarking the manufacturing maturity of domestic defence enterprises.

Mr. Singh said the government’s measures, including the Positive Indigenisation Lists, Make in India, iDEX, ADITI and allocation of 25% of the defence R&D budget to the private sector, had created a broader ecosystem for defence innovation.

“Companies that invest in new and emerging technologies today will become the leaders of tomorrow,” he said, stressing that future warfare would be shaped by technological superiority.

- Further, a dedicated fund for promoting the use of UPI by small merchants will be set up using 5% of the total MDR collections.

इसके अतिरिक्त, छोटे व्यापारियों द्वारा UPI के उपयोग को बढ़ावा देने के लिए एक समर्पित कोष स्थापित किया जाएगा, जिसमें कुल MDR संग्रह का 5% उपयोग किया जाएगा।

16S9. Govt. to ease MSME, start-up entry into R&D in defence

सरकार रक्षा क्षेत्र में MSME और स्टार्ट-अप के R&D में प्रवेश को सुगम बनाएगी

- Defence Minister Rajnath Singh on Tuesday unveiled a set of policy initiatives aimed at lowering technical and financial barriers for MSMEs and deep-tech start-ups seeking to participate in defence research, development and manufacturing.

रक्षा मंत्री राजनाथ सिंह ने मंगलवार को



ऐसी नीतिगत पहलों की एक श्रृंखला का अनावरण किया, जिनका उद्देश्य रक्षा अनुसंधान, विकास और विनिर्माण में भाग लेने के इच्छुक MSME और डीप-टेक स्टार्ट-अप के लिए तकनीकी एवं वित्तीय बाधाओं को कम करना है।

- **Unveiling the initiatives at “VIMARSH 2026”, a DRDO-Industry Synergy Meet**, Mr. Singh said the collaboration between the Defence Research and Development Organisation (DRDO) and industry should extend beyond production to the entire technology value chain, including research, design, testing, certification and manufacturing.

DRDO-Industry Synergy Meet “VIMARSH 2026” में इन पहलों का अनावरण करते हुए श्री सिंह ने कहा कि रक्षा अनुसंधान एवं विकास संगठन (DRDO) और उद्योग के बीच सहयोग उत्पादन से आगे बढ़कर संपूर्ण प्रौद्योगिकी मूल्य श्रृंखला तक विस्तारित होना चाहिए, जिसमें अनुसंधान, डिजाइन, परीक्षण, प्रमाणन और विनिर्माण शामिल हैं।

- The new framework provides for direct funding, incubation support and dedicated access to DRDO testing facilities for MSMEs and start-ups.

नया ढाँचा MSME और स्टार्ट-अप के लिए प्रत्यक्ष वित्तपोषण, इनक्यूबेशन सहायता और DRDO की परीक्षण सुविधाओं तक समर्पित पहुँच का प्रावधान करता है।

- A standardised and secure mechanism for sharing DRDO-developed software source codes with licensed industries has also been introduced to accelerate software-defined defence capabilities and address technology obsolescence.

DRDO द्वारा विकसित सॉफ्टवेयर सोर्स कोड को लाइसेंस प्राप्त उद्योगों के साथ साझा करने के लिए एक मानकीकृत और सुरक्षित तंत्र भी शुरू किया गया है, ताकि सॉफ्टवेयर-परिभाषित रक्षा क्षमताओं में तेजी लाई जा सके और प्रौद्योगिकी के अप्रचलन की समस्या का समाधान किया जा सके।

MoU exchange

समझौता ज्ञापन (MoU) का आदान-प्रदान

- Nine Licensing Agreements for Transfer of Technology were handed over to 13 manufacturing partners to facilitate commercial production of advanced defence systems.

उन्नत रक्षा प्रणालियों के वाणिज्यिक उत्पादन को सुगम बनाने के लिए 13 विनिर्माण भागीदारों को प्रौद्योगिकी हस्तांतरण के लिए नौ लाइसेंसिंग समझौते सौंपे गए।

- The DRDO signed a contract with the **Quality Council of India** for version 2.0 of the System for Advanced Manufacturing Assessment and Rating, aimed at benchmarking the manufacturing maturity of domestic defence enterprises.

DRDO ने **Quality Council of India** के साथ **System for Advanced Manufacturing**

Assessment and Rating के संस्करण 2.0 के लिए एक अनुबंध पर हस्ताक्षर किए, जिसका उद्देश्य घरेलू रक्षा उद्यमों की विनिर्माण परिपक्वता का मानकीकरण एवं मूल्यांकन करना है।



Decoding India's GDP base revision

GS III: Economy

Changing the GDP base year is not just about changing how we calculate economic growth. It can also change our estimate of how large the economy was in rupee terms – what is known as nominal GDP. When one gets a better picture of the economy through new data, improved methods and wider coverage, our understanding of the economy has to be reviewed. Importantly, as recognised in international statistical practice, such revisions do not necessarily move in one direction: the estimated size of the economy can go up or down, depending on what new data, methods reveal.

With the recent base revision of GDP, across the three years for which both series overlap, India's nominal GDP was revised down by about 2.7% in 2022-23, 3.5% in 2023-24 and 3.8% during 2024-25. However, India is not alone in seeing nominal GDP estimates change when the GDP base is revised. Rebasings exercises in countries such as Nigeria (2014), Indonesia (2014), Brazil (2015), South Africa (2018), Mexico (2019), China (2021) and Spain (2024) all resulted in revisions to previously estimated nominal GDP levels. India's earlier shift from base year 2004-05 to the 2011-12 also changed the estimated size of the economy. The important question, therefore, is not simply why the number changed, but what changed in our data or methods which led to the new number.

It is worthwhile to mention that the Press Release dated February 27, 2026 on the New GDP Series



Saibal Chattopadhyay
Chairman, National Statistical Commission



Saurabh Garg
Secretary, Ministry of Statistics and Programme Implementation

A major driver of the revision in nominal GDP in the case of India is the improved measurement of India's unincorporated services sector

with base year 2022-23 had already indicated the various methodological improvements and updated data sources which contributed to revisions in the nominal GDP, along with a comparative table indicating economic activity wise revisions and the reasons for such revisions.

Better evidence

Much of the media attention has focused on the headline downward revision in GDP, while overlooking the substantial upward revisions in several sectors. A proper assessment requires looking at the sector-wise picture, where the revisions are far from uniform. Agriculture and allied activities were revised up by about 3.8%-5.9%, while financial services and real estate, professional services and ownership of dwellings were revised up by roughly 7.8%-9.0% over comparable years. In contrast, trade and transport and storage saw sharp downward revisions of around 23%-26%. Trade GVA (Gross Value Added) was revised downwards by 36%, road transport by 16.9%, whereas hotels and restaurants' GVA was revised upwards by 5.7%, mainly on account of the revised estimates of the unincorporated sector. In the 2011-12 series, this sector was estimated by moving forward benchmark estimates with proxy indicators whereas in the new series, ASUSE (Annual Survey of Unincorporated Sector Enterprises) and PLFS (Periodic Labour Force Survey) data provided a more direct basis for measurement of the unincorporated sector.

Therefore, a major driver of the revision in nominal GDP in the case of India is

the improved measurement of India's unincorporated services sector. The World Bank's April 2026 India Development Update similarly notes that India's nominal GDP was revised down by 3-4% in each of the four years from FY23, mainly due to a reassessment of the informal economy. It also notes that the revised series shows quarterly growth between FY 2023-24 to FY 2025-26 to be less volatile and more broad-based than previously estimated. However, it has to be noted that revisions in the unincorporated sector have not been uniformly revised but vary sector to sector. Moreover, India's quarterly and provisional GDP estimates are built from the previous year's quarterly figures and then updated using information such as GST collections and industrial production. So, when the FY 2022-23 GDP estimate was revised under the new methodology, the change naturally carried forward into the years that followed and all subsequent annual and quarterly estimates moved down with it. This does not mean the economy suddenly became smaller or slowed down in those years; part of the change reflects that we are now starting the calculation from a different, better-measured number.

Ultimately, the new GDP series should be judged not by a single headline revision, but by the effort to make the measurement of the Indian economy more current. The real test of a statistical system is not whether its numbers remain unchanged, but whether it is willing to change them when better evidence becomes available.

16S9. Decoding India's GDP base revision

भारत के GDP आधार वर्ष में संशोधन को समझना

- With the recent base revision of GDP, across the three years for which both series overlap, India's nominal GDP was revised down by about 2.7% in 2022-23, 3.5% in 2023-24 and 3.8% during 2024-25.
GDP के हालिया आधार वर्ष संशोधन के साथ, जिन तीन वर्षों के लिए दोनों श्रृंखलाओं के आँकड़े उपलब्ध हैं, उनमें भारत के नाममात्र GDP को 2022-23 में लगभग 2.7%, 2023-24 में 3.5% और 2024-25 में 3.8% नीचे संशोधित किया गया।
- India's earlier shift from base year 2004-05 to the 2011-12 also changed the estimated size of the economy.



भारत में इससे पहले 2004-05 के आधार वर्ष से 2011-12 के आधार वर्ष में बदलाव ने भी अर्थव्यवस्था के अनुमानित आकार को बदल दिया था।

- Agriculture and allied activities were revised up by about 3.8%–5.9%, while financial services and real estate, professional services and ownership of dwellings were revised up by roughly 7.8%–9.0% over comparable years.

कृषि और संबद्ध गतिविधियों के अनुमानों में लगभग 3.8%–5.9% की वृद्धि करते हुए संशोधन किया गया, जबकि वित्तीय सेवाओं और रियल एस्टेट, व्यावसायिक सेवाओं तथा आवास के स्वामित्व में तुलनीय वर्षों के दौरान लगभग 7.8%–9.0% की वृद्धि करते हुए संशोधन किया गया।

- In contrast, trade and transport and storage saw sharp downward revisions of around 23%–26%.

इसके विपरीत, व्यापार तथा परिवहन और भंडारण में लगभग 23%–26% की तीव्र गिरावट के साथ संशोधन किया गया।

- Trade GVA (Gross Value Added) was revised downwards by 36%, road transport by 16.9%, whereas hotels and restaurants' GVA was revised upwards by 5.7%, mainly on account of the revised estimates of the unincorporated sector.

व्यापार GVA (सकल मूल्य वर्धित) में 36% की कमी के साथ संशोधन किया गया, सड़क परिवहन में 16.9% की कमी की गई, जबकि होटल और रेस्तराँ के GVA में 5.7% की वृद्धि के साथ संशोधन किया गया, जिसका मुख्य कारण असंगठित क्षेत्र (unincorporated sector) के संशोधित अनुमान थे।

- In the 2011-12 series, this sector was estimated by moving forward benchmark estimates with proxy indicators whereas in the new series, ASUSE (Annual Survey of Unincorporated Sector Enterprises) and PLFS (Periodic Labour Force Survey) data provided a more direct basis for measurement of the unincorporated sector.

2011-12 की श्रृंखला में इस क्षेत्र का अनुमान प्रॉक्सी संकेतकों (proxy indicators) के माध्यम से बेंचमार्क अनुमानों को आगे बढ़ाकर लगाया जाता था, जबकि नई श्रृंखला में ASUSE (Annual Survey of Unincorporated Sector Enterprises) और PLFS (Periodic Labour Force Survey) के आँकड़ों ने असंगठित क्षेत्र के मापन के लिए अधिक प्रत्यक्ष आधार प्रदान किया।

- Therefore, a major driver of the revision in nominal GDP in the case of India is the improved measurement of India's unincorporated services sector.

इसलिए, भारत के मामले में नाममात्र GDP में संशोधन का एक प्रमुख कारण भारत के असंगठित सेवा क्षेत्र के बेहतर मापन को माना जा सकता है।

- This does not mean the economy suddenly became smaller or slowed down in those years; part of the change reflects that we are now starting the calculation from a different, better-measured number.

इसका अर्थ यह नहीं है कि उन वर्षों में अर्थव्यवस्था अचानक छोटी हो गई या उसकी वृद्धि धीमी हो गई; इस बदलाव का एक हिस्सा इस तथ्य को दर्शाता है कि अब हम गणना की शुरुआत एक अलग और बेहतर तरीके से मापी गई संख्या से कर रहे हैं।



Lessons from India's smallholder farmers

GS III: Economy

The world of "development" often seems short of convincing answers. Conflict, climate stress, food insecurity, entrenched poverty, and fiscal pressure are exposing the limits of old models.

There is wisdom in starting with things as they are, which is where serious development must begin – with honest evidence, practical experience, and results that hold up. By that test, some of the most useful lessons for rural development may be coming, not from donor strategies, but from India's smallholder farmers.

Across rural India, farmers, women's groups, producer organisations, and rural enterprises are showing that smallholder agriculture can move beyond poverty and subsistence towards prosperity through organisation, commercial opportunity, and resilience at scale. While the story is not finished, it is one of the most important development stories of our time because India is showing, in ways few countries have matched at scale, that even in resource-constrained contexts, rural transformation can be practical, inclusive and commercially serious. India's approaches are not perfect, but they are among the most impressive – combining infrastructure, enterprise development, skills, finance, and market access in increasingly commercial ways that can deliver results at scale.

However, challenges remain. Smallholder farmers – at the first mile of our food systems – continue to face unequal access to



Marc de Sousa-Shields

IFAD Country Director, India

finance, technology, markets, land, water and relevant infrastructure. Climate change is adding pressure through less predictable rainfall, rising temperatures, and weakening soils. But these realities make India's experience all the more valuable, because they show why rural transformation cannot depend on isolated projects alone.

The lesson is simple but important: no single intervention is enough. Roads, irrigation, power and digital connectivity matter, but they only change lives when farmers can organise into collectives that give them real bargaining power, access to finance and technology, and the ability to reach markets and build viable food enterprises.

Redefining development

This is visible in programmes financed by the International Fund for Agricultural Development (IFAD), a specialised UN agency and long-standing partner of India. Examples from nearly five decades of the IFAD-India partnership include self-help groups accessing commercial credit in Maharashtra, which support thousands of enterprising rural women; a hub-and-spoke economic development model in Meghalaya; youth- and women-led farmer producer organisation enterprises in Uttarakhand; climate-resilient Zau farming in Mizoram which protects the environment as well as traditional communities; and engaging with the young people in Jammu and Kashmir, harnessing their entrepreneurial spirit, in order to unlock the region's vast agricultural potential.

India's experience is compelling because it has built much of the ecosystem needed to make those connections work through government bodies, NGOs, private enterprises, the Agri Stack digital public infrastructure, institutions such as NABARD, self-help groups, farmer producer organisations, cooperatives and micro, small and medium enterprises. Together, they help smallholders access services, finance and markets, while digital tools improve efficiency and accountability. The new IFAD-India eight-year strategy, launched in May this year, is aligned with India's Viksit Bharat@2047 vision and built around strengthening that architecture.

India is an important voice in the Global South's rural development conversation, and that voice is increasingly taking on a broader leadership role. In the spirit of *Vasudhaiva Kutumbakam*, India's rural experience becomes a shared resource for the wider family of nations. As the only international financial institution devoted to rural transformation, with a presence in 92 countries, and many more as part of the wider UN system, the IFAD is how India's lessons travel beyond its borders. This does not mean India's models can be copied exactly. What can travel are the principles – build strong local institutions, connect them to markets and finance, invest in rural enterprises, use digital systems intelligently, and treat smallholders, including women and youth, as economic actors rather than passive beneficiaries.

India is an important voice in the Global South's rural development conversation

16S9. Lessons from India's smallholder farmers

भारत के छोटे जोत वाले किसानों से सबक

- The world of "development" often seems short of convincing answers. "विकास" की दुनिया में अक्सर विश्वसनीय उत्तरों का अभाव दिखाई देता है।

- Conflict, climate stress, food insecurity, entrenched poverty, and fiscal pressure are exposing the limits of old models.
संघर्ष, जलवायु तनाव, खाद्य असुरक्षा, जड़ जमा चुकी गरीबी और राजकोषीय दबाव पुराने मॉडलों की सीमाओं को उजागर कर रहे हैं।
- There is wisdom in starting with things as they are, which is where serious development must begin — with honest evidence, practical experience, and results that hold up.
वास्तविक परिस्थितियों से शुरुआत करने में समझदारी है, और यहीं से गंभीर **विकास** की शुरुआत होनी चाहिए—ईमानदार **साक्ष्य, व्यावहारिक अनुभव और टिकाऊ परिणामों** के साथ।
- By that test, some of the most useful lessons for rural development may be coming, not from donor strategies, but from India's smallholder farmers.
इस कसौटी पर, **ग्रामीण विकास** के लिए कुछ सबसे उपयोगी सबक दाता-रणनीतियों से नहीं, बल्कि भारत के **छोटे जोत वाले किसानों** से मिल रहे हैं।
- Across rural India, farmers, women's groups, producer organisations, and rural enterprises are showing that smallholder agriculture can move beyond poverty and subsistence towards prosperity through organisation, commercial opportunity, and resilience at scale.
पूरे ग्रामीण भारत में किसान, **महिला समूह, उत्पादक संगठन और ग्रामीण उद्यम** यह प्रदर्शित कर रहे हैं कि **छोटे जोत वाली कृषि संगठन, व्यावसायिक अवसर और व्यापक स्तर पर लचीलेपन** के माध्यम से गरीबी और निर्वाह-आधारित जीवन से आगे बढ़कर समृद्धि की ओर जा सकती है।
- While the story is not finished, it is one of the most important development stories of our time because India is showing, in ways few countries have matched at scale, that even in resource-constrained contexts, rural transformation can be practical, inclusive and commercially serious.
हालाँकि यह कहानी अभी पूरी नहीं हुई है, फिर भी यह हमारे समय की सबसे महत्वपूर्ण **विकास गाथाओं** में से एक है, क्योंकि भारत यह प्रदर्शित कर रहा है कि **संसाधन-सीमित परिस्थितियों** में भी ग्रामीण परिवर्तन व्यावहारिक, समावेशी और व्यावसायिक रूप से सुदृढ़ हो सकता है, और इतने बड़े स्तर पर ऐसा बहुत कम देशों ने प्रदर्शित किया है।
- India's approaches are not perfect, but they are among the most impressive— combining infrastructure, enterprise development, skills, finance, and market access in increasingly commercial ways that can deliver results at scale.
भारत के दृष्टिकोण पूर्ण नहीं हैं, लेकिन वे सबसे प्रभावशाली दृष्टिकोणों में शामिल हैं—इनमें **बुनियादी ढाँचा, उद्यम विकास, कौशल, वित्त और बाजार तक पहुँच** को बढ़ते हुए व्यावसायिक तरीकों से जोड़ा गया है, जो बड़े स्तर पर परिणाम दे सकते हैं।
- However, challenges remain.
हालाँकि, चुनौतियाँ बनी हुई हैं।
- Smallholder farmers — at the first mile of our food systems — continue to face unequal access to finance, technology, markets, land, water and relevant infrastructure.
छोटे जोत वाले किसान—जो हमारी **खाद्य प्रणालियों के प्रथम छोर** पर हैं—अब भी **वित्त, प्रौद्योगिकी, बाजार, भूमि, जल और आवश्यक बुनियादी ढाँचे तक असमान पहुँच** का सामना कर रहे हैं।
- Climate change is adding pressure through less predictable rainfall, rising temperatures, and weakening soils.
जलवायु परिवर्तन कम पूर्वानुमेय वर्षा, बढ़ते तापमान और कमजोर होती मिट्टी के माध्यम से दबाव बढ़ा रहा है।
- But these realities make India's experience all the more valuable, because they show why rural transformation cannot depend on isolated projects alone.
लेकिन ये वास्तविकताएँ भारत के अनुभव को और भी अधिक मूल्यवान बनाती हैं, क्योंकि वे दर्शाती हैं कि **ग्रामीण परिवर्तन** केवल अलग-अलग परियोजनाओं पर निर्भर नहीं रह सकता।
- The lesson is simple but important: no single intervention is enough.
सबक सरल लेकिन महत्वपूर्ण है: **कोई एकल हस्तक्षेप पर्याप्त नहीं है।**

- Roads, irrigation, power and digital connectivity matter, but they only change lives when farmers can organise into collectives that give them real bargaining power, access to finance and technology, and the ability to reach markets and build viable food enterprises.
सड़कें, सिंचाई, बिजली और डिजिटल कनेक्टिविटी महत्वपूर्ण हैं, लेकिन वे तभी जीवन में वास्तविक परिवर्तन लाती हैं जब किसान ऐसे सामूहिक संगठनों में संगठित हो सकें जो उन्हें वास्तविक मोल-भाव की शक्ति, वित्त और प्रौद्योगिकी तक पहुँच, तथा बाजारों तक पहुँचने और व्यवहार्य खाद्य उद्यम स्थापित करने की क्षमता प्रदान करें।

Redefining development विकास को पुनर्परिभाषित करना

- This is visible in programmes financed by the **International Fund for Agricultural Development (IFAD)**, a specialised UN agency and long-standing partner of India.
यह बात **International Fund for Agricultural Development (IFAD)** द्वारा वित्तपोषित कार्यक्रमों में दिखाई देती है, जो संयुक्त राष्ट्र की एक विशेषीकृत एजेंसी और भारत की दीर्घकालिक साझेदार है।
- Examples from nearly five decades of the IFAD-India partnership include self-help groups accessing commercial credit in Maharashtra, which support thousands of enterprising rural women; a hub-and-spoke economic development model in Meghalaya; youth- and women-led farmer producer organisation enterprises in Uttarakhand; climate-resilient Zau farming in Mizoram which protects the environment as well as traditional communities; and engaging with the young people in Jammu and Kashmir, harnessing their entrepreneurial spirit, in order to unlock the region's vast agricultural potential.
लगभग पाँच दशकों की IFAD-भारत साझेदारी के उदाहरणों में महाराष्ट्र में स्वयं सहायता समूहों द्वारा वाणिज्यिक ऋण तक पहुँच, जो हजारों उद्यमशील ग्रामीण महिलाओं को सहायता प्रदान करते हैं; मेघालय में हब-एंड-स्पोक आर्थिक विकास मॉडल; उत्तराखंड में युवाओं और महिलाओं के नेतृत्व वाले किसान उत्पादक संगठन उद्यम; मिजोरम में जलवायु-लचीली Zau कृषि, जो पर्यावरण के साथ-साथ पारंपरिक समुदायों की रक्षा करती है; तथा जम्मू-कश्मीर में युवाओं से जुड़कर उनकी उद्यमशील भावना का उपयोग करना, ताकि क्षेत्र की विशाल कृषि क्षमता को साकार किया जा सके, शामिल हैं।
- India's experience is compelling because it has built much of the ecosystem needed to make those connections work through government bodies, NGOs, private enterprises, the **Agri Stack digital public infrastructure**, institutions such as NABARD, self-help groups, farmer producer organisations, cooperatives and micro, small and medium enterprises.
भारत का अनुभव महत्वपूर्ण है क्योंकि उसने उन संबंधों को प्रभावी बनाने के लिए आवश्यक पारिस्थितिकी तंत्र का एक बड़ा हिस्सा सरकारी निकायों, NGOs, निजी उद्यमों, Agri Stack डिजिटल सार्वजनिक अवसंरचना, NABARD जैसी संस्थाओं, स्वयं सहायता समूहों, किसान उत्पादक संगठनों, सहकारी समितियों तथा सूक्ष्म, लघु और मध्यम उद्यमों (MSMEs) के माध्यम से निर्मित किया है।
- Together, they help smallholders access services, finance and markets, while digital tools improve efficiency and accountability.
साथ मिलकर, ये छोटे जोत वाले किसानों को सेवाओं, वित्त और बाजारों तक पहुँच बनाने में सहायता करते हैं, जबकि डिजिटल उपकरण दक्षता और जवाबदेही में सुधार करते हैं।
- The new IFAD-India eight-year strategy, launched in May this year, is aligned with India's **Viksit Bharat@2047** vision and built around strengthening that architecture.
इस वर्ष मई में शुरू की गई नई IFAD-India आठ-वर्षीय रणनीति भारत के **Viksit Bharat@2047** विजन के अनुरूप है और इसी संरचना को मजबूत करने के इर्द-गिर्द निर्मित की गई है।
- India is an important voice in the Global South's rural development conversation, and that voice is increasingly taking on a broader leadership role.
भारत **Global South** के ग्रामीण विकास संबंधी विमर्श में एक महत्वपूर्ण आवाज है और यह आवाज धीरे-धीरे अधिक व्यापक नेतृत्वकारी भूमिका निभा रही है।

- In the spirit of **Vasudhaiva Kutumbakam**, India's rural experience becomes a shared resource for the wider family of nations.
वसुधैव कुटुम्बकम् की भावना में, भारत का ग्रामीण अनुभव राष्ट्रों के व्यापक परिवार के लिए एक **साझा संसाधन** बन जाता है।
- As the only international financial institution devoted to rural transformation, with a presence in 92 countries, and many more as part of the wider UN system, the IFAD is how India's lessons travel beyond its borders.
IFAD, जो ग्रामीण परिवर्तन के लिए समर्पित एकमात्र **अंतरराष्ट्रीय वित्तीय संस्था** है और 92 देशों में मौजूद है, तथा व्यापक संयुक्त राष्ट्र प्रणाली के माध्यम से कई अन्य देशों तक भी पहुँच रखती है, भारत के सबकों को उसकी सीमाओं से परे पहुँचाने का माध्यम है।
- This does not mean India's models can be copied exactly.
इसका अर्थ यह नहीं है कि भारत के मॉडलों की हूबहू नकल की जा सकती है।
- What can travel are the principles — build strong local institutions, connect them to markets and finance, invest in rural enterprises, use digital systems intelligently, and treat smallholders, including women and youth, as economic actors rather than passive beneficiaries.
जो बातें अन्यत्र अपनाई जा सकती हैं, वे हैं **सिद्धांत**—मजबूत स्थानीय संस्थाओं का निर्माण करना, उन्हें **बाजार और वित्त** से जोड़ना, **ग्रामीण उद्यमों** में निवेश करना, डिजिटल प्रणालियों का बुद्धिमत्तापूर्वक उपयोग करना और महिलाओं तथा युवाओं सहित **छोटे जोत वाले किसानों** को निष्क्रिय लाभार्थियों के बजाय **आर्थिक कर्ताओं** के रूप में देखना।

The rise of industrial tourism in China

These tours showcase industrial capability while presenting STEM as a sustainable career option

BSNIEconomy
WORLD INSIGHT

Anand P. Krishnan

China's factory floors have turned out to be sought after destinations during summer vacation this year. There has been a visible rise in tours to hi-tech manufacturing facilities like electric vehicles, electronics, and high-speed trains, with shipyards and breweries also in the mix. According to a popular Chinese online travel booking platform, Tongcheng, bookings for factory tours rose more than 36 per cent year-on-year during this summer season, with families accounting for 68 per cent of bookings.

A growing phenomenon
These tours are part of the growing phenomenon of industrial tourism - a

policy initiative actively promoted by the ruling Communist Party-state. The state seeks to make them an instrument for showcasing industrial capability, strengthening industrial brands, and educating young people about technology. According to Beijing city's municipal bureau, in 2024, the city had 15 million industrial tourists and generated 1.7 billion yuan (\$248 million) in revenue. The origins of China's industrial tourism dates back to the 1990s when industrial enterprises like breweries, dairy farms and petrochemicals sought to use tourism for building better consumer relationships. The central government built on the local experiments to standardise locations, and in 2004, officially designated 306 sites across China under the national industrial and agricultural tourism rubric. In addition, the Communist Party of China has also emphasised on preserving industrial

heritage sites, especially in the revolutionary base areas during their conflict with Japanese forces as well as the Kuomintang in the civil war before the establishment of the People's Republic in 1949. This convergence of revolutionary and industrial heritage provides the foundation for the promotion of industrial tourism in advanced technology sectors over the last decade. In May this year, a joint document issued by seven departments including the Ministry of Tourism, Ministry of Industry and Information Technology and Ministry of Education, explicitly called for expanding the supply of industrial tourism products, promoting more factory tours, activating industrial museums, and turning more manufacturing facilities into tourist destinations. This cross-departmental policy makes promotion of industrial tourism systematic and widens the scope

into areas such as aerospace, robotics, e-commerce, and logistics, where China has been expanding its capabilities. The policy integrates industrial heritage, cultural tourism, education and consumption. Local governments too have joined in, crafting policies suited to their jurisdictions. For instance, the city of Beijing has made plans to integrate its tech hubs into tourism routes to open up robotics factories and autonomous vehicle labs for public viewing.

While the main intention of these tours is to showcase innovation and manufacturing prowess to instil national pride, attention has also been given to the future. The tours are platforms to spark interest in STEM as a sustainable career option among the youth. The growing participation of urban middle-class families in these tours attests to this point. Universities across China have been expanding the number of programmes and enrolments in Artificial Intelligence, robotics, semiconductors and other engineering fields, which has also been underlined in the 15th Five-Year Plan.

By combining tours with research and consumption, companies are able to promote their brands while creating new revenue streams. For example, the tours of Xiaomi's facilities are in high demand, with slots highly priced and allotted through lottery. The factory tours help companies connect better with

consumers. From testing new products to visiting a showroom, the immersive experience builds stronger emotional connection with the brands. Apart from the domestic footfalls, foreign investors, executives and technology professionals are participating in such tours, to observe China's industrial transformation.

A lesson for India

India may not be at the same scale as China in terms of industrial manufacturing and advanced facilities. However, there is space to experiment and diversify the country's tourism experience to include firms in both public and private sectors. While industrial visits and internships for students are part of technical, engineering curricula, it would be worthwhile to make large-scale factories and production facilities open to public visits.

While the Indian government prioritises the 'Make in India' initiative to boost the country's manufacturing ambitions, it could select some industrial hubs for tourism and promote them under 'Learn in India'. Building industrial tourism circuits in States with higher number of manufacturing zones - like Tamil Nadu, Maharashtra and Gujarat - is another idea worth experimenting. (Anand P. Krishnan is a Fellow at Centre of Excellence for Himalayan Studies, Shiv Nadar Institution of Eminence, Delhi NCR)

16S9. The rise of industrial tourism in China चीन में औद्योगिक पर्यटन का उदय

- China's factory floors have turned out to be sought after destinations during summer vacation this year.
इस वर्ष ग्रीष्मकालीन अवकाश के दौरान चीन के कारखानों के उत्पादन परिसर लोकप्रिय पर्यटन स्थलों के रूप में उभरे हैं।



- There has been a visible rise in **tours to hi-tech manufacturing facilities like electric vehicles, electronics, and high-speed trains, with shipyards and breweries also in the mix.**
इलेक्ट्रिक वाहनों, इलेक्ट्रॉनिक्स और हाई-स्पीड ट्रेनों जैसी उच्च-प्रौद्योगिकी विनिर्माण सुविधाओं के दौरों में स्पष्ट वृद्धि हुई है, जिसमें **शिपयार्ड और शराब बनाने के कारखाने (breweries)** भी शामिल हैं।
- According to a popular Chinese online travel booking platform, Tongcheng, bookings for factory tours rose more than 36 per cent year-on-year during this summer season, with families accounting for 68 per cent of bookings.
एक लोकप्रिय चीनी ऑनलाइन यात्रा बुकिंग प्लेटफॉर्म **Tongcheng** के अनुसार, इस ग्रीष्मकालीन मौसम में कारखाना दौरों की बुकिंग में वर्ष-दर-वर्ष **36 प्रतिशत से अधिक की वृद्धि हुई**, जिसमें परिवारों की हिस्सेदारी **68 प्रतिशत** रही।

A growing phenomenon

एक बढ़ती हुई प्रवृत्ति

- These tours are part of the growing phenomenon of **industrial tourism** – a policy initiative actively promoted by the ruling Communist Party-state.
ये दौरे बढ़ती हुई **औद्योगिक पर्यटन** की प्रवृत्ति का हिस्सा हैं—एक ऐसी **नीतिगत पहल** जिसे सत्तारूढ़ कम्युनिस्ट पार्टी-राज्य द्वारा सक्रिय रूप से बढ़ावा दिया जा रहा है।
- The state seeks to **make them an instrument for showcasing industrial capability, strengthening industrial brands, and educating young people about technology.**
राज्य इन्हें **औद्योगिक क्षमता प्रदर्शित करने, औद्योगिक ब्रांडों को मजबूत करने और युवाओं को प्रौद्योगिकी के बारे में शिक्षित करने** के साधन के रूप में उपयोग करना चाहता है।
- According to Beijing city's municipal bureau, in 2024, the city had 15 million industrial tourists and generated 1.7 billion yuan (\$248 million) in revenue.
बीजिंग शहर के नगरपालिका ब्यूरो के अनुसार, 2024 में शहर में **1.5 करोड़ औद्योगिक पर्यटक** आए और इससे **1.7 अरब युआन (248 मिलियन डॉलर)** का राजस्व प्राप्त हुआ।
- The **origins of China's industrial tourism dates back to the 1990s when industrial enterprises like breweries, dairy farms and petrochemicals sought to use tourism for building better consumer relationships.**
चीन में **औद्योगिक पर्यटन** की शुरुआत 1990 के दशक में हुई, जब **शराब बनाने वाले कारखानों, डेयरी फार्मों और पेट्रोकेमिकल उद्यमों** जैसे औद्योगिक प्रतिष्ठानों ने उपभोक्ताओं के साथ बेहतर संबंध बनाने के लिए पर्यटन का उपयोग करने का प्रयास किया।
- The **central government built on the local experiments to standardise locations, and in 2004, officially designated 306 sites across China under the national industrial and agricultural tourism rubric.**
केंद्र सरकार ने स्थानीय प्रयोगों के आधार पर स्थलों को मानकीकृत किया और 2004 में पूरे चीन में **306 स्थलों** को आधिकारिक रूप से **राष्ट्रीय औद्योगिक और कृषि पर्यटन** के अंतर्गत नामित किया।
- In addition, the Communist Party of China has also emphasised on preserving industrial heritage sites, especially in the revolutionary base areas during their conflict with Japanese forces as well as the Kuomintang in the civil war before the establishment of the People's Republic in 1949.
इसके अतिरिक्त, **Communist Party of China** ने **औद्योगिक विरासत स्थलों के संरक्षण** पर भी जोर दिया है, विशेषकर उन क्रांतिकारी आधार क्षेत्रों में जो 1949 में **People's Republic** की स्थापना से पहले जापानी सेनाओं के साथ संघर्ष तथा गृहयुद्ध में **Kuomintang** के साथ संघर्ष के दौरान महत्वपूर्ण रहे थे।
- This **convergence of revolutionary and industrial heritage provides the foundation for the promotion of industrial tourism in advanced technology sectors over the last decade.**
क्रांतिकारी और औद्योगिक विरासत का यह समन्वय पिछले दशक में उन्नत प्रौद्योगिकी क्षेत्रों में औद्योगिक पर्यटन को बढ़ावा देने का आधार प्रदान करता है।

- In May this year, a joint document issued by seven departments including the Ministry of Tourism, Ministry of Industry and Information Technology and Ministry of Education, explicitly called for expanding the supply of industrial tourism products, promoting more factory tours, activating industrial museums, and turning more manufacturing facilities into tourist destinations.

इस वर्ष मई में Ministry of Tourism, Ministry of Industry and Information Technology तथा Ministry of Education सहित सात विभागों द्वारा जारी एक संयुक्त दस्तावेज में स्पष्ट रूप से औद्योगिक पर्यटन उत्पादों की आपूर्ति बढ़ाने, अधिक कारखाना दौरों को बढ़ावा देने, औद्योगिक संग्रहालयों को सक्रिय करने और अधिक विनिर्माण सुविधाओं को पर्यटन स्थलों में बदलने का आह्वान किया गया।

- This cross-departmental policy makes promotion of industrial tourism systematic and widens the scope into areas such as aerospace, robotics, e-commerce, and logistics, where China has been expanding its capabilities.

यह अंतर-विभागीय नीति औद्योगिक पर्यटन को बढ़ावा देने की प्रक्रिया को व्यवस्थित बनाती है और इसका दायरा एयरोस्पेस, रोबोटिक्स, ई-कॉमर्स और लॉजिस्टिक्स जैसे क्षेत्रों तक विस्तृत करती है, जहाँ चीन अपनी क्षमताओं का विस्तार कर रहा है।

- The policy integrates industrial heritage, cultural tourism, education and consumption. यह नीति औद्योगिक विरासत, सांस्कृतिक पर्यटन, शिक्षा और उपभोग को एकीकृत करती है।
- Local governments too have joined in, crafting policies suited to their jurisdictions. स्थानीय सरकारें भी इसमें शामिल हो गई हैं और अपने-अपने अधिकार-क्षेत्रों के अनुरूप नीतियाँ तैयार कर रही हैं।

- For instance, the city of Beijing has made plans to integrate its tech hubs into tourism routes to open up robotics factories and autonomous vehicle labs for public viewing.

उदाहरण के लिए, Beijing शहर ने अपने टेक हब्स को पर्यटन मार्गों में एकीकृत करने की योजनाएँ बनाई हैं, ताकि रोबोटिक्स कारखानों और स्वायत्त वाहन प्रयोगशालाओं को आम जनता के अवलोकन के लिए खोला जा सके।

- While the main intention of these tours is to showcase innovation and manufacturing prowess to instil national pride, attention has also been given to the future.

इन दौरों का मुख्य उद्देश्य नवाचार और विनिर्माण क्षमता को प्रदर्शित करके राष्ट्रीय गौरव की भावना उत्पन्न करना है, लेकिन भविष्य पर भी ध्यान दिया गया है।

- The tours are platforms to spark interest in STEM as a sustainable career option among the youth.

ये दौरे युवाओं के बीच STEM को एक टिकाऊ करियर विकल्प के रूप में रुचि उत्पन्न करने के मंच हैं।

- The growing participation of urban middle-class families in these tours attests to this point.

इन दौरों में शहरी मध्यम-वर्गीय परिवारों की बढ़ती भागीदारी इस बात की पुष्टि करती है।

- Universities across China have been expanding the number of programmes and enrolments in Artificial Intelligence, robotics, semiconductors and other engineering fields, which has also been underlined in the 15th Five-Year Plan.

पूरे चीन के विश्वविद्यालयों में Artificial Intelligence, robotics, semiconductors और अन्य engineering fields से संबंधित कार्यक्रमों और नामांकन की संख्या बढ़ाई जा रही है, जिसे 15th Five-Year Plan में भी रेखांकित किया गया है।

- By combining tours with research and consumption, companies are able to promote their brands while creating new revenue streams.

दौरों को अनुसंधान और उपभोग के साथ जोड़कर कंपनियाँ नए राजस्व स्रोत उत्पन्न करने के साथ-साथ अपने ब्रांडों को बढ़ावा देने में सक्षम हैं।

- For example, the tours of Xiaomi's facilities are in high demand, with slots highly priced and allotted through lottery.

उदाहरण के लिए, Xiaomi की सुविधाओं के दौरे की भारी माँग है, जिनके स्लॉट की कीमतें काफी अधिक हैं और उनका आवंटन लॉटरी के माध्यम से किया जाता है।



- The factory tours help companies connect better with consumers.
कारखाना दौरे कंपनियों को उपभोक्ताओं के साथ बेहतर संबंध स्थापित करने में सहायता करते हैं।
- From testing new products to visiting a showroom, the immersive experience builds stronger emotional connection with the brands.
नए उत्पादों का परीक्षण करने से लेकर शोरूम देखने तक, यह प्रत्यक्ष और सहभागी अनुभव ब्रांडों के साथ अधिक मजबूत भावनात्मक जुड़ाव स्थापित करता है।
- Apart from the domestic footfalls, foreign investors, executives and technology professionals are participating in such tours, to observe China's industrial transformation.
घरेलू पर्यटकों के अलावा, विदेशी निवेशक, अधिकारी और प्रौद्योगिकी पेशेवर भी चीन के औद्योगिक परिवर्तन का अवलोकन करने के लिए ऐसे दौरों में भाग ले रहे हैं।

A lesson for India भारत के लिए एक सबक

- India may not be at the same scale as China in terms of industrial manufacturing and advanced facilities.
औद्योगिक विनिर्माण और उन्नत सुविधाओं के मामले में भारत संभवतः चीन के समान स्तर पर नहीं है।
- However, there is space to experiment and diversify the country's tourism experience to include firms in both public and private sectors.
हालाँकि, देश के पर्यटन अनुभव में प्रयोग और विविधता लाने की पर्याप्त गुंजाइश है, जिसमें सार्वजनिक और निजी दोनों क्षेत्रों की कंपनियों को शामिल किया जा सकता है।
- While industrial visits and internships for students are part of technical, engineering curricula, it would be worthwhile to make large-scale factories and production facilities open to public visits.
यद्यपि छात्रों के लिए औद्योगिक भ्रमण और इंटरनशिप तकनीकी एवं इंजीनियरिंग पाठ्यक्रमों का हिस्सा हैं, फिर भी बड़े पैमाने के कारखानों और उत्पादन सुविधाओं को आम जनता के भ्रमण के लिए खोलना उपयोगी होगा।
- While the Indian government prioritises the 'Make in India' initiative to boost the country's manufacturing ambitions, it could select some industrial hubs for tourism and promote them under 'Learn in India'.
जबकि भारत सरकार देश की विनिर्माण महत्वाकांक्षाओं को बढ़ावा देने के लिए 'Make in India' पहल को प्राथमिकता देती है, वह कुछ औद्योगिक केंद्रों को पर्यटन के लिए चुनकर उन्हें 'Learn in India' के अंतर्गत बढ़ावा दे सकती है।
- Building industrial tourism circuits in States with higher number of manufacturing zones – like Tamil Nadu, Maharashtra and Gujarat – is another idea worth experimenting.
तमिलनाडु, महाराष्ट्र और गुजरात जैसे अधिक संख्या में विनिर्माण क्षेत्रों वाले राज्यों में औद्योगिक पर्यटन सर्किट विकसित करना एक अन्य ऐसा विचार है जिसके साथ प्रयोग किया जा सकता है।

- Industrial tourism means opening factories, manufacturing plants, technology laboratories and industrial heritage sites to visitors so they can see how products and technologies are developed.
- In China, visits to EV factories, electronics plants, high-speed-train facilities, shipyards and breweries are increasingly becoming tourist experiences.



Amount pulled by foreign investors from govt. bonds in 3 days

GS III: Economy

5,109.21 in ₹ cr. The

foreign portfolio investors (FPI) pulled nearly ₹5,109.21 crore in the last three days from government securities under the fully accessible route (FAR), due to global uncertainty. FPI investment in government securities under FAR stood at ₹366,806.286 crore as on Tuesday. PTI

16S9. Amount pulled by foreign investors from govt. bonds in 3 days

3 दिनों में विदेशी निवेशकों द्वारा सरकारी बॉन्ड से निकाली गई राशि

Foreign Portfolio Investor (FPI)

- A **Foreign Portfolio Investor** is an eligible foreign investor registered under the **SEBI (Foreign Portfolio Investors) Regulations, 2019** that invests in Indian financial assets such as **shares, bonds and government securities**.

- This distinguishes **FPI from FDI**:

- FDI** → relatively long-term investment with significant business interest/control.

FPI → investment in financial securities, generally without management control.

- Because portfolio investments can be bought and sold relatively easily, FPI flows can be more sensitive to **interest rates, exchange rates and global risk conditions**.

Fully Accessible Route (FAR)

- The **Fully Accessible Route** is an RBI framework that allows **non-resident investors to invest in specified Government of India securities without being subject to the usual investment ceilings applicable to foreign investment in government securities**.
- If the RBI designates a particular Government of India bond as eligible under FAR, an eligible foreign investor can purchase it without the normal aggregate foreign-investment limit that applies under other routes.
- Importantly, **FAR does not mean every Indian government security is automatically unrestricted**.
- It applies to securities specifically designated as eligible under the framework.
- SEBI also recognises a category of **Government-Securities-only FPIs**, including those investing exclusively in government securities through FAR.
- FAR can broaden the investor base for government borrowing, deepen India's bond market and facilitate greater participation by global investors**.
- At the same time, larger foreign holdings can increase sensitivity to global capital movements.

Aluminium production by China in August 2026

GS III: Economy

3.98 in million metric tons. China's aluminium production hit a

record high in August, data showed on Tuesday, as strong margins encouraged smelters to maximise output. Output by the top aluminium producer increased from just below 3.9 million tons in July and was close to the previous monthly high of 3.979 million tons recorded in June. PTI

16S9. Aluminium production by China in August 2026
 अगस्त 2026 में चीन द्वारा एल्युमिनियम का उत्पादन

- China's aluminium production hit a record high in August, data showed on Tuesday, as strong margins encouraged smelters to maximise output.

मंगलवार को जारी आँकड़ों से पता चला कि अगस्त में चीन का एल्युमिनियम

उत्पादन रिकॉर्ड उच्च स्तर पर पहुँच गया, क्योंकि मजबूत लाभ मार्जिन ने स्मेल्टरों को उत्पादन अधिकतम करने के लिए प्रोत्साहित किया।

- Output by the top aluminium producer increased from just below 3.9 million tons in July and was close to the previous monthly high of 3.979 million tons recorded in June.

दुनिया के सबसे बड़े एल्युमिनियम उत्पादक का उत्पादन जुलाई के लगभग 3.9 मिलियन टन से बढ़ गया और जून में दर्ज किए गए पिछले मासिक उच्च स्तर 3.979 मिलियन टन के करीब पहुँच गया।

Aluminium Producing Countries

Based on the latest USGS data, the broad ranking is:

Rank	Country	Approx. annual primary aluminium production
1	China	~44–45 million tonnes
2	India	~4.2 million tonnes
3	Russia	~3.8–4.0 million tonnes
4	Canada	~3.3 million tonnes
5	United Arab Emirates (UAE)	~2.7 million tonnes

China is overwhelmingly the world's largest producer, while India is the second-largest producer of primary aluminium. USGS records India's primary aluminium output at about 4.16 million tonnes in 2024.

Primary Aluminium-Producing States in India

Rank / State	Important primary aluminium smelters	Major producer
1. Odisha	Jharsuguda, Angul, Aditya (Lapanga), Hirakud	Vedanta, NALCO, Hindalco
2. Chhattisgarh	Korba	BALCO (Vedanta Group)
3. Madhya Pradesh	Mahan, Singrauli	Hindalco
4. Uttar Pradesh	Renukoot, Sonbhadra	Hindalco



DFCs: the backbone of India's logistics revolution

GS III: Economy
NEWS ANALYSIS

Santosh V. Perumal

India's multi-billion-dollar PM GatiShakti project, akin to national multimodal freight grids in the U.S., Europe or China, got a shot in the arm with the Western Dedicated Freight Corridor (WDFC) coming into operation.

India has effectively completed a 2,843-km-long dedicated freight rail backbone, comprising the 1,506-km WDFC from Dadri to JNPT and the 1,337-km Eastern DFC (EDFC) from Ludhiana to Sonnagar – a structural transformation of India's logistics architecture, whose multiplier effect will be visible through job creation and regional development.

The WDFC connects the northern manufacturing and consumption belt with India's principal container gateway, JNPT. Its ability to run longer, heavier and double-stack container trains substantially raises freight productivity.

The Dadri-JNPT journey is expected to cut to 58 hours from about 66, while the corridor creates dedicated capacity insulated from the operational conflicts between passenger and freight trains on conventional routes.

The WDFC comes about three years after the EDFC came into full operation. The two operational corridors, which serve as economic arteries, have complementary roles: the EDFC strengthens the mineral-industrial axis, while the WDFC strengthens manufacturing-export axis.

What is GatiShakti?

Launched in 2021, PM GatiShakti is a GIS-based national plan – incorporating satellite imagery, geospa-



Infra boost: The Western Dedicated Freight Corridor (WDFC), virtually inaugurated by PM Narendra Modi. PTI

tial databases and project information – providing multimodal connectivity infrastructure to various economic zones. A total of 58 Central Ministries/Departments and all 36 States/UTs have been onboarded, with about 22,000 data layers integrated. The Network Planning Group already evaluated 352 infrastructure projects worth ₹16.1 lakh crore, of which 201 have been sanctioned and 167 are under implementation.

Role of DFCs

DFCs have created additional paths on the conventional network by diverting freight traffic. The Railways reported that DFC traffic rose from an average of 247 trains a day in 2023-24 to 443 in August 2026. The WDFC alone carried 210 trains a day – 88% of its capacity – even before full commissioning, releasing capacity for passenger and additional freight services on conventional lines.

The force multiplier DFCs are expected to trigger productivity enhancement across the value chain: lower working-capital needs, better inventory-to-sales ratios, reduced road congestion, fuel consumption and emissions, greater export reliability, a larger market radius for manufacturers, higher fac-

tory utilisation, better port productivity, and a stronger competitive edge for Indian goods.

Beyond the WDFC and EDFC, the Railways have identified three corridors for detailed project report (DPR) examination: the East Coast Corridor from Kharagpur to Vijayawada; the East-West corridor covering Palghar-Bhusawal-Nagpur-Kharagpur-Dankuni and the Rajkharasawan-Kalipahari-Andal route; and North-South Vijayawada-Nagpur-Itarsi corridor.

The Union Budget 2026-27 gave the East-West proposition a stronger policy push, identifying about 2,052-km Dankuni-Surat DFC traversing Jharkhand, Bihar, Odisha and Maharashtra. If implemented, it is likely to create a second east-west freight spine linking mineral and industrial heartland to Gujarat's ports and manufacturing base. The economics of new corridors will be tested rigorously as land acquisition, financing, interoperability, maintenance and technological upgrading turn increasingly important.

Greater opportunities

The bigger opportunity lies in the fusion of these corridors with Sagarmala, the flagship national initia-

tive to boost port-led development harnessing India's extensive coastline and navigable waterways, which include 12 major ports and 200 non-major ports.

Sagarmala and the DFCs are not separate silos but two hemispheres of the same logistics architecture. Sagarmala comprises 294 rail and road projects, of which 84 (63 rail and 21 road) have been completed and 66 (27 and 39) are under implementation. Another 144 (42 and 102) are in the planning stage.

To strengthen port-led industrialisation, it has already identified 14 industrial projects valued at ₹55,737 crore, of which nine are complete. Besides, more than 8,000 acre of major-port land has been utilised for industrialisation, generating sizeable direct and indirect jobs, as per Ministry of Ports, Shipping and Waterways data.

In the case of the WDFC, though JNPT is the southern terminus, its economic impact extends far beyond. Dedicated links and logistics terminals should efficiently connect the corridor with Mundra, Kandla, Pipavav, Hazira and, eventually, Vadnavan.

The Sagarmala project has identified port connectivity as the central priority, including DFC connections to western ports.

Reflecting the transformational pace of India's infrastructure development, the WDFC has the potential to evolve from a Delhi-Mumbai rail corridor into a North-West India maritime trade corridor.

This shift from trunk connectivity to terminal linkage calls for greater investment in port-rail integration, multimodal logistics parks and industrial clusters. Bharatmala's economic corridors, expressways and feeder routes

provide the critical first- and last-mile connectivity linking factories, warehouses, markets and ports.

Cost aspects

India's logistics costs – historically higher than in many manufacturing economies – were estimated at 7.97% of GDP in 2023-24, or about ₹24.01 lakh crore. A DPIIT-NCAER study found the average freight cost was about ₹1.96/tonne-km for rail, ₹11.03 for road, and ₹1.80 for waterways. Shifting long-haul freight from road to DFC rail can produce huge unit transport-cost savings, benefiting key stakeholders.

Sectors set to gain

Engineering, automobiles and auto components stand to benefit as the WDFC traverses some of India's most important manufacturing regions in Haryana, Rajasthan, Gujarat and Maharashtra.

Faster, more predictable movement of finished vehicles, components, machinery and industrial inputs should cut inventory needs and boost supply-chain reliability. For automobile exporters in the NCR-Gujarat-Maharashtra axis, the corridor offers a particular advantage: containers and finished vehicles can move reliably towards western ports without competing for capacity with passenger trains. The corridor's influence extends to textiles, apparel, chemicals and consumer goods, sectors in which Rajasthan, Haryana, Gujarat and Maharashtra are major hubs.

Gujarat's petrochemical belt, together with ports such as JNPT, Mundra, Kandla and Hazira, stands to benefit from high-capacity rail evacuation. Stronger port-rail connectivity creates a multiplier effect

across the value chain, from cheaper raw materials to competitive downstream manufacturing.

Global experiences

The European Union's Trans-European Transport Network (TEN-T), the closest comparable model, is a multimodal network integrating railways, roads, inland waterways, short-sea shipping, ports, airports and terminals. The Rhine-Alpine Corridor, linking the North Sea ports of Rotterdam and Antwerp with Genoa in Italy through major industrial regions, bears similarities to the WDFC, which connects JNPT, Mundra, Kandla, Pipavav and Hazira with industrial corridors, highways, logistics parks, inland terminals and coastal shipping. The U.S. operates a vast multimodal freight network connecting ports, manufacturing centres, farms, mines, cities and distribution centres, now reinforced by its 2026 National Freight Strategic Plan under the National Multimodal Freight Network concept.

China maybe the most relevant comparison: like India, it has a vast geography, a large manufacturing base and a strong State role in infrastructure. Its 2030 plan eyes boosting intermodal connections at about 1,000 major freight hubs and terminals while boosting coastal, border and river transport.

Next steps

Last-mile connectivity, port evacuation, terminal capacity, warehousing, road interfaces and customs can't be the weak links. India's logistics transformation will be measured not by how fast a train can move but by how fast the entire system moves.

16S9. DFCs: the backbone of India's logistics revolution

DFCs: भारत की लॉजिस्टिक्स क्रांति की रीढ़

- India's multi-billion-dollar **PM GatiShakti project**, akin to **national multimodal freight grids** in the U.S., Europe or China, got a shot in the arm with the Western Dedicated Freight Corridor (WDFC) coming into operation.

भारत की बहु-अरब डॉलर वाली PM GatiShakti परियोजना, जो अमेरिका, यूरोप या चीन के राष्ट्रीय बहु-मॉडल माल ढुलाई गिड के समान है, को Western Dedicated Freight Corridor (WDFC) के परिचालन में आने से महत्वपूर्ण गति मिली।

- India has effectively completed a 2,843-km long dedicated freight rail backbone, comprising the 1,506-km WDFC from Dadri to JNPT and the 1,337 km Eastern DFC (EDFC) from Ludhiana to Sonnagar — a structural transformation of India's logistics architecture, whose multiplier effect will be visible through job creation and regional development.
- भारत ने प्रभावी रूप से 2,843 किमी लंबी समर्पित माल ढुलाई रेल रीढ़ पूरी कर ली है, जिसमें दादरी से JNPT तक 1,506 किमी लंबा WDFC और लुधियाना से सोननगर तक 1,337 किमी लंबा Eastern DFC (EDFC)

शामिल है—यह भारत के लॉजिस्टिक्स ढाँचे का संरचनात्मक परिवर्तन है, जिसका गुणक प्रभाव रोजगार सृजन और क्षेत्रीय विकास के माध्यम से दिखाई देगा।

- The WDFC connects the northern manufacturing and consumption belt with India's principal container gateway, JNPT.

WDFC उत्तरी विनिर्माण और उपभोग क्षेत्र को भारत के प्रमुख कंटेनर गेटवे, JNPT, से जोड़ता है।

- Its ability to run longer, heavier and double-stack container trains substantially raises freight productivity.

लंबी, अधिक भार वाली और डबल-स्टैक कंटेनर ट्रेनों को चलाने की इसकी क्षमता माल ढुलाई की उत्पादकता में उल्लेखनीय वृद्धि करती है।

- The Dadri-JNPT journey is expected to cut to 58 hours from about 66, while the corridor creates dedicated capacity insulated from the operational conflicts between passenger and freight trains on conventional routes.

दादरी-JNPT यात्रा का समय लगभग 66 घंटे से घटकर 58 घंटे होने की उम्मीद है, जबकि यह कॉरिडोर ऐसी समर्पित क्षमता तैयार करता है जो पारंपरिक मार्गों पर यात्री और मालगाड़ियों के बीच होने वाले परिचालन टकरावों से मुक्त है।

- The WDFC comes about three years after the EDFC came into full operation.

WDFC, EDFC के पूर्ण परिचालन में आने के लगभग तीन वर्ष बाद शुरू हुआ है।

- The two operational corridors, which serve as economic arteries, have complementary roles: the EDFC strengthens the mineral-industrial axis, while the WDFC strengthens manufacturing-export axis.

आर्थिक धमनियों के रूप में कार्य करने वाले इन दोनों परिचालित कॉरिडोरों की भूमिकाएँ पूरक हैं: EDFC

खनिज-औद्योगिक धुरी को मजबूत करता है, जबकि WDFC विनिर्माण-निर्यात धुरी को मजबूत करता है।

What is GatiShakti?

GatiShakti क्या है?

- Launched in 2021, PM GatiShakti is a GIS-based national plan — incorporating satellite imagery, geospatial databases and project information — providing multimodal connectivity infrastructure to various economic zones.

2021 में शुरू की गई **PM GatiShakti** एक **GIS-आधारित राष्ट्रीय योजना** है—जिसमें उपग्रह चित्र, भू-स्थानिक डेटाबेस और परियोजना संबंधी जानकारी शामिल है—जो विभिन्न आर्थिक क्षेत्रों को बहु-मॉडल कनेक्टिविटी अवसंरचना प्रदान करती है।

- A total of 58 Central Ministries/Departments and all 36 States/UTs have been onboarded, with about 22,000 data layers integrated.

कुल **58 केंद्रीय मंत्रालय/विभाग और सभी 36 राज्य/केंद्रशासित प्रदेश** इसमें शामिल किए जा चुके हैं तथा लगभग **22,000 डेटा लेयर्स** को एकीकृत किया गया है।

- The Network Planning Group already evaluated 352 infrastructure projects worth ₹16.1 lakh crore, of which 201 have been sanctioned and 167 are under implementation.

Network Planning Group ने अब तक **₹16.1 लाख करोड़ मूल्य की 352 बुनियादी ढाँचा परियोजनाओं** का मूल्यांकन किया है, जिनमें से **201 को मंजूरी दी जा चुकी है और 167 कार्यान्वयनाधीन हैं।**

Role of DFCs

DFCs की भूमिका

- DFCs have created additional paths on the conventional network by diverting freight traffic.

DFCs ने माल यातायात को स्थानांतरित करके पारंपरिक रेल नेटवर्क पर अतिरिक्त मार्ग क्षमता तैयार की है।

- The Railways reported that DFC traffic rose from an average of 247 trains a day in 2023-24 to 443 in August 2026.

रेलवे के अनुसार, DFC यातायात 2023-24 में प्रतिदिन औसतन 247 ट्रेनों से बढ़कर अगस्त 2026 में 443 ट्रेनों तक पहुँच गया।

- The WDFC alone carried 210 trains a day — 88% of its capacity — even before full commissioning, releasing capacity for passenger and additional freight services on conventional lines.
पूर्ण कमीशनिंग से पहले ही WDFC ने अकेले प्रतिदिन 210 ट्रेनों का संचालन किया—जो इसकी 88% क्षमता है—जिससे पारंपरिक रेल लाइनों पर यात्री और अतिरिक्त माल सेवाओं के लिए क्षमता उपलब्ध हुई।

The force multiplier

गुणक प्रभाव

- DFCs are expected to trigger productivity enhancement across the value chain: lower working-capital needs, better inventory-to-sales ratios, reduced road congestion, fuel consumption and emissions, greater export reliability, a larger market radius for manufacturers, higher factory utilisation, better port productivity, and a stronger competitive edge for Indian goods.
DFCs से पूरी मूल्य शृंखला में उत्पादकता बढ़ने की उम्मीद है: कार्यशील पूँजी की कम आवश्यकता, बेहतर इन्वेंटरी-सेल्स अनुपात, सड़क पर कम भीड़, ईंधन की कम खपत और उत्सर्जन, अधिक विश्वसनीय निर्यात, निर्माताओं के लिए बड़ा बाजार क्षेत्र, कारखानों की अधिक क्षमता-उपयोगिता, बेहतर बंदरगाह उत्पादकता और भारतीय वस्तुओं के लिए अधिक मजबूत प्रतिस्पर्धात्मक बढ़त।
- Beyond the WDFC and EDFC, the Railways have identified three corridors for detailed project report (DPR) examination: the East Coast Corridor from Kharagpur to Vijayawada; the East-West corridor covering Palghar-Bhusawal-Nagpur-Kharagpur-Dankuni and the Rajkharsawan-Kalipahari-Andal route; and North-South Vijayawada-Nagpur-Itarsi corridor.
WDFC और EDFC के अलावा, रेलवे ने विस्तृत परियोजना रिपोर्ट (DPR) के परीक्षण के लिए तीन कॉरिडोरों की पहचान की है: खड़गपुर से विजयवाड़ा तक East Coast Corridor; Palghar-Bhusawal-Nagpur-Kharagpur-Dankuni तथा Rajkharsawan-Kalipahari-Andal मार्ग को शामिल करने वाला East-West Corridor; और North-South Vijayawada-Nagpur-Itarsi Corridor।
- The Union Budget 2026-27 gave the East-West proposition a stronger policy push, identifying about 2,052-km Dankuni-Surat DFC traversing Jharkhand, Bihar, Odisha and Maharashtra.
Union Budget 2026-27 ने East-West प्रस्ताव को अधिक मजबूत नीतिगत प्रोत्साहन दिया और झारखंड, बिहार, ओडिशा तथा महाराष्ट्र से होकर गुजरने वाले लगभग 2,052 किमी लंबे Dankuni-Surat DFC की पहचान की।
- If implemented, it is likely to create a second east-west freight spine linking mineral and industrial heartland to Gujarat's ports and manufacturing base.
यदि इसे लागू किया जाता है, तो इससे एक दूसरी पूर्व-पश्चिम माल ढुलाई रीढ़ बनने की संभावना है, जो खनिज एवं औद्योगिक हृदयस्थल को गुजरात के बंदरगाहों और विनिर्माण आधार से जोड़ेगी।
- The economics of new corridors will be tested rigorously as land acquisition, environmental clearances, financing, interoperability, maintenance and technological upgrading turn increasingly important.
नए कॉरिडोरों की आर्थिक व्यवहार्यता का कठोरता से परीक्षण किया जाएगा, क्योंकि भूमि अधिग्रहण, पर्यावरणीय मंजूरीयाँ, वित्तपोषण, अंतर-संचालनीयता (interoperability), रखरखाव और तकनीकी उन्नयन तेजी से महत्वपूर्ण होते जा रहे हैं।

Greater opportunities

अधिक व्यापक अवसर

- The bigger opportunity lies in the fusion of these corridors with Sagarmala, the flagship national initiative to boost port-led development harnessing India's extensive coastline and



navigable waterways, which include 12 major ports and 200 non-major ports.

बड़ा अवसर इन गलियारों को सागरमाला, अर्थात् भारत की विस्तृत तटरेखा और नौगम्य जलमार्गों का उपयोग करते हुए बंदरगाह-आधारित विकास को बढ़ावा देने वाली प्रमुख राष्ट्रीय पहल, के साथ एकीकृत करने में निहित है; इसमें 12 प्रमुख बंदरगाह और 200 गैर-प्रमुख बंदरगाह शामिल हैं।

- Sagarmala and the DFCs are not separate silos but two hemispheres of the same logistics architecture.

सागरमाला और DFCs अलग-अलग व्यवस्थाएँ नहीं हैं, बल्कि एक ही लॉजिस्टिक्स संरचना के दो हिस्से हैं।

- Sagarmala comprises 294 rail and road projects, of which 84 (63 rail and 21 road) have been completed and 66 (27 and 39) are under implementation.

सागरमाला में 294 रेल और सड़क परियोजनाएँ शामिल हैं, जिनमें से 84 (63 रेल और 21 सड़क) पूरी हो चुकी हैं तथा 66 (27 और 39) कार्यान्वयनाधीन हैं।

- Another 144 (42 and 102) are in the planning stage.

अन्य 144 परियोजनाएँ (42 रेल और 102 सड़क) नियोजन के चरण में हैं।

- To strengthen port-led industrialisation, it has already identified 14 industrial projects valued at ₹55,737 crore, of which nine are complete.

बंदरगाह-आधारित औद्योगीकरण को मजबूत करने के लिए इसने पहले ही ₹55,737 करोड़ मूल्य की 14 औद्योगिक परियोजनाओं की पहचान की है, जिनमें से नौ पूरी हो चुकी हैं।

- Besides, more than 8,000 acre of major-port land has been utilised for industrialisation, generating sizeable direct and indirect jobs, as per Ministry of Ports, Shipping and Waterways data.

इसके अलावा, 8,000 एकड़ से अधिक प्रमुख बंदरगाह भूमि का औद्योगीकरण के लिए उपयोग किया गया है, जिससे प्रत्यक्ष और अप्रत्यक्ष रूप से पर्याप्त रोजगार सृजित हुए हैं, जैसा कि बंदरगाह, पोत परिवहन और जलमार्ग मंत्रालय के आँकड़ों से पता चलता है।

- In the case of the WDFC, though JNPT is the southern terminus, its economic impact extends far beyond.

WDFC के मामले में, यद्यपि JNPT इसका दक्षिणी अंतिम बिंदु है, लेकिन इसका आर्थिक प्रभाव इससे कहीं आगे तक विस्तृत है।

- Dedicated links and logistics terminals should efficiently connect the corridor with Mundra, Kandla, Pipavav, Hazira and, eventually, Vadnavan.

समर्पित संपर्क मार्गों और लॉजिस्टिक्स टर्मिनलों को इस गलियारे को मुंद्रा, कांडला, पीपावाव, हजीरा और अंततः वधावन से कुशलतापूर्वक जोड़ना चाहिए।

- The Sagarmala project has identified port connectivity as the central priority, including DFC connections to western ports.

सागरमाला परियोजना ने बंदरगाह संपर्क को केंद्रीय प्राथमिकता के रूप में चिन्हित किया है, जिसमें पश्चिमी बंदरगाहों से DFC संपर्क भी शामिल हैं।

- Reflecting the transformational pace of India's infrastructure development, the WDFC has the potential to evolve from a Delhi-Mumbai rail corridor into a North-West India maritime trade corridor.

भारत के अवसंरचना विकास की परिवर्तनकारी गति को दर्शाते हुए, WDFC में दिल्ली-मुंबई रेल गलियारे से विकसित होकर उत्तर-पश्चिम भारत के समुद्री व्यापार गलियारे में बदलने की क्षमता है।

- This shift from trunk connectivity to terminal linkage calls for greater investment in port-rail integration, multimodal logistics parks and industrial clusters.

मुख्य परिवहन संपर्क से टर्मिनल संपर्क की ओर इस बदलाव के लिए बंदरगाह-रेल एकीकरण, बहु-माध्यम लॉजिस्टिक्स पार्क और औद्योगिक क्लस्टरों में अधिक निवेश की आवश्यकता है।

- Bharatmala's economic corridors, expressways and feeder routes provide the critical first and last-mile connectivity linking factories, warehouses, markets and ports.

भारतमाला के आर्थिक गलियारे, एक्सप्रेसवे और फीडर मार्ग कारखानों, गोदामों, बाजारों और बंदरगाहों को जोड़ने वाली महत्वपूर्ण फर्स्ट-माइल और लास्ट-माइल कनेक्टिविटी प्रदान करते हैं।

Cost aspects

लागत संबंधी पहलू

- India's logistics costs — historically higher than in many manufacturing economies — were estimated at 7.97% of GDP in 2023-24, or about ₹24.01 lakh crore.
भारत की लॉजिस्टिक्स लागत—जो ऐतिहासिक रूप से अनेक विनिर्माण अर्थव्यवस्थाओं की तुलना में अधिक रही है—2023-24 में GDP के 7.97%, अर्थात् लगभग ₹24.01 लाख करोड़, अनुमानित की गई थी।
- A DPIIT-NCAER study found the average freight cost was about ₹1.96/tonne-km for rail, ₹11.03 for road, and ₹1.80 for waterways.
DPIIT-NCAER के एक अध्ययन में पाया गया कि औसत माल ढुलाई लागत रेल के लिए लगभग ₹1.96/टन-किमी, सड़क के लिए ₹11.03 और जलमार्गों के लिए ₹1.80 थी।
- Shifting long-haul freight from road to DFC rail can produce huge unit transport cost savings, benefiting key stakeholders.
लंबी दूरी के माल परिवहन को सड़क से DFC रेल की ओर स्थानांतरित करने से प्रति इकाई परिवहन लागत में बड़ी बचत हो सकती है, जिससे प्रमुख हितधारकों को लाभ होगा।

Sectors set to gain

लाभान्वित होने वाले क्षेत्र

- Engineering, automobiles and auto components stand to benefit as the WDFC traverses some of India's most important manufacturing regions in Haryana, Rajasthan, Gujarat and Maharashtra.
इंजीनियरिंग, ऑटोमोबाइल और ऑटो कंपोनेंट क्षेत्र लाभान्वित होने की स्थिति में हैं, क्योंकि WDFC हरियाणा, राजस्थान, गुजरात और महाराष्ट्र के भारत के कुछ सबसे महत्वपूर्ण विनिर्माण क्षेत्रों से होकर गुजरता है।
- Faster, more predictable movement of finished vehicles, components, machinery and industrial inputs should cut inventory needs and boost supply chain reliability.
तैयार वाहनों, कंपोनेंट, मशीनरी और औद्योगिक इनपुट की तेज और अधिक पूर्वानुमेय आवाजाही से इन्वेंटरी की आवश्यकता कम होनी चाहिए और आपूर्ति शृंखला की विश्वसनीयता बढ़नी चाहिए।
- For automobile exporters in the NCR-Gujarat-Maharashtra axis, the corridor offers a particular advantage: containers and finished vehicles can move reliably towards western ports without competing for capacity with passenger trains.
NCR-गुजरात-महाराष्ट्र अक्ष में ऑटोमोबाइल निर्यातकों के लिए यह गलियारा विशेष लाभ प्रदान करता है: कंटेनर और तैयार वाहन पश्चिमी बंदरगाहों की ओर विश्वसनीय रूप से भेजे जा सकते हैं, बिना यात्री ट्रेनों के साथ क्षमता के लिए प्रतिस्पर्धा किए।
- The corridor's influence extends to textiles, apparel, chemicals and consumer goods, sectors in which Rajasthan, Haryana, Gujarat and Maharashtra are major hubs.
इस गलियारे का प्रभाव वस्त्र, परिधान, रसायन और उपभोक्ता वस्तुओं तक विस्तृत है, जिन क्षेत्रों में राजस्थान, हरियाणा, गुजरात और महाराष्ट्र प्रमुख केंद्र हैं।
- Gujarat's petrochemical belt, together with ports such as JNPT, Mundra, Kandla and Hazira, stands to benefit from high-capacity rail evacuation.
JNPT, मुंद्रा, कांडला और हजीरा जैसे बंदरगाहों के साथ गुजरात के पेट्रोकेमिकल बेल्ट को उच्च-क्षमता वाली रेल निकासी से लाभ होने की संभावना है।
- Stronger port-rail connectivity creates a multiplier effect across the value chain, from cheaper raw materials to competitive downstream manufacturing.
मजबूत बंदरगाह-रेल संपर्क मूल्य शृंखला में गुणक प्रभाव उत्पन्न करता है, जिससे सस्ते कच्चे माल से लेकर प्रतिस्पर्धी डाउनस्ट्रीम विनिर्माण तक लाभ मिलता है।

Global experiences

वैश्विक अनुभव

- The European Union's Trans-European Transport Network (TEN-T), the closest comparable model, is a multimodal network integrating railways, roads, inland waterways, short-sea shipping, ports, airports and terminals.
यूरोपीय संघ का Trans-European Transport Network (TEN-T) सबसे निकटतम तुलनीय मॉडल है, जो रेलवे, सड़कों, अंतर्देशीय जलमार्गों, लघु-समुद्री नौवहन, बंदरगाहों, हवाई अड्डों और टर्मिनलों को एकीकृत करने वाला **बहु-माध्यम परिवहन नेटवर्क** है।
- The Rhine Alpine Corridor, linking the North Sea ports of Rotterdam and Antwerp with Genoa in Italy through major industrial regions, bears similarities to the WDFC, which connects JNPT, Mundra, Kandla, Pipavav and Hazira with industrial corridors, highways, logistics parks, inland terminals and coastal shipping.
Rhine Alpine Corridor, जो प्रमुख औद्योगिक क्षेत्रों के माध्यम से उत्तरी सागर के रॉटरडैम और एंटरवर्प बंदरगाहों को इटली के जेनोआ से जोड़ता है, WDFC के समान है; WDFC **JNPT, मुंद्रा, कांडला, पीपावाव और हजीरा** को औद्योगिक गलियारों, राजमार्गों, लॉजिस्टिक्स पार्कों, अंतर्देशीय टर्मिनलों और तटीय नौवहन से जोड़ता है।
- The U.S. operates a vast multimodal freight network connecting ports, manufacturing centres, farms, mines, cities and distribution centres, now reinforced by its 2026 National Freight Strategic Plan under the National Multimodal Freight Network concept.
अमेरिका बंदरगाहों, विनिर्माण केंद्रों, कृषि फार्मों, खानों, शहरों और वितरण केंद्रों को जोड़ने वाला एक विशाल **बहु-माध्यम माल परिवहन नेटवर्क** संचालित करता है, जिसे अब **National Multimodal Freight Network** की अवधारणा के अंतर्गत उसके 2026 **National Freight Strategic Plan** द्वारा और मजबूत किया गया है।
- China may be the most relevant comparison: like India, it has a vast geography, a large manufacturing base and a strong State role in infrastructure.
चीन शायद सबसे प्रासंगिक तुलना प्रस्तुत करता है: भारत की तरह, इसका विशाल भौगोलिक विस्तार, बड़ा विनिर्माण आधार और अवसंरचना में **राज्य की मजबूत भूमिका** है।
- Its 2030 plan eyes boosting intermodal connections at about 1,000 major freight hubs and terminals while boosting coastal, border and river transport.
उसकी **2030 योजना** का उद्देश्य लगभग **1,000 प्रमुख माल ढुलाई केंद्रों और टर्मिनलों पर इंटरमॉडल संपर्क** को बढ़ावा देना तथा तटीय, सीमा-पार और नदी परिवहन को मजबूत करना है।

Next steps

अगले कदम

- Last-mile connectivity, port evacuation, terminal capacity, warehousing, road interfaces and customs can't be the weak links.
लास्ट-माइल कनेक्टिविटी, बंदरगाह निकासी, टर्मिनल क्षमता, वेयरहाउसिंग, सड़क संपर्क और सीमा शुल्क कमजोर कड़ियाँ नहीं हो सकते।
- India's logistics transformation will be measured not by how fast a train can move but by how fast the entire system moves.
भारत के लॉजिस्टिक्स परिवर्तन का आकलन इस आधार पर नहीं किया जाएगा कि कोई ट्रेन कितनी तेजी से चल सकती है, बल्कि इस आधार पर किया जाएगा कि **पूरी प्रणाली कितनी तेजी से संचालित होती है**।

Dedicated Freight Corridors (DFCs)



What are Dedicated Freight Corridors?

- **Dedicated Freight Corridors (DFCs)** are high-capacity railway corridors built primarily for **freight trains**, separating goods traffic from passenger trains.
- This addresses a major problem of conventional railways: passenger and freight trains compete for the same tracks, causing delays and limiting capacity.
- India has effectively created a **2,843-km freight backbone** consisting of the **1,506-km Western DFC (WDFC)**, Dadri–JNPT, and the **1,337-km Eastern DFC (EDFC)**, Ludhiana–Sonnagar.
- **WDFC** → **Manufacturing–export axis**, connecting northern industrial regions with western ports.
- **EDFC** → **Mineral–industrial axis**, supporting movement of coal, minerals and industrial freight.
- WDFC can accommodate **longer, heavier and double-stack container trains**, improving freight productivity.

How do DFCs benefit ordinary railways?

- Imagine a two-lane road carrying buses and heavy trucks. Trucks slow buses, while buses constrain truck movement. Building a separate truck highway improves movement on **both roads**.
- DFCs work similarly.
- Shifting freight trains onto dedicated tracks releases conventional railway capacity for **passenger as well as remaining freight services**.
- DFC traffic increased from an average **247 trains/day in 2023-24 to 443 trains/day in August 2026**.

Economic Multiplier Effect

- DFCs can reduce **transport time and logistics costs**, producing benefits throughout the supply chain.
- Suppose an automobile manufacturer in Haryana exports cars through a western port.
- Faster and predictable freight movement means the manufacturer needs to keep **less inventory in warehouses**, has less working capital locked up, and can deliver exports more reliably.
- Thus:
- **Faster freight** → **Lower inventory** → **Lower working-capital requirement** → **Lower production cost** → **Greater export competitiveness**.
- DFCs can also reduce **road congestion, fuel consumption and emissions**, improve factory utilisation and increase port productivity.

Connection with PM GatiShakti

- Launched in 2021, **PM GatiShakti** provides a **GIS-based digital platform for integrated multimodal infrastructure planning**, combining geospatial information and project data.
- The article reports **58 Central Ministries/Departments, all 36 States/UTs and around 22,000 data layers** integrated into the platform.
- Therefore, DFCs should not be viewed as isolated railway projects. They become more valuable when integrated with **highways, ports, waterways, warehouses, industrial corridors and**



logistics parks.

DFC + Sagarmala + Bharatmala

- DFC → High-capacity railway freight backbone.
- Sagarmala → Port-led development and port connectivity.
- Bharatmala → Highways/economic corridors and first- and last-mile road connectivity.
- Together, these can create a **multimodal logistics network** connecting:
- **Factory → Road/Feeder → DFC → Port → Global Market.**
- The article particularly emphasises integrating WDFC with western ports such as **JNPT, Mundra, Kandla, Pipavav and Hazira.**

Why are DFCs economically important?

- The article cites logistics costs of about **7.97% of GDP in 2023-24**, or approximately **₹24.01 lakh crore.**
- It also cites average freight costs of around **₹1.96 per tonne-km by rail, ₹11.03 by road and ₹1.80 by waterways.** Hence, shifting suitable long-distance freight from road to rail can generate significant savings.
- Industries likely to benefit include **automobiles, engineering, textiles, chemicals, petrochemicals and consumer goods**, particularly across Haryana, Rajasthan, Gujarat and Maharashtra.

Future Corridors and Challenges

- The article identifies proposals including the **East Coast, East-West and North-South corridors.**
- It also notes a policy push in **Union Budget 2026-27** towards an approximately **2,052-km Dankuni–Surat DFC proposition.**
- However, future expansion must address **land acquisition, environmental clearances, financing, interoperability, maintenance and technological upgrading.**
- Most importantly, constructing the main railway corridor alone is insufficient. **Warehousing, terminals, customs, port evacuation and first/last-mile connectivity** must function efficiently.

GS Paper III: Science and Technology		16 September 2026
TOPICS COVERED		
16S9	Peak water: a flow U-turn पीक वॉटर: जल प्रवाह में उलटफेर	



Peak water: a flow U-turn

GS III: S&T

Reuters

The Himalaya are approaching a tipping point as glaciers melt faster than a decade ago, threatening water security as the region approaches "peak water" by mid-century, according to a study released this month.

The findings come after the collapse of a Himalayan glacier in late August along the Nepal-Tibet border, which caused cascading landslides and flash floods in the valleys below. At least 1,300 people have been confirmed dead and more than 5,300 are missing across Nepal and China's Tibet region.

As glaciers retreat, they are leaving behind unstable glacial lakes held back by little more than loose rock and ice, above valleys where millions of people live, the study found.

Peak water is the point in time when river flows stop rising and start declining. It is expected to have profound implications for water security. As the Himalaya underpin more than 20% of India's GDP, the region makes up a key piece of the country's national economic infrastructure, upon which hundreds of millions of people depend.

The study was produced by Systemiq, a sustainability advisory firm, together with the Integrated Mountain Initiative, the International Centre for Integrated Mountain Development, and India's G.B. Pant National Institute of Himalayan Environment.



Tibetan peak: Snow-covered peaks of the Himalaya are visible in Shigatse, Tibet Autonomous Region, China. REUTERS

Himalayan glacier mass loss had accelerated in recent decades, while only 21 glaciers were currently monitored on the ground out of an estimated 40,000 glaciers across the Hindu Kush-Himalaya region, a vast mountain system spanning eight countries from Afghanistan to Myanmar, the study found.

Though making up around 18% of India's land, the Himalayan region accounted for roughly 35% of the country's natural disasters.

For feedback and suggestions for 'Science', please write to science@thehindu.co.in with the subject 'Daily page'

16S9. Peak water: a flow U-turn

पीक वॉटर: जल प्रवाह में उलटफेर

- The Himalaya are approaching a **tipping point** as glaciers melt faster than a decade ago, threatening **water security** as the region approaches "peak water" by mid-century, according to a study released this month.

हिमालय एक टिपिंग पॉइंट (निर्णायक मोड़) के करीब पहुँच रहा है, क्योंकि ग्लेशियर एक दशक पहले की तुलना में अधिक तेजी से पिघल रहे हैं, जिससे क्षेत्र के मध्य शताब्दी तक "पीक वॉटर" की स्थिति के करीब पहुँचने पर जल सुरक्षा के लिए खतरा उत्पन्न हो रहा है, ऐसा इस महीने जारी एक अध्ययन में कहा गया है।

- The findings come after the collapse of a **Himalayan glacier** in late August along the **Nepal-Tibet border**, which caused cascading landslides and flash floods in the valleys below.

ये निष्कर्ष अगस्त के अंत में हिमालयी ग्लेशियर के नेपाल-तिब्बत सीमा के पास ढहने के बाद सामने आए हैं, जिसके कारण नीचे की घाटियों में क्रमिक भूस्खलन और अचानक बाढ़ आ गई।

- At least **1,300 people** have been confirmed dead and more than **5,300 are missing** across Nepal and China's Tibet region.

नेपाल और चीन के तिब्बत क्षेत्र में कम से कम 1,300 लोगों की मृत्यु की पुष्टि हुई है और 5,300 से अधिक लोग लापता हैं।

- As glaciers retreat, they are leaving behind **unstable glacial lakes** held back by little more than loose rock and ice, above valleys where millions of people live, the study found. अध्ययन में पाया गया कि जैसे-जैसे ग्लेशियर पीछे हट रहे हैं, वे उन घाटियों के ऊपर अस्थिर हिमनदीय झीलें छोड़ रहे हैं, जिन्हें केवल ढीली चट्टानों और बर्फ जैसी कमजोर संरचनाएँ रोककर रखती हैं और जहाँ लाखों लोग रहते हैं।

- Peak water** is the point in time when river flows stop rising and start declining. **पीक वॉटर** वह समय-बिंदु है जब नदियों का प्रवाह बढ़ना बंद हो जाता है और घटने लगता है।

- It is expected to have profound implications for **water security**. इसके जल सुरक्षा पर गहरे प्रभाव पड़ने की आशंका है।

- As the Himalaya underpin more than **20% of India's GDP**, the region makes up a key piece of the country's **national economic infrastructure**, upon which hundreds of millions of people depend.

चूँकि हिमालय भारत के 20% से अधिक सकल घरेलू उत्पाद (GDP) का आधार है, इसलिए यह क्षेत्र देश के राष्ट्रीय आर्थिक बुनियादी ढाँचे का एक महत्वपूर्ण हिस्सा है, जिस पर करोड़ों लोग निर्भर हैं।

- The study was produced by **Systemiq**, a sustainability advisory firm, together with the **Integrated Mountain Initiative**, the **International Centre for Integrated Mountain Development**, and India's **G.B. Pant National Institute of Himalayan Environment**.

यह अध्ययन **Systemiq**, एक स्थिरता परामर्श फर्म, ने **Integrated Mountain Initiative**,

International Centre for Integrated Mountain Development, तथा भारत के **G.B. Pant National Institute of Himalayan Environment** के साथ मिलकर तैयार किया है।



- **Himalayan glacier mass loss** had accelerated in recent decades, while only **21 glaciers** were currently monitored on the ground out of an estimated **40,000 glaciers** across the **Hindu Kush-Himalaya region**, a vast mountain system spanning eight countries from Afghanistan to Myanmar, the study found.
अध्ययन में पाया गया कि हाल के दशकों में हिमालयी ग्लेशियरों के द्रव्यमान में कमी की गति तेज हुई है, जबकि हिंदू कुश-हिमालय क्षेत्र में अनुमानित 40,000 ग्लेशियरों में से वर्तमान में केवल 21 ग्लेशियरों की स्थल-स्तर पर निगरानी की जा रही है; यह एक विशाल पर्वतीय प्रणाली है जो अफगानिस्तान से म्यांमार तक आठ देशों में फैली हुई है।
- Though making up around **18% of India's land**, the Himalayan region accounted for roughly **35% of the country's natural disasters**.
भारत की लगभग 18% भूमि का हिस्सा होने के बावजूद, हिमालयी क्षेत्र देश की लगभग 35% प्राकृतिक आपदाओं के लिए उत्तरदायी रहा है।

PEAK WATER IN THE HIMALAYAS

- **Peak water** is the stage at which **annual river runoff produced by glacier melting reaches its maximum level and thereafter begins to decline**.
- It is an important concept for understanding the long-term impact of climate change on Himalayan water security.

How does Peak Water occur?

- Initially, rising temperatures cause glaciers to melt faster. This releases additional water, temporarily **increasing glacier-fed river flows**.
- For example, imagine a glacier as a **natural frozen water bank**.
- Climate warming initially causes larger withdrawals from this bank, so downstream rivers receive more water.
- However, the glacier itself becomes progressively smaller.
- Eventually, there is insufficient ice left to maintain the increased meltwater supply.
- Thus:
- **Warming → Faster glacier melting → Higher runoff → PEAK WATER → Shrinking glacier reserve → Declining runoff.**
- Therefore, peak water does **not mean that a river suddenly becomes dry**.
- It marks a **turning point from increasing to decreasing glacier-derived runoff**.

Why is it important for the Himalayas?

- The **Hindu Kush-Himalaya (HKH)** extends across **eight countries from Afghanistan to Myanmar** and contains tens of thousands of glaciers.
- The study cited states that glacier mass loss has accelerated, while only **21 of an estimated 40,000 glaciers** are presently monitored on the ground.
- Declining glacier contribution after peak water can threaten **drinking water, irrigation, hydropower generation, agriculture and downstream ecosystems**, affecting hundreds of millions of people.

Double Risk: Too Much Water, then Too Little

- Climate-driven glacier retreat creates two contrasting risks.



- **Short term:** Faster melting can increase **flash floods, landslides and Glacial Lake Outburst Floods (GLOFs)**.
- **Long term:** Smaller glaciers mean reduced meltwater availability, particularly during seasons when glacier melt is important for maintaining river flow.
- Retreating glaciers can also form lakes behind unstable **moraine dams made of loose rock, sediment and ice**. Their sudden failure can generate destructive GLOFs.

UPSC Takeaway

- Peak water represents a climate paradox: **accelerated glacier melting can initially increase water availability, but the same process progressively destroys the frozen reserve that sustains future flows**.
- Hence, Himalayan glacier loss is simultaneously a **disaster-management, water-security, energy, agricultural and economic challenge**.

Essay	16 September 2026
TOPICS COVERED	
16S9	Why public intellectuals matter in present-day India समकालीन भारत में सार्वजनिक बुद्धिजीवी क्यों महत्वपूर्ण हैं

Why public intellectuals matter in present-day India

A public intellectual raises questions about the social, political and economic issues of the day using reasoned arguments; the growing assertion of authoritarian tendencies, destruction of democratic practices and criminalisation of dissent make their role more crucial in the present times

Essay

D.V. Kumar

The term 'public intellectual' has an interesting origin. As Romila Thapar informs us, it was used in connection with Alfred Dreyfus, a Jewish captain in the French army who was believed to have leaked secrets to the German army. Later, it was found that he had not done anything of the kind and was declared innocent. When he was facing charges of having leaked secrets, many artists, teachers, poets and writers came together in support of him. These people came to be called public intellectuals.

A public intellectual is essentially a person who engages with the issues of the day and takes a position in support of what she believes to be true and right. She needs to raise questions about social, political and economic issues of the day using reasoned arguments so that societies would become better places to live in. A public intellectual is somebody who seeks to constantly reaffirm the foundational principles of social justice, human dignity and fraternity.

Challenging authoritarian tendencies

The role of a public intellectual perhaps has never been more critical and important than it is in the present times in India. The growing assertion of authoritarian tendencies, leading to systematic and gradual weakening of public institutions, destruction of democratic practices, silencing and, in fact criminalisation of dissent, disenfranchisement of lakhs of voters on the ground of 'logical discrepancy' and bulldozing of houses (especially those belonging to Muslims), as well as lynching of people on the grounds of storing beef in fridges and committing 'love jihad', are things that everybody is becoming painfully conscious of. If public intellectuals do not speak and raise their voice now, when they would do so is difficult to guess. It is their moral and ethical responsibility to speak up and stand with what is right. Silence is not a virtue in the present times. On the contrary, it can be dangerous. Perhaps, it would be relevant to mention here what Antonio Gramsci, the celebrated Italian intellectual, wrote, 'I hate the indifferent, also because I am annoyed by their whining as eternal innocents. I ask each of them how he carries out the role that life ordained him and daily imposes on him, what he has and especially has not done. And I feel like I can be relentless and not have to waste my pity, nor share my tears with them... I live, I am a partisan. Therefore, I hate whoever does not take sides. I hate the indifferent'. What he tried to argue was that public intellectuals should reflect and articulate their position on burning issues of the day. If they do not do so, who would do it? It is not that India has not produced great intellectuals. Starting from Buddha in the ancient India upto B.R. Ambedkar in modern times, India has had a glorious tradition of producing outstanding and powerful public intellectuals who questioned the dominant and hegemonic paradigms during their times.

Silence in academia and science

But what one finds in the present times is generalised silence from those who have



Taking a stand: A student protest in 2021 demanding the release of all political prisoners, at Jantar Mantar in New Delhi. REPRESENTATIVE IMAGE

the intellectual and critical faculty to be effective public intellectuals. One could refer to university teachers, poets, writers, artists and others in this regard.

A word or two about university teachers, in particular, would be in order. It is true that one need not be a university teacher to be a public intellectual, but a university teacher who is supposed to have developed critical imagination and the necessary conceptual equipment is eminently suited to be an effective public intellectual. A university teacher is expected to critically debate and articulate positions on issues of the day, however unpalatable they may be to the powers that be. But what one finds is the mysterious silence of these people on issues that are posing a severe threat to our constitutional and democratic framework. Silence is almost normalised among the university academia. If they do not write and speak on the issues concerning especially the marginalised and the weak in the society, who would do?

One may also refer to eminent scientists who could make important contributions to the debates in the society in an impartial and objective manner. Unfortunately, it is observed that they confine themselves to their narrow, specialised fields, making them disembodied and decontextualised individuals. There is a certain reluctance on their part to relate themselves to the surrounding social concerns.

One could take a couple of examples to show what kind of contribution public intellectuals can make, if they wish to, to enrich contemporary debates. Take the example of nationalism. The way it is being constructed in the present times, there is no serious questioning of it (with very few honourable exceptions). There is no critical interrogation of the way in which Hinduism is being weaponised in terms of Hindutva. Also, attempts to convert our inclusive, democratic and

civic nationalism (based on constitutional principles of equality, liberty, justice and fraternity), into exclusive, authoritarian and ethnic (Hindutva) nationalism are something that need to be on the top of public intellectuals' agenda. Sadly, this is not so. They also need to convince people that the European model of destructive, jingoistic and exclusive nationalism is not the right way to strengthen Indian nationalism, which has had a glorious history of fighting British colonialism on democratic, secular and egalitarian foundations.

Questioning fake history

Another example could be that the line between myth and history is constantly blurred, but professional historians (again with very few exceptions) have preferred to remain quiet. Academic historians are clearly not doing their job of questioning fake history (WhatsApp history) effectively. Or, for that matter, take the case of growing communalisation of public consciousness, which is essentially a tool used to divert people's attention from issues such as unemployment, youth unrest, the unsatisfactory state of public education, price rise, agrarian crisis, etc.

There was a time when eminent scholars were invited to debates on TV channels, where they could enlighten us about many important facets of our history, culture and society. One no longer finds such debates these days. This is because either such scholars are no longer invited to debates of that kind, or they have declined to be part of debates that are now known more for their noise than for meaningful and substantive content. Anyway, one cannot really expect much from the electronic media these days, as they have allowed themselves to be commodified to an unprecedented degree.

What is thoroughly discouraged in the present times is the questioning mind.

When questions are raised about the state of our polity, education, economy and society in general, they are sought to be delegitimised as anti-national and seditious, and even threats of jail are flaunted indiscriminately. Criminalisation of dissent has become normalised. But still if public intellectuals do not speak and make their presence felt now, then it will indeed be a very sad state of affairs in the country. It is true that even their most effective interventions may not result in removing oppressive structures but at least in the long run, they help in enhancing critical consciousness among the people about them.

It is in this context that one needs to appreciate the remarkable resilience shown by young protesters in the recent agitation at Jantar Mantar, in taking their fight to what they believe is its logical conclusion – the resignation of the Education Minister. One lesson that can be drawn from the largely peaceful agitation led by the Cockroach Janta Party (CJP) is that, contrary to popular perception, the youth of the country are not a depoliticised and indifferent lot.

The large participation of young people, many of whom may have had nothing to do with the NEET examination, in the protest is symbolic of their political empathy. They desired to show their solidarity, which they did. They raised a critical question of accountability, which is a basic normative feature of any democratic governance, over repeated lapses in conducting national-level examinations, and pursued it with all the might at their command.

We always underestimated the political consciousness of the country's youth, and we need to apologise to them for this. Every act of resistance is a political act. Perhaps they have begun to play the role of a public intellectual.

(D.V. Kumar is a former Professor, Dept. of Sociology, North-Eastern Hill University, Shillong)

16S9. Why public intellectuals matter in present-day India

समकालीन भारत में सार्वजनिक बुद्धिजीवी क्यों महत्वपूर्ण हैं

- The term 'public intellectual' has an interesting origin.
'सार्वजनिक बुद्धिजीवी (public intellectual)' शब्द की उत्पत्ति रोचक है।
- As Romila Thapar informs us, it was used in connection with Alfred Dreyfus, a Jewish captain in the French army who was believed to have leaked secrets to the German army.
जैसा कि रोमिला थापर हमें बताती हैं, इसका प्रयोग अल्फ्रेड ड्रेफस (Alfred Dreyfus) के संदर्भ में किया गया था, जो फ्रांसीसी सेना में एक यहूदी कप्तान थे और जिनके बारे में माना गया था कि उन्होंने जर्मन सेना को गोपनीय सूचनाएँ लीक की थीं।
- Later, it was found that he had not done anything of the kind and was declared innocent.
बाद में यह पाया गया कि उन्होंने ऐसा कुछ भी नहीं किया था और उन्हें निर्दोष घोषित कर दिया गया।
- When he was facing charges of having leaked secrets, many artists, teachers, poets and writers came together in support of him.
जब उन पर गोपनीय सूचनाएँ लीक करने के आरोप लगे, तब अनेक कलाकार, शिक्षक, कवि और लेखक उनके समर्थन में एकजुट हुए।
- These people came to be called public intellectuals.
इन लोगों को सार्वजनिक बुद्धिजीवी कहा जाने लगा।
- A public intellectual is essentially a person who engages with the issues of the day and takes a position in support of what she believes to be true and right.
सार्वजनिक बुद्धिजीवी मूलतः वह व्यक्ति है जो अपने समय के मुद्दों से जुड़ा है और जिसे वह सत्य एवं उचित मानता है, उसके समर्थन में अपना पक्ष रखता है।
- She needs to raise questions about social, political and economic issues of the day using reasoned arguments so that societies would become better places to live in.
उसे अपने समय के सामाजिक, राजनीतिक और आर्थिक मुद्दों पर तर्कपूर्ण ढंग से प्रश्न उठाने चाहिए, ताकि समाज रहने के लिए बेहतर स्थान बन सके।
- A public intellectual is somebody who seeks to constantly reaffirm the foundational principles of social justice, human dignity and fraternity.
एक सार्वजनिक बुद्धिजीवी वह व्यक्ति है जो सामाजिक न्याय, मानव गरिमा और बंधुत्व के मूलभूत सिद्धांतों की निरंतर पुनर्पुष्टि करने का प्रयास करता है।

Challenging authoritarian tendencies

सत्तावादी प्रवृत्तियों को चुनौती देना

- The role of a public intellectual perhaps has never been more critical and important than it is in the present times in India.
भारत में वर्तमान समय में सार्वजनिक बुद्धिजीवी की भूमिका शायद कभी भी इतनी महत्वपूर्ण और निर्णायक नहीं रही है।
- The growing assertion of authoritarian tendencies, leading to systematic and gradual weakening of public institutions, destruction of democratic practices, silencing and, in fact criminalisation of dissent, disenfranchisement of lakhs of voters on the ground of 'logical discrepancy' and bulldozing of houses (especially those belonging to Muslims), as well as lynching of people on the grounds of storing beef in fridges and committing 'love jihad', are things that everybody is becoming painfully conscious of.
सत्तावादी प्रवृत्तियों का बढ़ता प्रभाव, जिसके परिणामस्वरूप सार्वजनिक संस्थाओं का व्यवस्थित और क्रमिक कमजोर होना, लोकतांत्रिक प्रथाओं का विनाश, असहमति को दबाना और वास्तव में उसका अपराधीकरण, 'तार्किक विसंगति' के आधार पर लाखों मतदाताओं को मताधिकार से वंचित करना और घरों को बुलडोजर से गिराना (विशेषकर वे घर जो मुसलमानों के हैं), तथा फ्रिज में गोमांस रखने और 'लव जिहाद' करने के आरोपों के



आधार पर लोगों की भीड़ द्वारा हत्या (lynching) करना—ऐसे विषय हैं जिनके प्रति हर कोई पीड़ापूर्वक जागरूक होता जा रहा है।

- If public intellectuals do not speak and raise their voice now, when they would do so is difficult to guess.

यदि सार्वजनिक बुद्धिजीवी अब नहीं बोलते और अपनी आवाज नहीं उठाते, तो वे ऐसा कब करेंगे, यह कहना कठिन है।

- It is their moral and ethical responsibility to speak up and stand with what is right. बोलना और जो उचित है उसके साथ खड़ा होना उनकी नैतिक और आचारगत जिम्मेदारी है।
- Silence is not a virtue in the present times. वर्तमान समय में मौन कोई सदगुण नहीं है।
- On the contrary, it can be dangerous. इसके विपरीत, यह खतरनाक हो सकता है।
- Perhaps, it would be relevant to mention here what Antonio Gramsci, the celebrated Italian intellectual, wrote, 'I hate the indifferent, also because I am annoyed by their whining as eternal innocents.'

शायद यहाँ प्रसिद्ध इतालवी बुद्धिजीवी Antonio Gramsci ने जो लिखा था, उसका उल्लेख प्रासंगिक होगा, 'मैं उदासीन लोगों से घृणा करता हूँ, इसलिए भी कि शाश्वत निर्दोषों की तरह उनका विलाप मुझे परेशान करता है।

- I ask each of them how he carries out the role that life ordained him and daily imposes on him, what he has and especially has not done. मैं उनमें से प्रत्येक से पूछता हूँ कि वह उस भूमिका को कैसे निभाता है जिसे जीवन ने उसके लिए निर्धारित किया है और जिसे वह उस पर प्रतिदिन आरोपित करता है, उसने क्या किया है और विशेष रूप से क्या नहीं किया है।

- And I feel like I can be relentless and not have to waste my pity, nor share my tears with them...

और मुझे लगता है कि मैं निर्मम रह सकता हूँ तथा अपनी करुणा को व्यर्थ करने या उनके साथ अपने आँसू साझा करने की आवश्यकता नहीं है...

- I live, I am a partisan. मैं जीवित हूँ, मैं एक पक्षधर हूँ।
- Therefore, I hate whoever does not take sides. इसलिए, मैं उस हर व्यक्ति से घृणा करता हूँ जो किसी पक्ष का चयन नहीं करता।
- I hate the indifferent'. मैं उदासीन लोगों से घृणा करता हूँ।

- What he tried to argue was that public intellectuals should reflect and articulate their position on burning issues of the day. उनका तर्क यह था कि सार्वजनिक बुद्धिजीवियों को अपने समय के ज्वलंत मुद्दों पर अपने विचारों को व्यक्त और स्पष्ट करना चाहिए।

- If they do not do so, who would do it? यदि वे ऐसा नहीं करेंगे, तो कौन करेगा?

- It is not that India has not produced great intellectuals. ऐसा नहीं है कि भारत ने महान बुद्धिजीवी पैदा नहीं किए हैं।

- Starting from Buddha in the ancient India up to B.R. Ambedkar in modern times, India has had a glorious tradition of producing outstanding and powerful public intellectuals who questioned the dominant and hegemonic paradigms during their times.

प्राचीन भारत में बुद्ध से लेकर आधुनिक समय में बी.आर. आंबेडकर तक, भारत की ऐसी उत्कृष्ट और प्रभावशाली सार्वजनिक बुद्धिजीवियों को जन्म देने की गौरवशाली परंपरा रही है, जिन्होंने अपने समय के प्रचलित और वर्चस्ववादी प्रतिमानों (hegemonic paradigms) पर प्रश्न उठाए।

Silence in academia and science

शिक्षा-जगत और विज्ञान में मौन

- But what one finds in the present times is generalised silence from those who have the intellectual and critical faculty to be effective public intellectuals.
लेकिन वर्तमान समय में देखने को मिलता है कि जिन लोगों में प्रभावी सार्वजनिक बुद्धिजीवी बनने की बौद्धिक और आलोचनात्मक क्षमता है, उनमें सामान्यतः मौन व्याप्त है।
- One could refer to university teachers, poets, writers, artists and others in this regard.
इस संदर्भ में विश्वविद्यालय के शिक्षकों, कवियों, लेखकों, कलाकारों और अन्य लोगों का उल्लेख किया जा सकता है।
- A word or two about university teachers, in particular, would be in order.
विशेष रूप से विश्वविद्यालय के शिक्षकों के बारे में एक-दो बातें कहना उचित होगा।
- It is true that one need not be a university teacher to be a public intellectual, but a university teacher who is supposed to have developed critical imagination and the necessary conceptual equipment is eminently suited to be an effective public intellectual.
यह सही है कि सार्वजनिक बुद्धिजीवी बनने के लिए विश्वविद्यालय का शिक्षक होना आवश्यक नहीं है, लेकिन एक विश्वविद्यालय शिक्षक, जिसके बारे में माना जाता है कि उसने आलोचनात्मक कल्पनाशीलता (critical imagination) और आवश्यक वैचारिक क्षमता विकसित की है, प्रभावी सार्वजनिक बुद्धिजीवी बनने के लिए विशेष रूप से उपयुक्त होता है।
- A university teacher is expected to critically debate and articulate positions on issues of the day, however unpalatable they may be to the powers that be.
विश्वविद्यालय के शिक्षक से अपेक्षा की जाती है कि वह अपने समय के मुद्दों पर आलोचनात्मक बहस करे और अपने विचारों को स्पष्ट रूप से व्यक्त करे, चाहे वे सत्ताधारियों (powers that be) को कितने ही अप्रिय क्यों न लगें।
- But what one finds is the mysterious silence of these people on issues that are posing a severe threat to our constitutional and democratic framework.
लेकिन देखने में आता है कि हमारे संवैधानिक और लोकतांत्रिक ढाँचे के लिए गंभीर खतरा उत्पन्न करने वाले मुद्दों पर ये लोग रहस्यमय रूप से मौन हैं।
- Silence is almost normalised among the university academia.
विश्वविद्यालय के शैक्षणिक जगत में मौन लगभग सामान्यीकृत हो गया है।
- If they do not write and speak on the issues concerning especially the marginalised and the weak in the society, who would do?
यदि वे विशेष रूप से समाज के हाशिए पर स्थित और कमजोर वर्गों से जुड़े मुद्दों पर लिखेंगे और बोलेंगे नहीं, तो कौन करेगा?
- One may also refer to eminent scientists who could make important contributions to the debates in the society in an impartial and objective manner.
ऐसे प्रतिष्ठित वैज्ञानिकों का भी उल्लेख किया जा सकता है जो समाज में होने वाली बहसों में निष्पक्ष और वस्तुनिष्ठ ढंग से महत्वपूर्ण योगदान दे सकते हैं।
- Unfortunately, it is observed that they confine themselves to their narrow, specialised fields, making them disembodied and decontextualised individuals.
दुर्भाग्य से, यह देखा जाता है कि वे स्वयं को अपने संकीर्ण, विशेषीकृत क्षेत्रों तक सीमित रखते हैं, जिससे वे सामाजिक संदर्भों से कटे हुए और संदर्भ-विहीन व्यक्ति बन जाते हैं।
- There is a certain reluctance on their part to relate themselves to the surrounding social concerns.
उनकी ओर से आसपास की सामाजिक चिंताओं से स्वयं को जोड़ने में एक प्रकार की अनिच्छा दिखाई देती है।
- One could take a couple of examples to show what kind of contribution public intellectuals can make, if they wish to, to enrich contemporary debates.

समकालीन बहसों को समृद्ध करने के लिए सार्वजनिक बुद्धिजीवी, यदि वे चाहें, तो किस प्रकार का योगदान दे सकते हैं, इसे दिखाने के लिए कुछ उदाहरण लिए जा सकते हैं।

- Take the example of nationalism.

राष्ट्रवाद का उदाहरण लें।

- The way it is being constructed in the present times, there is no serious questioning of it (with very few honourable exceptions).

वर्तमान समय में जिस प्रकार इसका निर्माण किया जा रहा है, उस पर गंभीर प्रश्न उठाने की स्थिति नहीं है (कुछ अत्यंत सम्माननीय अपवादों को छोड़कर)।

- There is no critical interrogation of the way in which Hinduism is being weaponised in terms of Hindutva.

जिस प्रकार हिंदुत्व के संदर्भ में हिंदू धर्म का राजनीतिक हथियारीकरण (weaponisation) किया जा रहा है, उसकी कोई आलोचनात्मक जाँच-पड़ताल नहीं हो रही है।

- Also, attempts to convert our inclusive, democratic and civic nationalism (based on constitutional principles of equality, liberty, justice and fraternity), into exclusive, authoritarian and ethnic (Hindurashtra) nationalism are something that need to be on the top of public intellectuals' agenda.

इसके अलावा, हमारे समावेशी, लोकतांत्रिक और नागरिक राष्ट्रवाद (जो समानता, स्वतंत्रता, न्याय और बंधुत्व के संवैधानिक सिद्धांतों पर आधारित है) को बहिष्कारी, सत्तावादी और जातीय (हिंदूराष्ट्र) राष्ट्रवाद में बदलने के प्रयास ऐसे विषय हैं जिन्हें सार्वजनिक बुद्धिजीवियों के एजेंडे में सर्वोच्च प्राथमिकता मिलनी चाहिए।

- Sadly, this is not so.

दुर्भाग्य से, ऐसा नहीं है।

- They also need to convince people that the European model of destructive, jingoistic and exclusive nationalism is not the right way to strengthen Indian nationalism, which has had a glorious history of fighting British colonialism on democratic, secular and egalitarian foundations.

उन्हें लोगों को यह भी समझाने की आवश्यकता है कि विनाशकारी, उग्र राष्ट्रवादी और बहिष्कारी राष्ट्रवाद का यूरोपीय मॉडल भारतीय राष्ट्रवाद को मजबूत करने का उचित मार्ग नहीं है, जिसका ब्रिटिश औपनिवेशिक शासन के विरुद्ध लोकतांत्रिक, धर्मनिरपेक्ष और समतावादी आधारों पर संघर्ष करने का गौरवशाली इतिहास रहा है।

Questioning fake history

फर्जी इतिहास पर प्रश्न उठाना

- Another example could be that the line between myth and history is constantly blurred, but professional historians (again with very few exceptions) have preferred to remain quiet.

एक अन्य उदाहरण यह हो सकता है कि मिथक और इतिहास के बीच की रेखा लगातार धुंधली की जा रही है, लेकिन पेशेवर इतिहासकारों ने (फिर से कुछ अत्यंत कम अपवादों को छोड़कर) मौन रहना पसंद किया है।

- Academic historians are clearly not doing their job of questioning fake history (WhatsApp history) effectively.

शैक्षणिक इतिहासकार स्पष्ट रूप से फर्जी इतिहास (WhatsApp history) पर प्रभावी ढंग से प्रश्न उठाने का अपना दायित्व नहीं निभा रहे हैं।

- Or, for that matter, take the case of growing communalisation of public consciousness, which is essentially a tool used to divert people's attention from issues such as unemployment, youth unrest, the unsatisfactory state of public education, price rise, agrarian crisis, etc.

या फिर सार्वजनिक चेतना के बढ़ते सांप्रदायिकीकरण को ही लें, जो मूलतः लोगों का ध्यान बेरोजगारी, युवा असंतोष, सार्वजनिक शिक्षा की असंतोषजनक स्थिति, मूल्य वृद्धि, कृषि संकट आदि मुद्दों से भटकाने के लिए इस्तेमाल किया जाने वाला एक साधन है।

- There was a time when eminent scholars were invited to debates on TV channels, where they could enlighten us about many important facets of our history, culture and society.

एक समय था जब प्रतिष्ठित विद्वानों को टीवी चैनलों पर होने वाली बहसों में आमंत्रित किया जाता था, जहाँ वे हमारे इतिहास, संस्कृति और समाज के अनेक महत्वपूर्ण पहलुओं के बारे में हमें जानकारी दे सकते थे।

- One no longer finds such debates these days.
आजकल ऐसी बहसें देखने को नहीं मिलतीं।
- This is because either such scholars are no longer invited to debates of that kind, or they have declined to be part of debates that are now known more for their noise than for meaningful and substantive content.
ऐसा इसलिए है क्योंकि या तो ऐसे विद्वानों को अब इस प्रकार की बहसों में आमंत्रित नहीं किया जाता, या उन्होंने उन बहसों का हिस्सा बनने से इनकार कर दिया है जो अब सार्थक और ठोस सामग्री की तुलना में अपने शोर-शराबे के लिए अधिक जानी जाती हैं।
- Anyway, one cannot really expect much from the electronic media these days, as they have allowed themselves to be commodified to an unprecedented degree.
वैसे भी, आजकल इलेक्ट्रॉनिक मीडिया से बहुत अधिक अपेक्षा नहीं की जा सकती, क्योंकि उसने स्वयं को अभूतपूर्व स्तर तक वस्तुकरण (commodification) के अधीन कर लिया है।
- What is thoroughly discouraged in the present times is the questioning mind.
वर्तमान समय में जिस चीज को पूरी तरह हतोत्साहित किया जाता है, वह है प्रश्न करने वाली मानसिकता।
- When questions are raised about the state of our polity, education, economy and society in general, they are sought to be delegitimised as anti-national and seditious, and even threats of jail are flaunted indiscriminately.
जब हमारी राजव्यवस्था, शिक्षा, अर्थव्यवस्था और समाज की सामान्य स्थिति पर प्रश्न उठाए जाते हैं, तो उन्हें राष्ट्र-विरोधी और देशद्रोही बताकर अवैध या अमान्य ठहराने का प्रयास किया जाता है और यहाँ तक कि जेल भेजने की धमकियाँ भी मनमाने ढंग से दी जाती हैं।
- Criminalisation of dissent has become normalised.
असहमति का अपराधीकरण सामान्यीकृत हो गया है।
- But still if public intellectuals do not speak and make their presence felt now, then it will indeed be a very sad state of affairs in the country.
फिर भी, यदि सार्वजनिक बुद्धिजीवी अब नहीं बोलते और अपनी उपस्थिति का प्रभाव महसूस नहीं कराते, तो देश में यह वास्तव में अत्यंत दुखद स्थिति होगी।
- It is true that even their most effective interventions may not result in removing oppressive structures but at least in the long run, they help in enhancing critical consciousness among the people about them.
यह सही है कि उनके सबसे प्रभावी हस्तक्षेप भी दमनकारी संरचनाओं को समाप्त करने में सफल न हों, लेकिन कम-से-कम दीर्घकाल में वे लोगों के बीच इनके संबंध में आलोचनात्मक चेतना बढ़ाने में सहायता करते हैं।
- It is in this context that one needs to appreciate the remarkable resilience shown by young protesters in the recent agitation at Jantar Mantar, in taking their fight to what they believe is its logical conclusion — the resignation of the Education Minister.
इसी संदर्भ में जंतर मंतर पर हालिया आंदोलन में युवा प्रदर्शनकारियों द्वारा दिखाई गई उल्लेखनीय दृढ़ता की सराहना की जानी चाहिए, जिन्होंने अपनी लड़ाई को उस निष्कर्ष तक पहुँचाने का प्रयास किया जिसे वे उसका तार्किक परिणाम मानते थे — शिक्षा मंत्री का इस्तीफा।
- One lesson that can be drawn from the largely peaceful agitation led by the Cockroach Janta Party (CJP) is that, contrary to popular perception, the youth of the country are not a depoliticised and indifferent lot.
Cockroach Janta Party (CJP) के नेतृत्व में हुए बड़े पैमाने पर शांतिपूर्ण आंदोलन से एक सबक यह लिया जा सकता है कि आम धारणा के विपरीत, देश के युवा राजनीति-विमुख और उदासीन वर्ग नहीं हैं।
- The large participation of young people, many of whom may have had nothing to do with the NEET examination, in the protest is symbolic of their political empathy.
विरोध प्रदर्शन में बड़ी संख्या में युवाओं की भागीदारी, जिनमें से कई का NEET परीक्षा से कोई प्रत्यक्ष संबंध भी नहीं रहा होगा, उनकी राजनीतिक सहानुभूति का प्रतीक है।

- They desired to show their solidarity, which they did.
वे अपनी एकजुटता प्रदर्शित करना चाहते थे, जो उन्होंने की।
- They raised a critical question of accountability, which is a basic normative feature of any democratic governance, over repeated lapses in conducting national-level examinations, and pursued it with all the might at their command.
उन्होंने राष्ट्रीय स्तर की परीक्षाओं के आयोजन में बार-बार हुई चूकों को लेकर जवाबदेही का एक महत्वपूर्ण प्रश्न उठाया, जो किसी भी लोकतांत्रिक शासन की एक बुनियादी मानक विशेषता है, और अपनी पूरी क्षमता के साथ इसे आगे बढ़ाया।
- We always underestimated the political consciousness of the country's youth, and we need to apologise to them for this.
हमने हमेशा देश के युवाओं की राजनीतिक चेतना को कम करके आँका है और इसके लिए हमें उनसे क्षमा माँगने की आवश्यकता है।
- Every act of resistance is a political act.
प्रतिरोध का प्रत्येक कृत्य एक राजनीतिक कृत्य है।
- Perhaps they have begun to play the role of a public intellectual.
शायद उन्होंने सार्वजनिक बुद्धिजीवी की भूमिका निभाना शुरू कर दिया है।

PCS Special:

16 September

16S9 Kerala to be first State to put driving aspirants to 'Hazard Perception Test'
ड्राइविंग लाइसेंस के अभ्यर्थियों के लिए 'Hazard Perception Test' लागू करने वाला पहला राज्य होगा केरलम

Keralam to be first State to put driving aspirants to 'Hazard Perception Test'

PCS
The Hindu Bureau
THIRUVANANTHAPURAM

In a first in the country, Kerala will introduce a mandatory computer-based 'Hazard Perception Test' for driving licence applicants from December 2026 as part of measures to improve road safety and assess the applicants' ability to identify potential hazards on the road.

The test, designed on international standards, will have a video-game-like format. Applicants will have to clear the test within 30 days of passing the learner's test and only those passing it can attend the



Safety lessons: Applicants will have to clear the test within 30 days of passing the learner's test. FILE PHOTO

ground and road tests, according to the Motor Vehicles Department (MVD). The test will comprise 10 one-minute videos depicting situations and potential

hazards that drivers may encounter on the road.

Each video will contain at least two hazards, which candidates will have to identify by pressing a but-

ton at the right moment. Failure to identify a hazard at the right time will result in deduction of marks. Candidates will be awarded 10 marks for each correct response and will have to secure at least 60 out of 100 marks to pass the test.

The Transport Commissioner has directed the implementation of the online test from December considering the rise in road accidents in Kerala.

Though the test is being introduced for the first time in the country, provision for conducting such an assessment is already included in the Central Motor Vehicles Rules.

16S9. Keralam to be first State to put driving aspirants to 'Hazard Perception Test'

ड्राइविंग लाइसेंस के अभ्यर्थियों के लिए 'Hazard Perception Test' लागू करने वाला पहला राज्य होगा केरलम

- In a first in the country, Keralam will introduce a mandatory computer-based 'Hazard Perception Test' for driving licence applicants from December 2026 as part of measures to improve road safety and assess the applicants' ability to identify potential hazards on the road.

देश में पहली बार, केरलम दिसंबर 2026 से ड्राइविंग लाइसेंस आवेदकों के लिए अनिवार्य कंप्यूटर-आधारित 'Hazard Perception Test' शुरू करेगा, जिसका उद्देश्य सड़क सुरक्षा में सुधार करना और आवेदकों की सड़क पर संभावित खतरों की पहचान करने की क्षमता का आकलन करना है।

- The test, designed on international standards, will have a video-game-like format. अंतरराष्ट्रीय मानकों के आधार पर तैयार किया गया यह परीक्षण वीडियो-गेम जैसे प्रारूप में होगा।
- Applicants will have to clear the test within 30 days of passing the learner's test and only those passing it can attend the ground and road tests, according to the Motor Vehicles Department (MVD).

Motor Vehicles Department (MVD) के अनुसार, आवेदकों को learner's test उत्तीर्ण करने के 30 दिनों के भीतर यह परीक्षण पास करना होगा और केवल इसे उत्तीर्ण करने वाले अभ्यर्थी ही ग्राउंड और रोड टेस्ट में शामिल हो सकेंगे।

- The test will comprise 10 one-minute videos depicting situations and potential hazards that drivers may encounter on the road.

इस परीक्षण में एक-एक मिनट के 10 वीडियो होंगे, जिनमें ऐसी परिस्थितियों और संभावित खतरों को प्रदर्शित किया जाएगा, जिनका सामना चालक सड़क पर कर सकते हैं।

- Each video will contain at least two hazards, which candidates will have to identify by pressing a button at the right moment.

प्रत्येक वीडियो में कम से कम दो खतरे होंगे, जिन्हें अभ्यर्थियों को सही समय पर एक बटन दबाकर पहचानना होगा।

- Failure to identify a hazard at the right time will result in deduction of marks.

किसी खतरे की सही समय पर पहचान करने में विफल रहने पर अंक काटे जाएंगे।

- Candidates will be awarded 10 marks for each correct response and will have to secure at least 60 out of 100 marks to pass the test.

प्रत्येक सही उत्तर के लिए अभ्यर्थियों को 10 अंक दिए जाएंगे और परीक्षण उत्तीर्ण करने के लिए उन्हें 100 में से कम से कम 60 अंक प्राप्त करने होंगे।

- The Transport Commissioner has directed the implementation of the online test from December considering the rise in road accidents in Keralam.

Transport Commissioner ने केरलम में सड़क दुर्घटनाओं में वृद्धि को देखते हुए दिसंबर से ऑनलाइन परीक्षण लागू करने का निर्देश दिया है।

- Though the test is being introduced for the first time in the country, provision for conducting such an assessment is already included in the Central Motor Vehicles Rules.

यद्यपि देश में यह परीक्षण पहली बार शुरू किया जा रहा है, लेकिन इस प्रकार के आकलन के संचालन का प्रावधान पहले से ही Central Motor Vehicles Rules में शामिल है।