

UPSC CURRENT AFFAIRS NOTES 06-12-2023

Promoting the Production of Millets

The United Nation's General Assembly (UNGA) declared 2023 as International Year of Millets. The total production of Millets (Shree Anna) in the country during 2022-23 is 17.32 million tonnes. The State/UT wise production of Millets (Shree Anna) during 2022-23 is given at Annexure-I.



The Government of India is implementing a multi stakeholder approach towards celebration of International Year of Millets (IYM) 2023 to achieve the objectives of IYM 2023 and promote Millets (Shree Anna). In order to increase production and productivity of Millets (Shree Anna), the Department of Agriculture and Farmers Welfare (DA&FW) is implementing a Sub-Mission on Nutri-Cereals under National Food Security Mission (NFSM) in all districts of 28 States & 2 Union Territories viz.

Jammu & Kashmir and Ladakh. Under NFSM–Nutri Cereals, the incentives are provided to the farmers, through the States/UTs, on crop production and protection technologies, cropping system based demonstrations, production & distribution of certified seeds of newly released varieties/hybrids, Integrated



Nutrient and Pest Management techniques, improved farm implements/tools/resource conservation machineries, water saving devices, capacity building of farmers through trainings during cropping season, organizing events/workshops, distribution of seed minikits, publicity through print and electronic media etc. To make India a global hub for 'Shree Anna', the Indian Institute of Millets Research (IIMR), Hyderabad has been declared as the Centre of Excellence for sharing best practices, research and technologies at the national and international level.

Delays of flights

Steps being taken to tackle the fog issue have led to considerable reduction in cancellations and delays of flights.

The Union Minister of Civil Aviation and, replying to a supplementary to a starred question in Rajya Sabha yesterday said that as per the Civil Aviation Rules (CAR), in case of flight cancellation before 1- 2 hours of departure time, airlines need to immediately arrange in another connecting flight. In case, there is a delay beyond 5 to 6 hours it is airlines' responsibility to arrange for a hotel stay, refund to the passengers, and provide them next available flight. He said that these rules are indicated in the CAR, and if any violation is brought to the notice of the Ministry of Civil Aviation, immediate action is taken against the defaulter accordingly.

The Minister also elaborated the steps being taken to tackle the fog issue during winter months, which has led to drastic reduction in cancellations and delays of flights due to fog.

In an unstarred question yesterday, the Minister of State in the Ministry of Civil Aviation Gen. (Dr) V. K. Singh (Retd) informed that Directorate General of Civil Aviation (DGCA) engages with stakeholders every year prior to start of fog period to ensure their preparedness for fog-related operations. Following actions are taken before onset of fog period:

- i) Special audits of CAT II/III ILS facilities to ensure uninterrupted Air Navigation Services (ANS) during fog season
- ii) Inspections to ensure that critical/sensitive areas are secured appropriately at aerodromes



iii) Direction to Airlines to bring changes in their flight schedules in order to eliminate CAT II/III non-compliant aircraft from operating during fog and

iv) Directions to Airlines to ensure scheduling of CAT II/III qualified crew only.

In order to prepare for the onset of the fog period, the number of inspection and special audits were increased over the last two years to enhance various facilities at Airports and in the area of Air Navigation services. As a result, despite an increase in flights by about 20%, flight cancellations which was 0.09% during 2021-2022 of total flight movements reduced to 0.05% of total flight movements in 2022-2023.

Government plans to further improve preparedness for fog conditions through:

(1) Regular surveillance of various facilities such as Aerodrome, Air Navigation Services, Meteorological equipment etc. to ensure compliance towards applicable regulations.

(2) Audits of fog affected airports to ensure uninterrupted air navigation services, aerodrome lightings and other related facilities and to ensure critical and sensitive areas are secured appropriately, before the onset of fog period.

(3) Direction to Airlines before onset of fog to ensure the following

i. To bring changes in flight schedules in order to eliminate CAT II/III non-compliant aircraft from operating during the fog period

ii. To ensure scheduling of only CAT II/III qualified crew for fog affected airports

iii. To ensure passenger handling during delays are as per laid down norms

iv. To ensure positioning of Aircraft Maintenance Engineer (AME) at diversion airports.

(4) The whole preparedness drive is closely monitored and reviewed by Government before the onset of fog period.

Boost domestic manufacturing of Electric vehicle

Steps taken by the Government to boost domestic manufacturing of Electric vehicles and to reduce the country's dependence on imports.



Central Government has taken various measures to boost domestic manufacturing of Electric vehicles and to reduce the country's dependence on imports:

- i. The Government has approved the Production Linked Incentive (PLI) Scheme for Automobile and Auto Components Industry in India to boost domestic manufacturing of Advanced Automotive Technology products and attract investments in the automotive manufacturing value chain with a budgetary outlay of Rs. 25,938 crores over a period of five years.
- ii. The Government on 12th May, 2021 approved a Production Linked Incentive (PLI) scheme for manufacturing of Advanced chemistry .
- iii. (ACC) in the country in order to bring down prices of batteries in the country.
- iv. Under FAME India Scheme Phase-II, Phased Manufacturing Programme (PMP) has been introduced with the objective of domestic manufacturing of electrical vehicles, its assemblies/ sub-assemblies and parts/sub-parts thereby increasing the domestic value addition.

Further, following steps have been taken by the Government for adoption of electric vehicles in the country:

- i. Under Phase-II of FAME-India Scheme, incentives are provided to buyers of electric vehicles in the form of an upfront reduction in the purchase price of electric vehicles. The incentive is linked to battery capacity i.e. Rs. 10,000/KWh for e-2Ws with 15% of the cost of vehicle and Rs. 10,000/KWh for e-3W with a cap 20% of the cost of the vehicle.
- ii. The Government on 12th May, 2021 approved a Production Linked Incentive (PLI) scheme for manufacturing of Advanced Chemistry Cell (ACC) in the country in order to bring down prices of battery in the country. Drop in battery price will result in cost reduction of electric vehicles.
- iii. Electric Vehicles are covered under Production Linked Incentive (PLI) scheme for Automobile and Auto Components, which was approved on 15th September 2021 with a budgetary outlay of Rs. 25,938 crore for a period of five years.



- iv. GST on electric vehicles has been reduced from 12% to 5%; GST on chargers/charging stations for electric vehicles has been reduced from 18% to 5%.
- v. The Ministry of Road Transport & Highways (MoRTH) had announced plans to give green license plates to battery operated vehicles and to exempt them from permit requirements.
- vi. MoRTH has issued a notification advising states to waive road tax on EVs, which in turn will help reduce the initial cost of EVs.

The Ministry of Heavy Industries regularly conducts assessments of e-2Ws & e-3Ws including an evaluation of existing infrastructure, charging networks and manufacturing capabilities. Further, as per the information received from the Ministry of Power, Public EV charging infrastructure has been identified as one of the key barriers in accelerated uptake of electric vehicles in the country. To address this barrier and ensure faster adoption of electric vehicles, Ministry of Power issued guidelines and standards for public EV charging infrastructure.

The salient features of these guidelines are as follows:

- i. To support creation of EV Charging Infrastructure and provide affordable tariff chargeable for Public EV Charging Station Operators/Owners and Electric Vehicle (EV) users.
- ii. Enabling owners of Electric Vehicles to charge their EVs at their residence/offices using their existing electricity connections.
- iii. Introducing Revenue sharing model for provision of land at promotional rates for public charging stations.
- iv. Providing electricity connection to Public Charging Station (PCS) within stipulated timelines.
- v. Prescribing single part EV tariff for public charging stations and shall not exceed Average Cost of Supply (ACoS) till 31.03.2025. The same tariff shall be applicable to Battery Charging Stations.
- vi. Specifying ceiling limits on service charges being levied by public EV charge point operators on the EV customers to recover the cost of servicing the capital investments (excluding GST) made by it in setting up the PCS. The amendment specifies a ceiling of Rs 2.50 per unit and Rs. 3.50 per unit of electricity used for slow AC charging of EVs at PCS



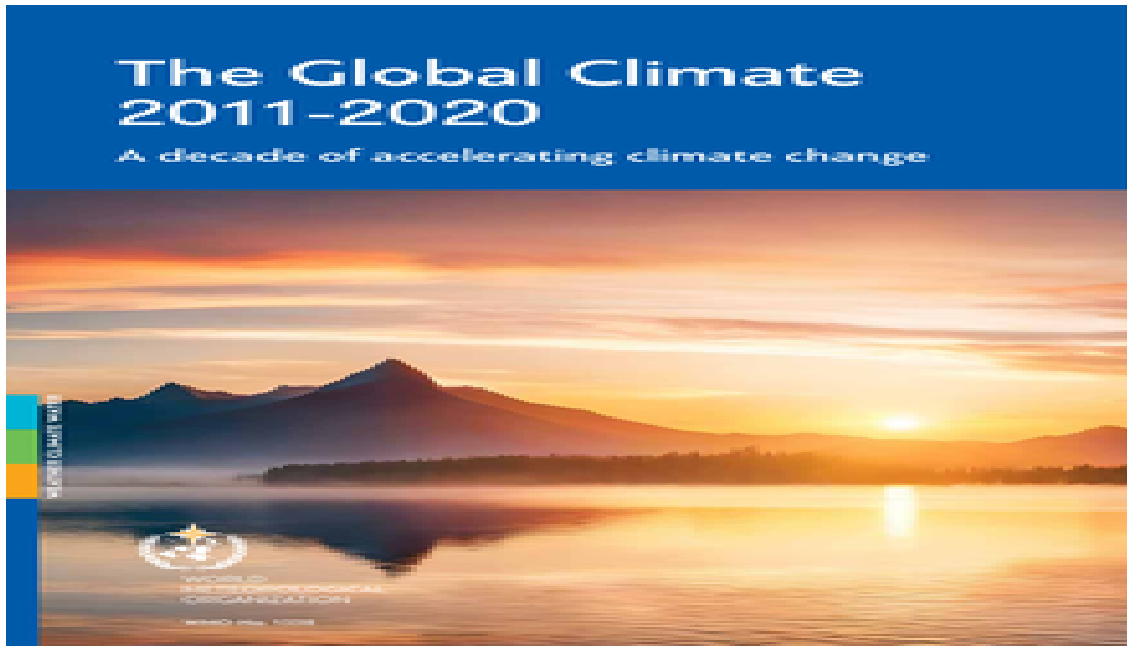
during the solar (9 am to 4 pm) and non-solar hours (for the remaining part of the day) respectively. Additionally, a ceiling limit of Rs. 10 per unit and Rs. 12 per unit of electricity used for DC Fast charging of EVs at PCS during the solar and non-solar hours respectively has also been specified.

vii. Cost of supply by DISCOMs to a public EV charging station shall be 0.8 times ACoS during solar hours and 1.2 times ACoS during non-solar hours.

In order to promote manufacturing and adoption of electric vehicle in India, the Government launched the Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in 2015 on pan India basis with an aim to reduce dependency on fossil fuel and to address issues of vehicular emissions. At present, Phase-II of FAME India Scheme is being implemented for a period of 5 years w.e.f. 01st April, 2019 with a total budgetary support of Rs. 10,000 crores. This phase focusses on supporting electrification of public & shared transportation and aims to support, through subsidies, 7090 e-Buses, 5 lakh e-3 Wheelers, 55000 e-4 Wheeler Passenger Cars and 10 lakh e-2 Wheelers. In addition, creation of charging infrastructure is also supported to address range anxiety among users of electric vehicles.

The Global Climate 2011-2020: A Decade of Acceleration

“The Global Climate 2011-2020: A Decade of Acceleration” is a report published by the World Meteorological Organization (WMO).



World Meteorological Organization (WMO)

- The World Meteorological Organization (WMO) is an inter-governmental organisation with a membership of 193 Member States and Territories.
- It originated from the International Meteorological Organisation (IMO - a NGO), the roots of which were planted at the 1873 Vienna International Meteorological Congress.
- Established by the ratification of the WMO Convention on 23 March 1950, WMO became the specialised agency of the UN, responsible for promoting international cooperation on -
 - Meteorology (weather and climate),
 - Operational hydrology and
 - Related geophysical sciences.

The WMO's Strategic Plan includes -

- Disaster risk reduction,
- The Global Framework for Climate Services (GFCS),
- The WMO Integrated Global Observing System (WIGOS),
- Aviation meteorological services,



- Polar and high mountain regions,
- Capacity development and Governance.

The Secretariat, headquartered in **Geneva**, is headed by the Secretary-General and its supreme body is the **World Meteorological Congress**.

WMO publishes - **Greenhouse Gas Bulletin, Status of Global Climate**, etc., reports

News Summary: The Global Climate 2011-2020: A Decade of Acceleration

About the report

- Published by WMO, The Global Climate 2011-2020: A Decade of Acceleration report was released at the UN Climate Change Conference, COP28.
- The report provides a longer-term perspective and transcends year-to-year variability in our climate.

It compliments WMO's annual State of the Global Climate report.

- It documents how extreme events across the decade had devastating impacts, particularly on food security, displacement and migration, hindering national development and progress toward the Sustainable Development Goals (SDGs).
- It is based on physical data analyses and impact assessments from dozens of experts at National Meteorological and Hydrological Services, Regional Climate Centres, National Statistics Offices and United Nations partners.

Key highlights of the report

Warmest decade in the history

The decade from 2011-2020 was the warmest ever in history.

Also, there has been a rise in economic losses from extreme weather and climate losses.

Number of casualties from extreme weather and climate events has gone down

The reports highlight that number of casualties from extreme weather and climate events has gone down substantially over time.

The 2011-2020 decade was the first since 1950 when there was not a single short-term event with 10,000 deaths or more.

A major contributor to this decrease has been improved early warning systems, driven by improvements in forecasting, coupled with improved disaster management.

Depleted ozone hole visibly showed recovery

The report also says that this was the first decade that the depleted ozone hole visibly showed recovery.

The success of the Montreal Protocol is the inspiration for the United Nations-led climate charter to convene annual Conference of Parties-meetings to address the challenge from greenhouse gases and climate change.

The Montreal Protocol is a treaty that brought countries together to agree on phasing out ozone-depleting gases, particularly refrigerants.

Thinning of glaciers

Glaciers that were measured around the world thinned by approximately 1 metre per year on average between 2011 and 2020.

Greenland and Antarctica lost 38% more ice between 2011 and 2020 than during the 2001-2010 period.

The report cited no specific reference to Himalayan glaciers but had one mention of the 2021 Uttarakhand rock-avalanche that was triggered from a breach in the Nanda Devi glacier in the Himalayas.

Extreme heat events and their impact

The report underlined that human caused climate change significantly increased the risks from extreme heat events.

Heatwaves were responsible for the highest number of human casualties, while tropical cyclones caused the most economic damage.

Gap in climate finance

As per the report, public and private climate finance almost doubled between 2011 and 2020.

However, it needed to increase at least seven times by the end of this decade to achieve climate objectives.

National Archives of India (NAI)



A book fair and an exclusive exhibition-cum-Sale of the National Archives of India (NAI's) publications opened recently.

About the National Archives of India (NAI):

NAI is the custodian of the records of enduring value of the Government of India.

Established on March 11, 1891, at Calcutta (Kolkata) as the Imperial Record Department, it is the biggest archival repository in South Asia.

It was transferred to New Delhi in 1911.

It functions as an attached office of the Ministry of Culture, Government of India.



It has a vast corpus of records, viz., public records, private papers, oriental records, cartographic records, and microfilms, which constitute an invaluable source of information for scholars, administrators and users of archives.

The Director General of Archives, heading the Department, has been given the mandate for the implementation of the Public Records Act, 1993, and the rules made there under, the Public Records Rules, 1997, for the management, administration, and preservation of public records in the Ministries, Departments, Public Sector undertakings, etc. of the Central Government.

Access to the records in the NAI is governed by the provisions of the Public Records Rules, 1997.

The NAI keeps and conserves records of the government of India and its organisations. It does not receive classified documents.

Abhilekh PATAL:

The Abhilekh PATAL (Portal for Access to Archives and Learning) is an initiative of NAI to make its rich treasure of Indian archival records available to all online.

It is a full-featured web portal to access the NIA's reference media and its digitised collections through the internet.

It contains more than 2.7 million files held by the National Archives of India. The Digitized Collections contains over 71792 digitised records for online access.

Painganga River

Protests were staged against a proposed dam project on the Painganga river in the Vidarbha region of Maharashtra recently.

About the Painganga River:

The Painganga River (also known as the Penganga River) is the chief river of the Yavatmal district in Maharashtra and flows along the south-east boundaries of the district in a winding, meandering course.

Origin:

It originates in the Ajantha ranges in Aurangabad district in Maharashtra.



It is a major tributary of the Wardha River, the other major river in the district. The Wardha River flows into the Wain Ganga River to form the Pranhita River, which finally joins the Godavari River.

It is acutely deep-rooted and difficult to navigate.

The total length of the river is 676 km.

Major Tributaries: Include the Adan, Kas, Arunavati, Kayadhu, and Pus Rivers.

The Penganga River gets flooded in the rainy and winter seasons and partially flooded in the summer.

It provides irrigation to the Washim and Yavatmal districts in Maharashtra.

There are two dams being constructed on the river, namely Upper Painganga and Lower Painganga. This dam is also known as Isapur Dam.