**PRAGNYA BHARATHI: Detailed News Analysis (DNA)**

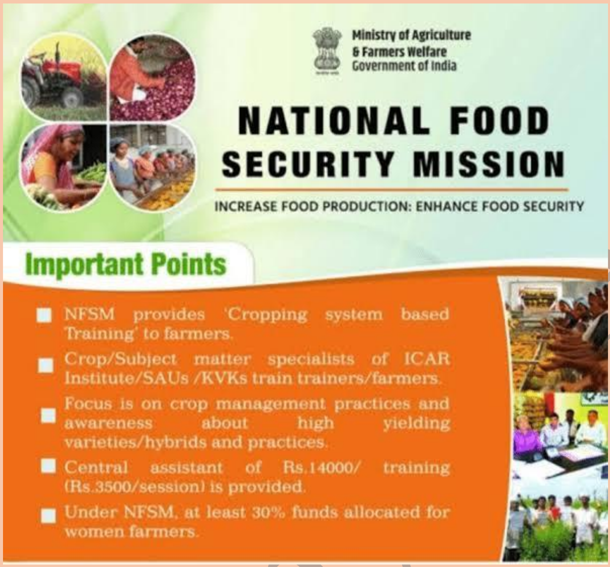
**Topic : National Food Security Mission (NFSM) and Its Impact on Indian Agriculture**

**Relevance** : GS Paper 3 Agriculture

**Source** : Indian Express

**Context** :

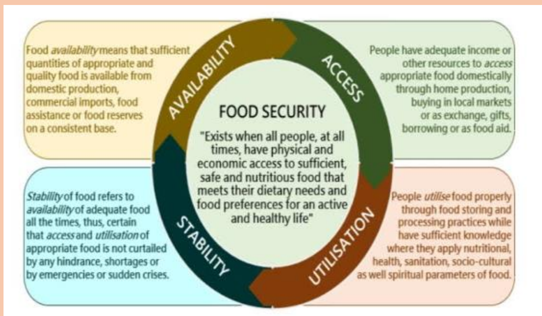
The **National Food Security Mission (NFSM)** was launched in **2007-08** with the primary goal of increasing the production of rice, wheat, and pulses in India through area expansion and productivity enhancement. The mission aimed to bridge yield gaps, ensure food security, and promote sustainable farming practices. Over the years, the scope of NFSM expanded to include coarse cereals and commercial crops like cotton, jute, and sugarcane.




In **2024-25, NFSM was renamed as the National Food Security & Nutrition Mission (NFSNM)** to align with broader nutritional goals alongside food security. The revised mission continues to focus on increasing the production of major food crops while integrating nutritional aspects to ensure better health outcomes for the population.

**Objectives of NFSM (Now NFSNM)**

1. **Enhancing Food Production**:
   - Increase the production of rice, wheat, pulses, nutri cereals, and coarse cereals to meet the growing demand of India's population.
   - Improve productivity through better technology and scientific practices.
2. **Improving Farmers' Income**:
   - Provide direct incentives to farmers for adopting advanced agricultural practices.
   - Promote sustainable and climate-resilient farming techniques.
3. **Seed and Technology Promotion**:
   - Production and distribution of high-yielding, newly released varieties and hybrid seeds.
   - Adoption of modern techniques like integrated nutrient and pest management.
4. **Demonstration and Training Programs**:
   - Conduct cropping system-based demonstrations to educate farmers about the best agricultural practices.
   - Training programs during cropping seasons to enhance farmers' skills.
5. **Sustainable and Climate-Resilient Agriculture**:
   - Promote water-use efficiency through micro-irrigation techniques.
   - Encourage organic and bio-fertilizers to reduce chemical dependency.



## Key Features and Implementation

1. **Incentives for Farmers**:
   - Farmers receive financial and technical support for adopting improved crop production technologies.
   - The incentives are provided through **State/UT Governments** under the centrally sponsored scheme.
2. **Flexibility Under PM-RKVY**:
   - States have the freedom to allocate funds under **Pradhan Mantri-Rashtirya Krishi Vikas Yojana (PM-RKVY)** for region-specific agricultural priorities.
   - Promotion of **coarse cereals and millets (Shree Anna)** under state-specific plans with approval from **State Level Sanctioning Committees (SLSC)**.
3. **Focus on Nutritional Security**:
   - NFSNM emphasizes growing nutri-cereals like millets, which are rich in nutrients and beneficial for health.
   - Encourages a shift towards **bio-fortified and high-nutrient crops** to combat malnutrition in rural and urban areas.



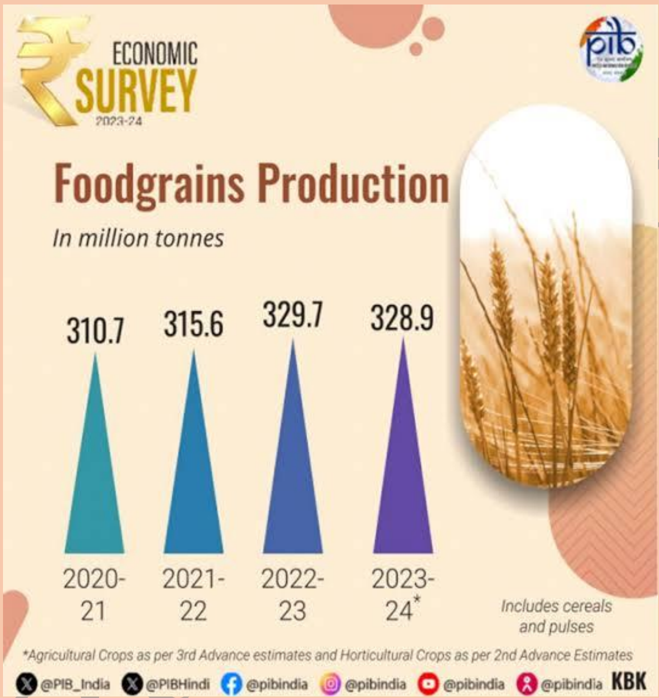
## Impact of NFSM on Indian Agriculture

1. **Increased Crop Production**:
   - Since its inception, NFSM has significantly contributed to **higher yields of rice, wheat, and pulses**.
   - Helped India achieve **self-sufficiency in food grain production**, reducing dependence on imports.
2. **Empowerment of Farmers**:
   - Financial assistance and training programs have enabled farmers to adopt modern agricultural practices.
   - Small and marginal farmers have benefited from subsidized seeds, fertilizers, and pest management techniques.
3. **Promotion of Climate-Resilient Agriculture**:
   - NFSM has encouraged **drought-resistant and climate-adaptive crop varieties** to reduce the impact of erratic weather patterns.
   - Emphasis on **integrated pest and nutrient management** has led to **sustainable farming**.
4. **Nutritional Benefits for Consumers**:
   - The introduction of **nutri-cereals like millets** under the mission supports the government's initiative to **combat malnutrition**.
   - Encouraging farmers to grow healthier crops directly benefits public health.

5. **Boosting Rural Economy**:
   - By providing support for **value addition, processing, and marketing**, NFSM has helped in generating rural employment.
   - Better productivity has improved **farmers' income**, strengthening the agricultural sector's contribution to GDP.

**Despite its success, NFSM/NFSNM faces some challenges:**

1. **Limited Awareness and Adoption**:
   - Many farmers, especially smallholders, are unaware of the scheme's benefits.
   - Need for better **awareness campaigns and outreach programs**.




2. **Supply Chain and Market Linkages**:
   - Farmers struggle with post-harvest losses due to inadequate **storage and market infrastructure**.
   - Strengthening **agricultural markets, cold storage, and transportation facilities** is crucial.
3. **Climate Change and Water Scarcity**:
   - Erratic monsoons and depleting groundwater pose a threat to productivity.
   - Adoption of **water-efficient techniques like drip irrigation** needs further promotion.
4. **Sustainability and Organic Farming**:
   - Excessive chemical usage has environmental consequences.
   - **Encouraging organic farming and bio-fertilizers** should be a key focus.

**Prelims Practice Question**

**Q. Consider the following statements regarding the National Food Security & Nutrition Mission (NFSNM):**

1. It was originally launched as the National Food Security Mission (NFSM) in 2013-14.
2. The mission provides incentives to farmers for adopting improved crop production technologies through State/UT governments.
3. The states have flexibility to promote millets and coarse cereals under the Pradhan Mantri-Rashtirya Krishi Vikas Yojana (PM-RKVY).

**Which of the statements given above is/are correct?**

a) 1 and 2 only
b) 2 and 3 only
c) 1 and 3 only
d) 1, 2, and 3

**Answer: b) 2 and 3 only**

**Explanation:**

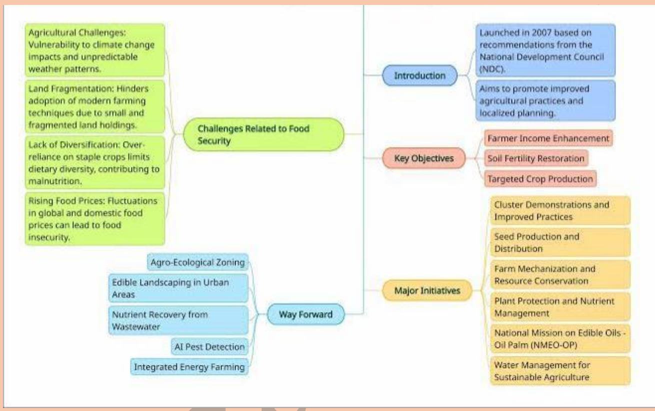
- **Statement 1 is incorrect**: The **National Food Security Mission (NFSM)** was launched in **2007-08**, not in 2013-14.
- **Statement 2 is correct**: The mission provides **incentives to farmers** for adopting modern crop production technologies through **State/UT governments**.
- **Statement 3 is correct**: Under **PM-RKVY**, states are given **flexibility to promote coarse cereals and millets (Shree Anna)** with approval from the **State Level Sanctioning Committee (SLSC)**.

**Mains Model Question**

**Q. Discuss the significance of the National Food Security & Nutrition Mission (NFSNM) in ensuring food and nutritional security in India. How does it contribute to sustainable agriculture and rural development?**

The **National Food Security & Nutrition Mission (NFSNM)**, previously known as the **National Food Security Mission (NFSM)**, plays a crucial role in enhancing food production and ensuring nutritional security in India. Launched in **2007-08** and expanded over the years, it aims to increase the production of rice, wheat, pulses, nutri-cereals, and coarse cereals through area expansion, productivity enhancement, and improved farming techniques. By providing financial incentives and technical support to farmers, the mission encourages the adoption of modern agricultural practices, including **high-yielding seed varieties, integrated nutrient and pest management, and water-efficient irrigation methods.**

One of the most significant contributions of NFSNM is its focus on nutritional security by promoting the cultivation of **nutri-cereals and bio-fortified crops**. Given India's persistent malnutrition challenges, the mission's emphasis on **millets (Shree Anna)** and other coarse grains provides an alternative to traditional staple crops, ensuring a more balanced diet for the population.




Additionally, through **Pradhan Mantri-Rashtirya Krishi Vikas Yojana (PM-RKVY)**, states have the flexibility to tailor agricultural policies based on regional needs, thereby strengthening food security across diverse agro-climatic zones.

Beyond food security, the mission fosters **sustainable agriculture** by encouraging climate-resilient farming practices, organic fertilizers, and efficient water use. These measures mitigate the adverse effects of climate change while enhancing soil fertility. Furthermore, NFSNM contributes to **rural development** by improving farmers' income, generating employment, and strengthening market linkages for agricultural produce.

In conclusion, the National Food Security & Nutrition Mission is not just an initiative for boosting crop production but a holistic approach toward **ensuring food security, improving nutrition, and promoting sustainable agricultural practices**, making it a cornerstone of India's agrarian policy.

**PRAGNYA BHARATHI: Detailed News Analysis (DNA)**

**Topic** : **New Investment Policy (NIP)**

**Relevance** : GS Paper 3 Agriculture and allied sector

**Source** : Hindustan Times

**Context :**

The **New Investment Policy (NIP) - 2012**, introduced by the **Ministry of Chemicals and Fertilizers**, was designed to **facilitate fresh investment in the urea sector** and to make India **self-sufficient in urea production**. Before the implementation of this policy, India heavily depended on urea imports to meet its agricultural demands, which increased the fiscal burden and led to supply chain vulnerabilities. The policy was later **amended in 2014** to further encourage private participation and joint ventures in fertilizer production.

Under NIP-2012, a total of **six new urea production units** have been set up across the country. Among these, **four units were developed under Joint Venture Companies (JVCs) with Public Sector Undertakings (PSUs)**, and **two were established by private companies**. The units set up under the **JVC model** include the **Ramagundam Urea Plant (Telangana) and three units of Hindustan Urvarak & Rasayan Limited (HURL) located in Gorakhpur (Uttar Pradesh), Sindri (Jharkhand), and Barauni (Bihar)**. The private sector-led units include **Panagarh Urea Plant in West Bengal (Matix Fertilizers and Chemicals Ltd.) and Gadepan-III Urea Plant in Rajasthan (Chambal Fertilizers and Chemicals Ltd.)**.

Each of these plants has an **installed production capacity of 12.7 Lakh Metric Tonnes Per Annum (LMTPA)**, and collectively, they have **added a total of 76.2 LMTPA to India's urea production capacity**. As a result, India's total urea production capacity has increased from **207.54 LMTPA in 2014-15 to 283.74 LMTPA in 2023-24**. These new units are also **highly energy efficient**, as they use **state-of-the-art technology** to maximize output while minimizing energy consumption.

| Subsidy Mechanism under New Investment Policy 2012 | | | | |
|---|---|---|---|---|
| **Sr. No.** | **Item / Description** | **Revamp Projects** | **Expansion / Brownfield Projects** | **Green Field / Revival Projects** |
| 1 | Gas Price | USD 7.5 per MMBTU | USD 6.5 per MMBTU | USD 6.5 per MMBTU |
| 2 | Floor Price | USD 245 per MT | USD 285 per MT | USD 305 per MT |
| 3 | Ceiling Price | USD 255 per MT | USD 310 per MT | USD 335 per MT |
| 4 | IPP Price subject to Floor & Ceiling | 85% of IPP | 90% of IPP | 95% of IPP |
| 5 | **Gas escalation formula for each 0.1 USD per MMBTU revision in Gas Price** | | | |
| 6 | Gas Price up to USD 14 per MMBTU | Floor and Ceiling Price by USD 2.2 per MT | Floor and Ceiling Price by USD 2 per MT | Floor and Ceiling Price by USD 2 per MT |
| 7 | Gas Price above USD 14 per MMBTU | Floor Price by USD 2.2 per MT | Floor Price by USD 2 per MT | Floor Price by USD 2 per MT |

## Other Major Fertilizer Policies and Their Impact on Indian Agriculture

### 1. Nutrient-Based Subsidy (NBS) Policy (2010-Present)

The **Nutrient-Based Subsidy (NBS) Policy** was introduced on **April 1, 2010**, for **Phosphatic and Potassic (P&K) fertilizers**. Unlike urea, which remains under government control with a fixed price, **P&K fertilizers are decontrolled**, meaning that companies are free to fix the **Maximum Retail Price (MRP)** while receiving a **fixed subsidy from the government** based on the nutrient content of the fertilizers.

### Impact on Agriculture:

- Ensures **balanced fertilization** by promoting the use of **P&K fertilizers along with urea**.
- Reduces the government's **subsidy burden** while still ensuring affordability for farmers.
- Encourages fertilizer manufacturers to **innovate and optimize pricing based on market dynamics**.
- Promotes the use of customized fertilizers suited for different soil and crop requirements.

### 2. Urea Subsidy Policy and Government Control on Urea Prices

While P&K fertilizers are decontrolled under the **NBS Policy**, **urea remains under government price control** due to its crucial role in agriculture. The government **fixes the MRP of urea at a subsidized rate**, and manufacturers are compensated for the difference through subsidies.



### Impact on Agriculture:

- Keeps **urea prices low** for farmers, ensuring affordability and widespread access.
- Prevents overuse of fertilizers, which can lead to **soil degradation** and environmental damage.
- Encourages **domestic urea production** by providing a subsidy cushion to manufacturers.

### Significance of These Policies in Indian Agriculture

### Reduction in Fertilizer Imports and Promotion of Self-Sufficiency

Before the introduction of **NIP-2012**, India depended on **imports** for meeting its urea demand. The new urea units established under the policy have significantly **reduced import dependency**, making India more self-sufficient. This helps in **saving foreign exchange** and reducing the fiscal burden on the government.

### Energy Efficiency and Sustainability

The newly established urea plants use **advanced technology** that reduces energy consumption per tonne of production. This is critical for **sustainable agricultural growth**, as energy-efficient production methods help **reduce carbon emissions** and improve overall environmental sustainability.

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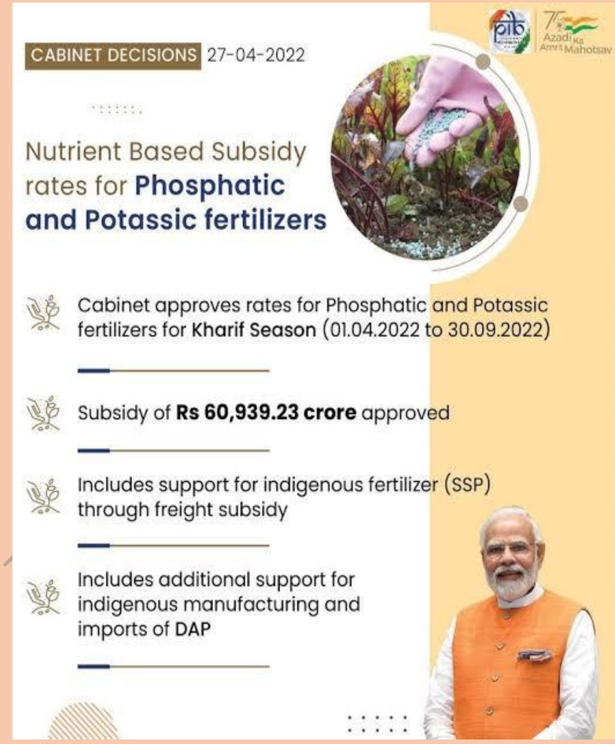



**Balanced Fertilization and Soil Health Improvement**

Excessive reliance on urea has led to **soil degradation and nutrient imbalances** in Indian agriculture. The **NBS policy** ensures that farmers are encouraged to use a mix of **P&K fertilizers along with urea**, which enhances soil fertility and promotes **long-term agricultural sustainability**.

**Price Stability and Affordability for Farmers**

The government's continued control over urea prices ensures that farmers can **access fertilizers at affordable rates**, preventing inflationary pressures on food prices. The NBS policy, while allowing market-driven pricing for P&K fertilizers, still **keeps them within an affordable range** through targeted subsidies.

**Encouragement for Private Investment in Agriculture**

With the introduction of **NIP-2012**, private companies have actively **invested in fertilizer production**, leading to **better technology adoption, increased efficiency, and higher production levels**. The **flexibility given to private companies in the P&K sector** has also resulted in increased investments and innovations.

**Prelims Practice Question**

**Q. With reference to the New Investment Policy (NIP) - 2012 for the urea sector, consider the following statements:**

1. The policy was introduced to promote fresh investment in the urea sector and make India self-sufficient in urea production.
2. Under NIP-2012, only Public Sector Undertakings (PSUs) were allowed to set up new urea units.

3. The Nutrient-Based Subsidy (NBS) Policy applies to both urea and phosphatic & potassic (P&K) fertilizers.

**Which of the statements given above is/are correct?**

a) 1 only
b) 1 and 2 only
c) 1 and 3 only
d) 2 and 3 only

**Answer: a) 1 only**

**Explanation:**

- **Statement 1 is correct:** The **New Investment Policy (NIP) - 2012**, introduced on **January 2, 2013**, aimed at **facilitating fresh investment in the urea sector** to reduce import dependency and achieve self-sufficiency in urea production.
- **Statement 2 is incorrect:** NIP-2012 allowed **both Public Sector Undertakings (PSUs) and private companies** to set up urea production units. Out of the **six new urea plants**, **four were set up through Joint Ventures (JVCs) with PSUs**, while **two were set up by private companies.**
- **Statement 3 is incorrect:** The **Nutrient-Based Subsidy (NBS) Policy**, introduced in **2010**, applies **only to phosphatic and potassic (P&K) fertilizers. Urea remains under government price control and is not covered under NBS.**

**Mains Model Question**

**Q. Discuss the objectives and impact of the New Investment Policy (NIP) - 2012 in the urea sector. How has it contributed to India's goal of self-sufficiency in fertilizer production?**

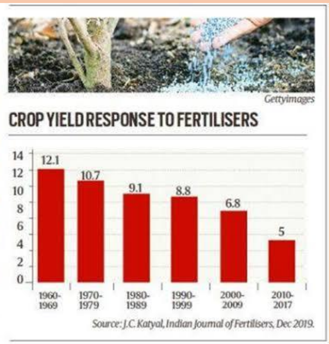
The **New Investment Policy (NIP) - 2012**, introduced by the Government of India on **January 2, 2013**, aimed to encourage **fresh investments in the urea sector** and reduce India's dependence on imports. The policy was later amended in **2014** to further enhance the viability of new urea projects. Before this initiative, India faced a significant gap between **domestic urea production and demand**, leading to heavy reliance on imports, increased subsidy burdens, and supply uncertainties.

Under this policy, **six new urea plants** were set up, adding a total production capacity of **76.2 Lakh Metric Tonnes Per Annum (LMTPA)**. These include **four units under Public Sector Joint Ventures (JVCs)**—Ramagundam (Telangana), Gorakhpur (Uttar Pradesh), Sindri (Jharkhand), and Barauni (Bihar)—and **two private sector units**—Panagarh (West Bengal) and Gadepan-III (Rajasthan). As a result, India's **total urea production capacity increased from 207.54 LMTPA in 2014-15 to 283.74 LMTPA in 2023-24**, significantly reducing the import dependency.


ALL-INDIA USE OF FERTILISER PRODUCTS

| | UREA | DAP | MOP* | NPKS | SSP |
|---|---|---|---|---|---|
| 2009-10 | 266.73 | 104.92 | 46.34 | 80.25 | 26.51 |
| 2010-11 | 281.13 | 108.7 | 39.32 | 97.64 | 38.25 |
| 2011-12 | 295.65 | 101.91 | 30.29 | 103.95 | 47.46 |
| 2012-13 | 300.02 | 91.54 | 22.11 | 75.27 | 40.3 |
| 2013-14 | 306 | 73.57 | 22.8 | 72.64 | 38.79 |
| 2014-15 | 306.1 | 76.26 | 28.53 | 82.78 | 39.89 |
| 2015-16 | 306.35 | 91.07 | 24.67 | 88.21 | 42.53 |
| 2016-17 | 296.14 | 89.64 | 28.63 | 84.14 | 37.57 |
| 2017-18 | 298.94 | 92.94 | 31.58 | 85.96 | 34.39 |
| 2018-19 | 314.18 | 92.11 | 29.57 | 90.28 | 35.79 |
| 2019-20 | 336.95 | 101 | 27.87 | 98.57 | 44.03 |
| 2020-21 | 350.43 | 119.11 | 34.25 | 118.11 | 44.89 |
| 2021-22 | 341.8 | 92.72 | 24.57 | 114.79 | 56.81 |
| 2022-23 | 357.25 | 105.31 | 16.32 | 100.73 | 50.18 |

*For direct application, excluding supply to complex fertiliser units.
Source: Fertiliser Association of India. (in lakh tonnes)





The policy also encouraged the use of **modern, energy-efficient technologies**, making the new plants more sustainable and cost-effective. By promoting **domestic production**, NIP-2012 played a crucial role in ensuring a **stable fertilizer supply**, minimizing price fluctuations, and supporting farmers with affordable inputs.

Additionally, the policy complements India's **Nutrient-Based Subsidy (NBS) Policy for P&K fertilizers**, ensuring a balanced nutrient supply for crops. By reducing import dependence, enhancing production efficiency, and ensuring fertilizer availability, the NIP-2012 has been instrumental in achieving India's goal of **self-sufficiency in fertilizer production** and strengthening the foundation of agricultural sustainability.

**Topic : The Evolution of India's Automobile Sector**

**Relevance** : GS Paper 3 Industry and Manufacturing : Economy

**Source** : PIB

**Context** :

India's automobile industry has experienced remarkable growth over the past three decades, evolving into one of the largest automotive hubs in the world. The **"Make in India"** initiative, launched in 2014, has played a pivotal role in driving this transformation, significantly boosting domestic car production, electric vehicle (EV) manufacturing, and attracting foreign investments. With the sector contributing approximately **6% to India's GDP** and supporting nearly **30 million jobs**, its impact on economic development is undeniable.

- ***Make in India*** *has boosted domestic car production and EV manufacturing.*
- *The automobile sector contributes approximately* ***6% to India's national GDP***
- ***Vehicle production*** *grew from* ***2 million (1991-92) to 28 million (2023-24).***
- ***Automobile exports*** *reached* ***4.5 million units in FY 2023-24.***
- ***US $36 billion FDI*** *attracted in the past four years.*
- ***4.4 million EVs registered****, with* ***6.6% market penetration.***
- ***PLI & PM E-DRIVE schemes*** *supporting EV and battery manufacturing.*
- ***GST on EVs reduced*** *from* ***12% to 5%.***
- ***India's auto component sector*** *contributes* ***2.3%*** *to* ***GDP*** *and* ***employs 1.5 million*** *people directly.*
- *The sector grew at a* ***CAGR*** *of* ***8.63%*** *from* ***FY16-FY24.***
- ***Exports*** *reached* ***US$ 21.2 billion*** *in FY24 and are projected to hit* ***US$ 30 billion*** *by* ***2026.***
- *The government is actively promoting* ***electric mobility*** *and* ***advanced automotive technologies.***

From **2 million vehicles in 1991-92 to 28 million in 2023-24**, India's automotive journey has been fueled by **progressive policies, foreign direct investment (FDI) liberalization, technological advancements, and sustainability measures**. This article delves into the key policies and government initiatives that have shaped the sector, making India a competitive player in the global automobile market.


**Make in India and its Impact on the Automobile Industry**

The **Make in India** initiative has been instrumental in fostering **domestic manufacturing**, improving ease of doing business, and positioning India as a global automobile production center. Before the 1990s, India's automobile industry was heavily regulated, with limited foreign participation. The **1991 economic liberalization** and subsequent **100% FDI approval via the automatic route** led to the entry of global giants like **Hyundai, Toyota, Ford, and Volkswagen**.

Since 2014, Make in India has significantly accelerated domestic production, attracting **$36 billion in FDI in the past four years**. The focus has been on **localization, reducing import dependence, and expanding manufacturing capabilities**, leading to increased exports, advanced automotive technology adoption, and the rapid rise of electric mobility.

## Key Policies Driving Growth

### Foreign Direct Investment (FDI) Policy

The **FDI policy for the automobile sector** allows **100% foreign ownership** under the **automatic route**, meaning foreign companies can establish manufacturing plants without government approval. This has led to major investments from global automobile manufacturers, including:


- **Hyundai's $4 billion investment** in capacity expansion
- **Mercedes-Benz's $360 million** commitment for new model production
- **Toyota's $2.3 billion investment** for increasing electric vehicle and hybrid manufacturing

India has also become a **global export hub**, with companies like **Maruti Suzuki exporting 2.8 lakh units annually** and **Skoda Auto Volkswagen India exporting 30% of its production**.

### Production Linked Incentive (PLI) Scheme for Automobiles and Auto Components

Introduced in **September 2021**, the **PLI-Auto Scheme** aims to **enhance India's manufacturing capabilities for Advanced Automotive Technology (AAT) products** with a **budgetary outlay of ₹25,938 crore**. The scheme provides **financial incentives** to:


- Promote **electric vehicles (EVs) and hydrogen fuel-cell components**
- Encourage **localization of auto components**
- Attract **global original equipment manufacturers (OEMs)**

With a focus on **minimum 50% Domestic Value Addition (DVA)**, this scheme is expected to **reduce imports and strengthen domestic supply chains**.

### Faster Adoption and Manufacturing of (Hybrid & ) Electric Vehicles in India (FAME) Scheme

The **FAME India Scheme**, launched in **2015**, aims to **accelerate EV adoption** by providing **subsidies for electric vehicles, charging stations, and public transport electrification**.

- **Phase-I (2015-2019):** ₹895 crore allocated, leading to **2.8 lakh EV sales**
- **Phase-II (2019-2024):** ₹11,500 crore allocated, supporting **7,000 e-buses, 5 lakh e-3Ws, and 55,000 e-4Ws**
- **Charging Infrastructure:** 2,636 charging stations sanctioned across 24 states/UTs

The FAME-II scheme, coupled with a **reduction in GST on EVs from 12% to 5%**, has played a vital role in achieving **4.4 million EV registrations** in India.

Overview of the Auto Components Industry

| | |
|---|---|
| Contribution to GDP | 2.3% |
| Direct Employment | 1.5 million people |
| Industry Turnover (FY24) | Rs. 6.14 lakh crore (US$ 74.1 billion) |
| Domestic OEM Supply Share | 54% |
| Export Share | 18% |
| CAGR (FY16-FY24) | 8.63% |
| Export Value (FY24) | US$ 21.2 billion |
| Projected Exports (2026) | US$ 30 billion |

## PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme

Launched in **September 2024**, this **₹10,900 crore** scheme supports:

- **e-2Ws, e-3Ws, e-Trucks, e-Buses, e-Ambulances**
- **EV public charging stations**
- **Vehicle testing infrastructure upgrades**

The scheme complements **FAME-II** and the **PLI-Auto Scheme**, ensuring **smoother EV adoption and domestic battery manufacturing.**


## NITI Aayog's E-Amrit Initiative and Charging Infrastructure Development

The **E-Amrit** portal, launched by **NITI Aayog**, serves as a one-stop platform for EV-related information, including:

- Government policies and incentives
- EV adoption trends and benefits
- Charging station locations and investment opportunities.

Total Annual Production of Electric Vehicles (EVs) (in ('000))

| Category | FY (2019-20) | FY (2020-21) | FY (2021-22) | FY (2022-23) | FY (2023-24) |
|---|---|---|---|---|---|
| Passenger Vehicles[1] | 3.30 | 5.83 | 22.36 | 62.28 | 92.17 |
| Commercial Vehicles[2] | 0.53 | 0.41 | 2.22 | 3.11 | 8.66 |
| Three-Wheelers[2] | 143.83 | 91.97 | 185.38 | 404.88 | 632.78 |
| Two-Wheelers[2] | 26.84 | 44.83 | 252.78 | 728.21 | 948.42 |

1. SIAM Production Data
2. Vahan Registration Data

Additionally, the **Ministry of Power's 2024 guidelines** on **EV charging infrastructure** ensure:

- **Mandatory EV charging points in new commercial & residential buildings**
- **Interoperable charging standards**
- **Waiving of electricity connection fees for charging stations**

## GST Reforms and Fiscal Incentives

The **government has significantly reduced taxes on electric vehicles**, making them more affordable:

- **GST on EVs reduced from 12% to 5%**
- **GST on chargers and charging stations reduced from 18% to 5%**
- **Income tax exemption of ₹1.5 lakh on EV loan interest (under Section 80EEB)**

Such measures have boosted **EV sales**, achieving a **6.6% market penetration** in 2024.

## Growth of the Auto Components Industry

India's **auto component sector** has emerged as a global player, driven by:

- **Cost competitiveness**
- **Skilled workforce**
- **Strong policy support**

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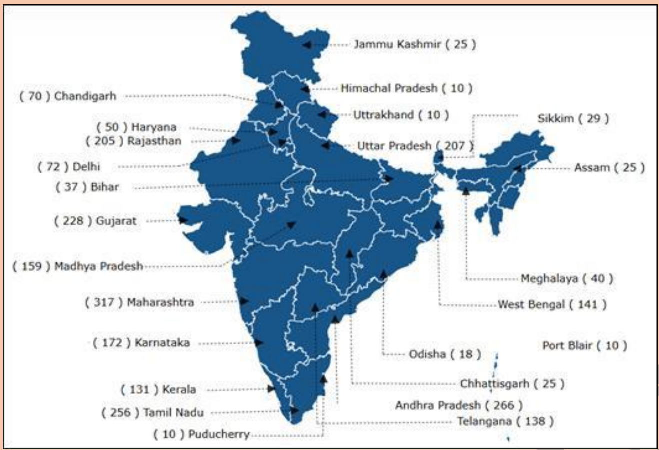
**Key Statistics (FY24):**

- Contribution to **GDP: 2.3%**
- **Direct employment:** 1.5 million people
- **Turnover:** ₹6.14 lakh crore (US$ 74.1 billion)
- **Export value:** US$ 21.2 billion (projected to reach US$ 30 billion by 2026)
- **CAGR (FY16-FY24): 8.63%**

With **$100 billion export target by 2030**, this sector is set to become one of the largest job creators in India.




**The Rise of Electric Vehicles (EVs) and Sustainability Measures**

India's **EV market is projected to grow to $113.99 billion by 2029**, driven by:

- **PLI Scheme for Advanced Chemistry Cell (ACC):** ₹18,100 crore investment for domestic battery manufacturing
- **Lithium reserves discovery in Jammu & Kashmir**
- **SMEC Scheme (2024):** ₹4,150 crore investment requirement for EV passenger car manufacturing
- **PM e-Bus Sewa Scheme:** ₹3,435 crore allocated for deploying 38,000 electric buses

Despite rapid progress, challenges remain:

- **High EV battery costs:** Domestic battery production needs scaling up
- **Charging infrastructure:** Expansion beyond urban areas is needed
- **Import dependence:** Need for self-sufficiency in key components like semiconductors
- **Supply chain disruptions:** Geopolitical factors affecting raw material procurement

| Feature | Details |
|---|---|
| Budgetary Outlay | Rs. 25,938 crore |
| Target Years | FY 2022-23 to FY 2026-27 |
| Domestic Value Addition | Minimum 50% |
| Focus | Advanced Automotive Technology (AAT) products |
| Targeted Technologies | Electric Vehicles (EVs) and Hydrogen Fuel-Cell Components |
| Incentives for EVs and Hydrogen Fuel-Cell Components | 13% - 18% |
| Incentives for AAT components | 8% - 13% |
| Investment Attraction | Global OEMs |
| Eligibility | Both domestic and export sales |

**Future Strategies:**

- **Strengthening "Atmanirbhar Bharat" in auto component manufacturing**
- **Expanding hydrogen fuel cell technology**
- **Developing indigenous semiconductor manufacturing**
- **Enhancing R&D in sustainable automotive solutions**

India's **automobile sector transformation** has been driven by **progressive policies, foreign investments, EV incentives, and strong manufacturing capabilities**. The **Make in India initiative, FAME, PLI-Auto, and E-Amrit** have collectively positioned India as a **global automotive powerhouse**. As the country moves towards **sustainable mobility and technological innovation**, it is set to become **a leader in electric mobility and automotive**

**exports**, ensuring long-term economic growth and self-reliance.

**Prelims Practice Question**

**Q. Consider the following statements regarding India's automobile sector:**

1. The **Make in India** initiative allows 100% Foreign Direct Investment (FDI) in the automobile sector under the automatic route.
2. The **Production Linked Incentive (PLI) Scheme** for automobiles primarily focuses on increasing conventional petrol and diesel vehicle manufacturing.
3. The **FAME-II scheme** provides subsidies for electric vehicles, public transport electrification, and charging infrastructure.
4. India is one of the top five automobile manufacturers globally.

**Which of the statements given above are correct?**

**(A) 1 and 3 only**
**(B) 1, 3, and 4 only**
**(C) 2 and 4 only**
**(D) 1, 2, 3, and 4**

**Answer: (B) 1, 3, and 4 only**

**Explanation:**

- **Statement 1 is correct**: The Indian government allows **100% FDI** under the automatic route in the automobile sector, attracting major global players like Hyundai, Toyota, and Tesla.
- **Statement 2 is incorrect**: The **PLI-Auto Scheme** primarily promotes **Advanced Automotive Technologies (AAT)**, including **electric vehicles (EVs) and hydrogen fuel cell components**, not conventional petrol and diesel vehicles.
- **Statement 3 is correct**: The **FAME-II scheme** (Faster Adoption and Manufacturing of Electric Vehicles) provides **subsidies for electric vehicles, e-buses, three-wheelers, and charging infrastructure**.
- **Statement 4 is correct**: India is one of the **top five automobile manufacturers** in the world, alongside China, the USA, Japan, and Germany.

Thus, the correct answer is **(B) 1, 3, and 4 only**.

**Mains Model Question**

**Q. Discuss the impact of the "Make in India" initiative on the Indian automobile sector. How have government policies and incentives contributed to the sector's growth, particularly in electric mobility?**

The **Make in India** initiative has significantly transformed India's automobile industry, fostering domestic manufacturing, attracting foreign investments, and boosting exports. Since its launch in 2014, vehicle production has grown from **2 million (1991-92) to 28 million (2023-24)**, with the sector contributing **6% to the national GDP**. The policy allowed **100% Foreign Direct Investment (FDI)** under the automatic route, encouraging global players like Toyota, Hyundai, and Tesla to expand operations in India.

Government policies have played a crucial role in this growth. The **Production Linked Incentive (PLI) Scheme** for the automobile and auto components industry, with an **outlay of ₹25,938 crore**, promotes **Advanced Automotive Technologies (AAT)** such as electric vehicles (EVs) and hydrogen fuel cells. The **Faster Adoption and Manufacturing of Electric Vehicles (FAME-II) scheme**, with a **budget of ₹11,500 crore**, has accelerated EV adoption by providing subsidies on **e-2Ws, e-3Ws, e-4Ws, and public transport electrification**. Additionally, **GST on EVs was**

**reduced from 12% to 5%**, making them more affordable.

The sector has also seen a surge in **EV production**, with **4.4 million EVs registered** and market penetration reaching **6.6% in 2024**. The **PM E-DRIVE scheme** and **PLI for Advanced Chemistry Cell (ACC)** battery storage further strengthen India's EV ecosystem. Moreover, the **PM e-Bus Sewa scheme** supports the deployment of **38,000 electric buses**, enhancing sustainable urban mobility.

India's automotive sector is on a trajectory to become a global hub, with projected **EV growth reaching $113.99 billion by 2029**. Through sustained policy support, localization efforts, and green mobility initiatives, the industry is driving India's transition towards self-reliance and sustainability in mobility.

**Topic** : **Blue Economy**

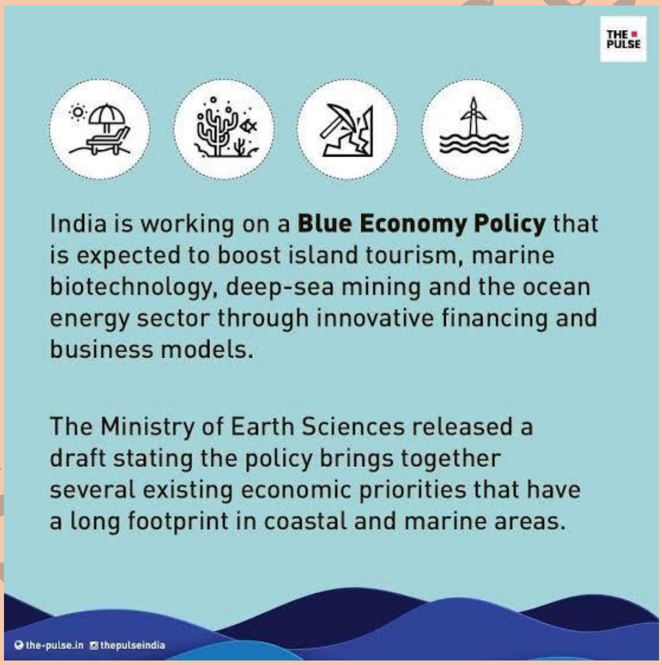
**Relevance** : GS Paper 3 Economy
**Source** : PIB
**Context** :

- The **Blue Economy** refers to the sustainable utilization of ocean resources for economic growth, improved livelihoods, and ocean ecosystem health.
- India, with a **7,500+ km coastline**, has significant potential in fisheries, aquaculture, maritime trade, and ocean energy.
- The Indian government has introduced several policies and schemes to harness this potential while ensuring sustainability.

**Major Initiatives by the Indian Government**

**Pradhan Mantri Matsya Sampada Yojana (PMMSY) (2020-25)**

- **Objective:** Bring about a Blue Revolution through sustainable fisheries development.




- **Budget Allocation:** ₹20,050 crore (2020-2025).
- **Key Features:**
  - Increase fish production to 22 million metric tons by 2024-25.
  - Development of fishing harbors, markets, and processing infrastructure.
  - Welfare measures for fishers (insurance, financial support, skill training).
  - **Climate Resilient Coastal Fishermen Villages (CRCFV):**
    - 100 villages identified across coastal states.
    - Development of fish drying yards, cold storage, processing units, and rescue facilities.

- Promotion of climate-resilient livelihoods like seaweed farming, mariculture, and ornamental fish culture.

### Sagarmala Programme (2015-Present)

- **Objective:** Promote port-led development and improve coastal connectivity.
- **Budget Allocation:** ₹5.48 lakh crore (planned for implementation by 2035).
- **Key Features:**
  - Port modernization and expansion to increase capacity.
  - Coastal industrial clusters to promote manufacturing and fisheries.
  - Connectivity enhancement through road, rail, and inland waterways.
  - Coastal community development for skill training and employment generation.
- **Impact:**
  - **241 projects completed worth ₹1.22 lakh crore** as of 2023.
  - Reduction in logistics costs, increased maritime trade efficiency.

### Maritime Development Fund (2025)

- **Objective:** Support long-term financing for India's shipbuilding and shipping industry.
- **Budget Allocation:** ₹25,000 crore (₹250 billion).
- **Key Features:**
  - 49% government funding, remaining from ports and private sector.
  - Encouragement of shipbuilding, ship repair, and port infrastructure expansion.
  - Alignment with **Vision 2047** to establish India as a global maritime hub.

### Fisheries and Aquaculture Infrastructure Development Fund (FAIDF)

- **Budget Allocation:** ₹7,522 crore.
- **Key Features:**
  - Development of modern fisheries infrastructure.
  - Cold chain and logistics improvement.
  - Financial assistance for fishers and cooperatives.

### Coastal Regulation Zone (CRZ) Notification (2019)

- **Objective:** Balance coastal development with environmental conservation.
- **Key Features:**
  - Eased norms for setting up tourism and economic infrastructure in coastal areas.
  - Protection of ecologically sensitive zones.
  - Encouragement of sustainable fishing practices.

### Deep Ocean Mission (2021-Present)

- **Objective:** Explore deep-sea resources and develop oceanic research capabilities.
- **Budget Allocation:** ₹4,077 crore for 5 years.
- **Key Features:**
  - Development of deep-sea mining, underwater robotics, and ocean energy projects.
  - Study of marine biodiversity and climate change effects.

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### National Policy on Marine Fisheries (NPMF) (2017)

- **Objective:** Promote responsible and sustainable marine fishing.
- **Key Features:**
    - Regulation of deep-sea fishing and sustainable fish stock management.
    - Strengthening of traditional fisher communities.
    - Modernization of fishing fleets with eco-friendly technology.

### India's Participation in Global Marine Conservation Efforts

- **Glolitter and Reglitter Projects (with IMO & FAO):** Combat marine plastic pollution.
- **Bay of Bengal Large Marine Ecosystem (BOBLME) Project:** Sustainable fisheries management with regional collaboration.
- **FAO Workshop (2023):** Strengthening climate resilience in fisheries governance.

### Budgetary Allocations for Blue Economy (Recent Years)

- **2021-22:** ₹1,220 crore – Fisheries & aquaculture modernization.
- **2022-23:** ₹2,110 crore – PMMSY expansion, cold chain & markets.
- **2023-24:** ₹2,500 crore – Deep Ocean Mission, CRZ reforms.
- **2024-25:** ₹3,400 crore – Maritime infrastructure, shipbuilding incentives.
- **2025-26:** ₹4,200 crore – Maritime Development Fund, coastal economy.


### Impact of Blue Economy Initiatives on India's Economy

#### 1. Contribution to GDP

- Fisheries sector contributes **1.24% of India's GDP** and **7.28% of agricultural GDP**.
- Maritime trade constitutes **95% of India's trade volume** and **68% of trade value**.

#### 2. Employment Generation

- Fisheries sector employs **15 million people** directly and indirectly.
- **Sagarmala Project** alone has generated **over 20 lakh direct & indirect jobs**.

### 3. Trade Competitiveness

- **Reduced logistics costs** due to modernized ports and connectivity.
- Growth in **marine exports**, making India one of the top seafood exporters.

### 4. Climate Resilience & Sustainability

- **Eco-friendly aquaculture** initiatives reduce marine ecosystem damage.
- **Reduction in marine pollution** through global projects like Glolitter.
- **Renewable ocean energy** (wind, tidal, wave) is being developed under Deep Ocean Mission.

### 5. Infrastructure & Technological Advancements

- **Improved fish processing & cold chain facilities** reducing post-harvest losses.
- **Smart ports & digital tracking** of marine activities.
- **Research in ocean mining** could lead to resource diversification.


### Challenges in Implementing the Blue Economy in India

- **Environmental Concerns:** Overfishing, marine biodiversity depletion, pollution from industries and urbanization.
- **Lack of Modern Infrastructure:** Traditional fishers lack modern boats, cold storage, and processing units.
- **Financial Constraints:** High investment requirements for deep-sea mining, marine biotechnology, and fisheries modernization.
- **Regulatory Bottlenecks:** Stringent Coastal Regulation Zone (CRZ) norms slow down industrial projects; conflicts between conservation and commercial exploitation.
- **Technological Gaps:** Limited expertise in deep-sea exploration, dependence on foreign technology for offshore energy projects.

### Prelims Practice Question

**Q. Consider the following statements regarding India's Blue Economy:**

1. The Pradhan Mantri Matsya Sampada Yojana (PMMSY) aims to double fish production in India by 2030.
2. The Sagarmala Programme focuses only on modernizing Indian ports and does not include coastal community development.
3. The Deep Ocean Mission is primarily aimed at exploring deep-sea resources and promoting marine biotechnology.
4. India is a part of the Bay of Bengal Large Marine Ecosystem (BOBLME) Project, which aims to promote sustainable fisheries management.

**Which of the statements given above are correct?**

(a) 1 and 2 only
(b) 3 and 4 only
(c) 1, 2, and 3 only
(d) 2 and 4 only

**Answer: (b) 3 and 4 only**

**Explanation:**

- **Statement 1 is incorrect**: The PMMSY aims to increase fish production to **22 million metric tons by 2024-25**, not double it by 2030.

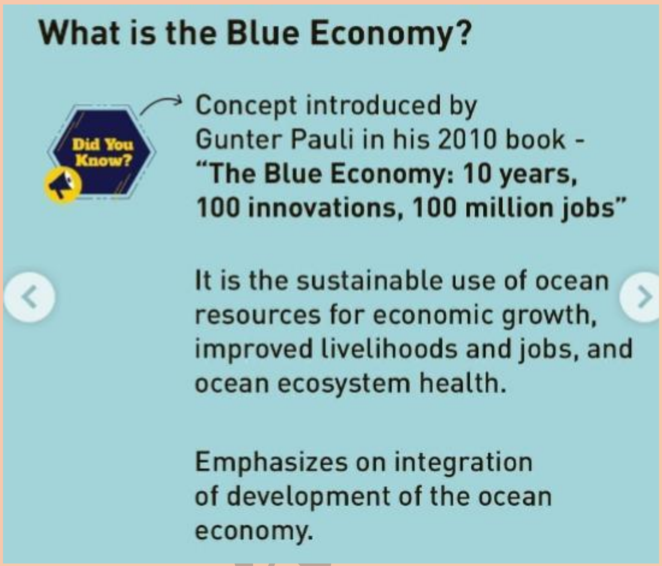
- **Statement 2 is incorrect**: The Sagarmala Programme **not only focuses on port modernization** but also includes **coastal community development** through skill training and employment generation.
- **Statement 3 is correct**: The Deep Ocean Mission focuses on **deep-sea mining, underwater robotics, ocean energy, and marine biotechnology**.
- **Statement 4 is correct**: India is a part of the **BOBLME Project**, which promotes **sustainable fisheries management and ecosystem-based approaches**.

**Mains Model Question**

**Q. The Blue Economy is emerging as a crucial pillar of India's economic growth and sustainable development. Discuss the significance of the Blue Economy and critically analyze the initiatives taken by the Indian government to promote it.**

The Blue Economy refers to the sustainable use of ocean resources for economic growth, improved livelihoods, and environmental health. With a coastline of over 7,500 km and an Exclusive Economic Zone (EEZ) of 2.37 million sq. km, India has immense potential in fisheries, aquaculture, shipping, marine biotechnology, and deep-sea mining. The sector contributes significantly to GDP, employment, and food security, making it a key driver of sustainable development.

The Indian government has implemented several initiatives to strengthen the Blue Economy. The **Pradhan Mantri Matsya Sampada Yojana (PMMSY)** aims to boost fish production and enhance coastal infrastructure. The **Sagarmala Programme** focuses on port-led development, logistics efficiency, and coastal employment generation. The **Deep Ocean Mission** seeks to explore deep-sea resources, marine biodiversity, and develop ocean-based technologies.




Additionally, India is part of international initiatives such as the **Bay of Bengal Large Marine Ecosystem (BOBLME) Project**, which promotes sustainable fisheries management, and the **Glolitter Partnership Project**, addressing marine plastic pollution. Budgetary allocations for fisheries and marine sector development have steadily increased, reflecting the government's commitment to the Blue Economy.

However, challenges such as climate change, overfishing, pollution, and lack of skilled workforce hinder sustainable marine resource utilization. Ensuring balanced economic growth while preserving marine ecosystems remains a priority. Strengthening regulatory frameworks, promoting eco-friendly technologies, and increasing investment in marine research are essential for India's long-term Blue Economy growth. A well-planned strategy can position India as a global leader in sustainable ocean-based development while ensuring livelihood security for millions dependent on marine resources.

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**Topic : India-Mauritius Relations**

**Relevance** : GS Paper 2 International Relations
**Source** : The Hindu
**Context** :

India and Mauritius share a deep-rooted historical, cultural, economic, and strategic relationship. Their ties date back to the colonial era when Indian indentured laborers were brought to Mauritius. Over the years, the relationship has transformed into a comprehensive partnership encompassing trade, investment, defense, and maritime security. Recently, India has elevated its engagement with Mauritius by introducing the **MAHASAGAR** doctrine, which expands upon the **SAGAR (Security and Growth for All in the Region)** vision.

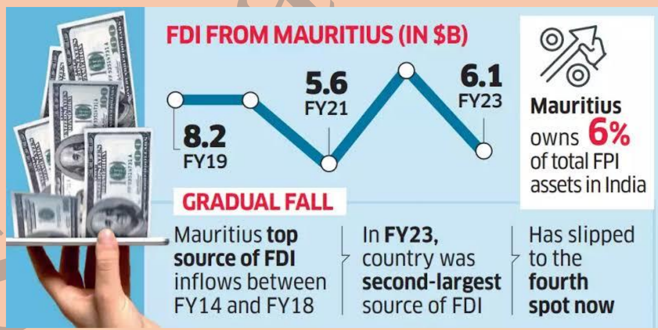

**Historical and Cultural Ties**

- The foundation of India-Mauritius relations was laid in **1834**, when the first batch of Indian indentured laborers arrived under British rule.
- Today, **70% of Mauritius's population is of Indian origin**, primarily Bhojpuri and Tamil-speaking communities.
- The relationship was further strengthened by **Mahatma Gandhi's visit in 1901**, inspiring socio-political movements.
- Mauritius celebrates **Aapravasi Diwas** on **November 2** to commemorate the arrival of indentured laborers.

**Political and Diplomatic Engagements**

- Mauritius became independent in **1968**, and India has remained its closest ally.
- Diplomatic ties were formalized, with **India supporting Mauritius in multilateral forums**, including its claim over the **Chagos Archipelago**.
- India has consistently assisted Mauritius in **infrastructure development, governance, and capacity building**.

**Economic and Trade Cooperation**




- **Mauritius is India's second-largest source of Foreign Direct Investment (FDI).**


- **Growing Trade Relations:** Bilateral trade stood at $554 million in 2022-23, with Mauritius acting as a gateway to Africa.
- **Comprehensive Economic Cooperation and Partnership Agreement (CECPA):** The first trade agreement between India and an African nation, enhancing market access.
- **Double Taxation Avoidance Agreement (DTAA):** Strengthens Mauritius' role as a major financial hub facilitating investment in India.
- **Infrastructure Projects:** India funds major projects, including roads, **metro expansion**, and **Smart City initiatives** in Mauritius.

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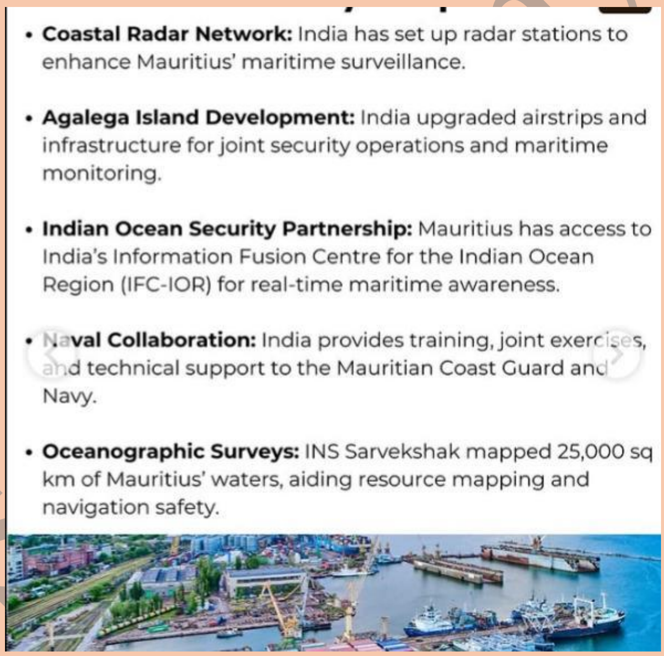
- **FDI inflows from Mauritius to India:** Over **$175 billion** since **2000**, accounting for **25% of India's total FDI**.
- **Comprehensive Economic Cooperation and Partnership Agreement (CECPA)** (2021):
  - India's **first trade agreement with an African nation**.
  - Allows **310 Indian and 615 Mauritian products** preferential access to each other's markets.
  - Key exports: **Pharmaceuticals, cereals, textiles, and seafood**.
- **Bilateral Trade Growth:**
  - 2005-06: **$206.76 million**
  - 2023-24: **$851.13 million**
  - India's exports: **$778.03 million**; Mauritius's exports: **$73.10 million**

## Defense and Maritime Security

- Mauritius plays a vital role in India's **Indian Ocean Region (IOR) strategy**.
- India provides **maritime assets, surveillance, hydrographic surveys, and coast guard support** to Mauritius.
- Development of **Agalega Islands** with a **runway and jetty**, enhancing India's maritime domain awareness.
- India's support in **Exclusive Economic Zone (EEZ) surveillance, joint military exercises, and coast guard ship maintenance**.
- Establishment of a **National Maritime Information Sharing Centre** for better security coordination.

## Strategic Significance of Mauritius in IOR

- **80% of global trade by volume** passes through the Indian Ocean.
- China's **Belt and Road Initiative (BRI)** has expanded its presence in Mauritius, raising concerns for India.
- India counters China's **"String of Pearls"** strategy with the **"Necklace of Diamonds"**, strengthening its maritime partnerships.
- **QUAD Cooperation**: Mauritius is part of India's broader Indo-Pacific strategy, aligning with **the U.S., Japan, and Australia** to ensure freedom of navigation.




## The Evolution of India's Maritime Doctrine: From SAGAR to MAHASAGAR

- **SAGAR (2015): Security and Growth for All in the Region**—focused on peace, prosperity, and maritime capacity-building.
- **MAHASAGAR (2025): Mutual and Holistic Advancement for Security and Growth Across Regions**—expands India's maritime vision beyond IOR to Indo-Pacific.
- India's **maritime strategy** involves:
  - Homeland security.
  - Collaboration with island nations (Mauritius, Seychelles, Maldives, Sri Lanka).
  - Strengthening Indian Ocean unity.
  - Connecting to the **Pacific region** for global maritime leadership.

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## Recent Initiatives and Investments

- **2025 Visit by PM Modi**:
  - **₹487 crore credit line** for water infrastructure.
  - **100 electric buses** for Mauritius.
  - Construction of **a new Parliament building**.
  - Training of **500 Mauritian civil servants in India** over five years.
- **High-Impact Community Development Projects (HICDPs)**: India supports **Metro Express, ENT Hospital, Supreme Court, and Social Housing Units**.
- **Humanitarian Assistance**: India was the **first responder to Cyclone Chido**, using the Agalega base for relief.


## Balancing China's Influence in the Region

- **China-Mauritius Free Trade Agreement (2021)**—China's growing presence in the island nation.
- **India's balancing act**:
  - Stronger economic ties and FDI.
  - Military and maritime cooperation.
  - Strategic development projects in Mauritius.


## Prelims Practice Question

Consider the following statements regarding India-Mauritius relations:

1. Mauritius was the first country with which India signed a Comprehensive Economic Cooperation and Partnership Agreement (CECPA).
2. The Agalega Islands, where India has developed infrastructure, are fully under Indian jurisdiction.
3. India's MAHASAGAR doctrine replaces the earlier SAGAR policy for the Indian Ocean Region.
4. Mauritius is one of the largest sources of Foreign Direct Investment (FDI) in India.

Which of the statements given above are correct?

**(a) 1 and 4 only**
**(b) 1, 2, and 3 only**
**(c) 2 and 3 only**
**(d) 1, 3, and 4 only**

**Answer:**

**Correct Option: (a) 1 and 4 only**

**Explanation:**

- **Statement 1 is correct:** India signed its first **Comprehensive Economic Cooperation and Partnership Agreement (CECPA)** with Mauritius in **2021**, making it a milestone in India's trade agreements with African nations.
- **Statement 2 is incorrect:** The **Agalega Islands** are a part of Mauritius. While India has developed infrastructure there, including a runway and jetty, the sovereignty of the islands remains with Mauritius.
- **Statement 3 is incorrect:** The **MAHASAGAR doctrine (2025)** does **not replace** SAGAR (2015). Instead, it **expands** its scope from the Indian Ocean to the broader **Indo-Pacific region**.
- **Statement 4 is correct:** Mauritius is one of the **largest sources of Foreign Direct Investment (FDI) in India**, contributing over **$175 billion since 2000**, accounting for **about 25% of India's total FDI inflows**.

Thus, the correct answer is **(a) 1 and 4 only**.

**Mains Model Question**

Discuss the strategic significance of Mauritius in India's Indian Ocean Region (IOR) policy. How has India-Mauritius cooperation evolved over the years, and what are the key areas of collaboration under the MAHASAGAR doctrine?

Mauritius holds immense strategic importance for India in the Indian Ocean Region (IOR), serving as a crucial partner in India's maritime security, economic, and diplomatic initiatives. Its location near vital sea lanes of communication makes it a key component of India's efforts to counterbalance China's growing presence in the region. India's engagement with Mauritius has evolved from historical and cultural ties to a comprehensive partnership encompassing trade, defense, and infrastructure development.

Historically, India and Mauritius have shared close cultural and historical bonds, with a significant portion of the Mauritian population tracing their roots to India. Over the years, India has played a significant role in Mauritius's economic and infrastructural development, providing financial aid and concessional loans for major projects such as the Metro Express, Supreme Court Building, and ENT Hospital. The **Comprehensive Economic Cooperation and Partnership Agreement (CECPA)** signed in 2021 further strengthened trade relations, offering preferential market access to both nations.

In the defense domain, India has assisted Mauritius with maritime security through joint naval exercises, hydrographic surveys, and the supply of defense equipment. The development of **Agalega Islands' infrastructure**, including a runway and jetty, enhances India's strategic reach in the western Indian Ocean. Under the **MAHASAGAR doctrine**, India aims to expand its maritime engagement beyond the Indian Ocean to the Indo-Pacific, emphasizing security cooperation, trade, and sustainable development. This initiative aligns with India's broader goal of ensuring a free, open, and inclusive maritime order.

The deepening India-Mauritius partnership exemplifies India's commitment to strengthening regional security and economic prosperity, reinforcing its role as a stabilizing power in the IOR while countering external geopolitical influences.

**PRAGNYA BHARATHI: Detailed News Analysis (DNA)**