



**VAJIRAM & RAVI**  
Institute for IAS Examination

# The Analyst

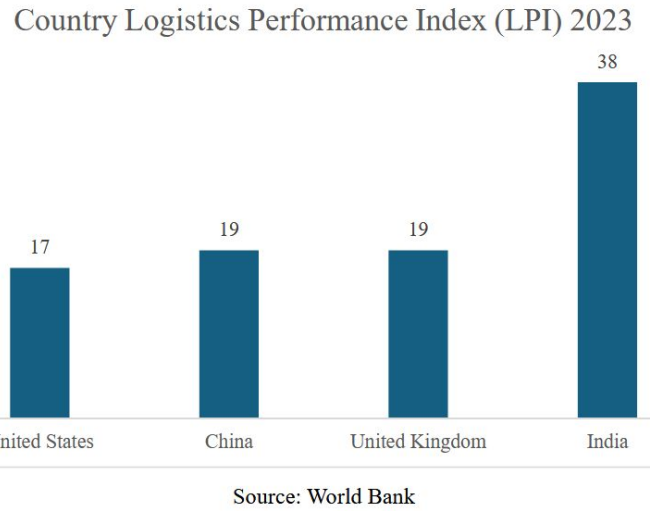
**CURRENT AFFAIRS Handout**

**26th April 2026**



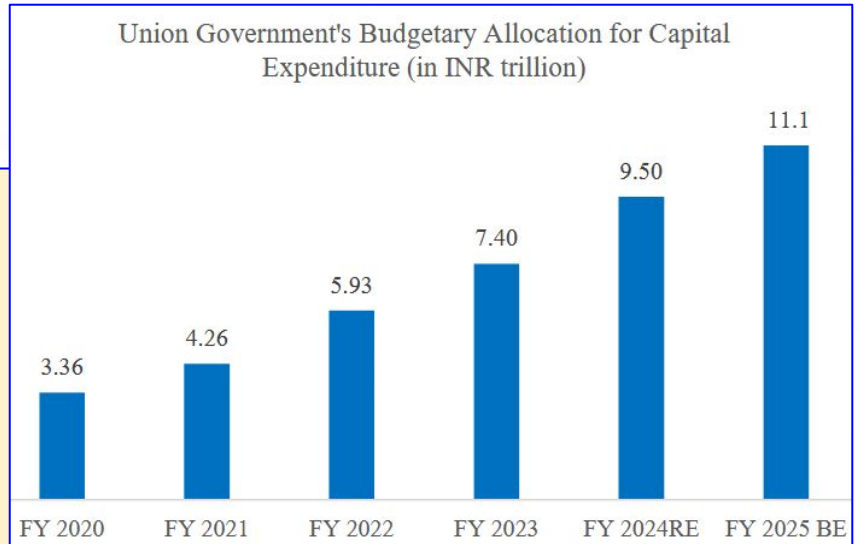
**CONTEXT:** Urgent need to expand national fleet

## Drivers of Growth of Logistics in India :



## Initiatives for logistics industry

- **DFCs**
- **Multi-modal logistics parks**
- **Parivahan portal**
- **Introduction of e-way bill**
- **Gati Shakti**
- **National Logistics Policy**
  - **Integration of Digital System**
  - **Unified Logistics Interface Platform**
- **LEEP**



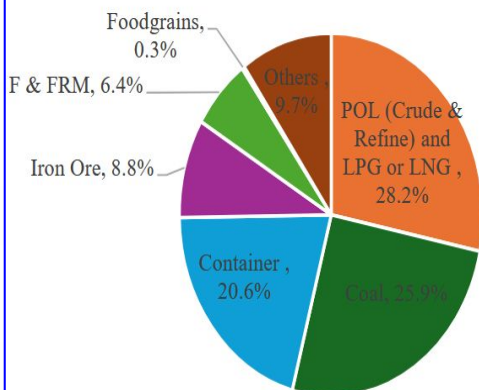
**CONTEXT:** Urgent need to expand national fleet

## Shipping Industry

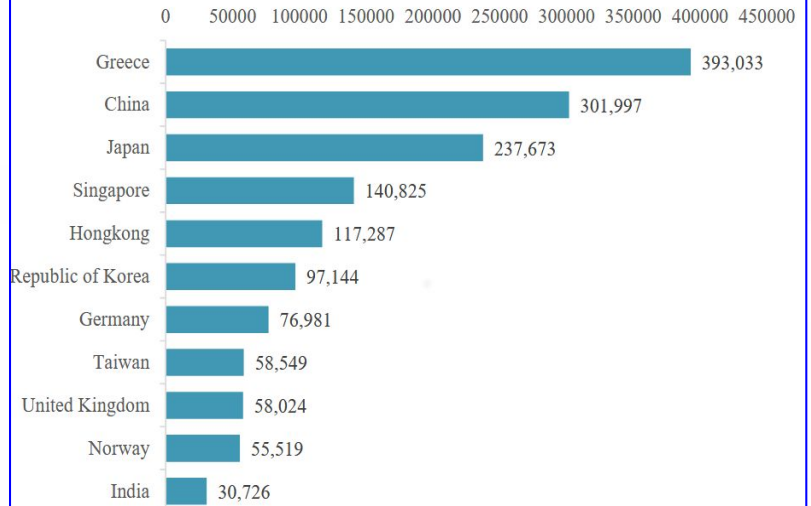
### Data

- **2047: Top 5 in shipbuilding**
- **Maritime sector's GDP share: 4%**
- **Workforce: Indian seafarers 12%**
- **Busiest cargo ports: 7/15 in China**
  - **Mundra and JNPA in top 30**
- **TOT 0.9 days: USA (1.5 days), Australia (1.7 days)**
- **Container Dwell Time 3 days: UAE 4 days, USA 7 days**

Break-up of Type of Overall Cargo Handled Major & Minor Port (FY 2023-24)

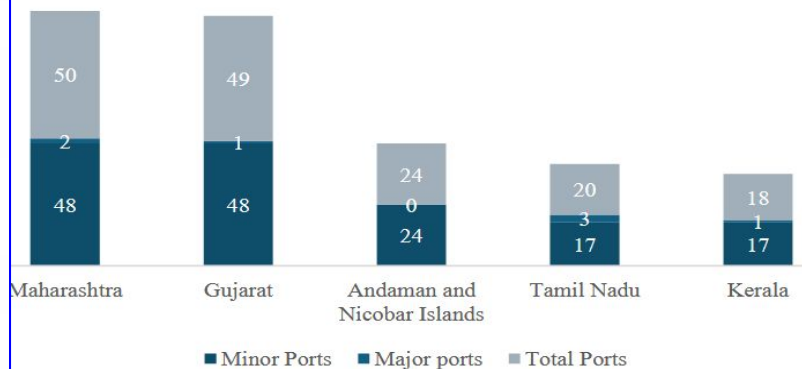


Top countries by carrying capacity (dead weight tonnage in '000) in 2022



Sources: UNCTAD Maritime Review 2023

State-Wise Distribution of Major & Minor Ports



### Challenges in Shipping

- **Inland Waterways and Coastal Shipping Under-Utilization: 14,500 km rivers**
- **Technological Integration**
- **Sustainability, Decarbonization and Regulatory Challenges**
- **Competition from Foreign Players**
- **Ultra-Large and Large Vessel Size**
- **Geopolitical factors & Fuel prices**



**CONTEXT:** Urgent need to expand national fleet

## Challenges in Shipbuilding

- <1% of global shipbuilding market
- Capital costs, tech gaps, competition: China, SK, Japan
- R&D: Green shipping, private sector
- Production Costs: 15–20% costlier than SK, China
- Infra: lack mega shipyards, dry docks, modern port facilities

## Initiatives for Shipbuilding

- National Shipbuilding Mission
- Shipbuilding Finance Assistance Scheme
  - Greenfield shipbuilding clusters: 100% capital support, 50:50 C-S SPV
  - Expansion and modernisation of brownfield shipyards: 25% capital
  - India Ship Technology Centre: R&D, skills
- Maritime Development Fund (\$3 bn): 45% for shipbuilding and repair
- Shipbreaking Credit Note Scheme: recycling and sustainability
- Subsidies: <30% for building non-conventional/green ships
- 100% FDI automatic
- Port capacity: \$82 bn investment plan by 2035

**The Maritime Amrit Kaal Vision 2047** pegs the total investment opportunity at ₹80 lakh crore over the next 23 years



It aims to create four port clusters with capacity equal to or more than 300 MTPA, and two with capacity of 500 MTPA or more



Setting up transshipment hubs at Vizhinjam and Galathea Bay, both with 20 metre deep draft



Targets increasing India's share of transshipment cargo to 95% by 2047 from the current 32%



It also aims to enhance the modal share of coastal shipping and inland waterway transport from 109 MTPA in FY22 to 500 MTPA by 2047

## Other Initiatives for shipping industry

- Sagarmala program
  - Port-led industrialization
  - Coastal community development
  - Coastal shipping and IWT
  - Port modernization
  - Port connectivity
- Maritime India Vision 2030
- Jal Marg Vikas Project: IWAI
- IMEC
- Inland Vessels Bill, 2021



**CONTEXT:** Urgent need to expand national fleet

## Key Themes of Maritime India Vision 2030



Develop best-in-class Port Infrastructure

Drive E2E Logistics Efficiency and Cost Competitiveness

Enhance Logistics Efficiency through Technology and Innovation

Strengthen Policy and Institutional Framework to Support all Stakeholders

Enhance Global Share in Ship Building, Repair and Recycling

Source- Ministry of Ports, Shipping and Waterway

Enhance Cargo and Passenger Movement through Inland Waterways

Promote Ocean, Coastal and River Cruise Sector

Enhance India's Global stature and Maritime Co-operation

Lead the World in Safe, Sustainable & Green Maritime Sector

Become Top Seafaring Nation with World Class Education, Research & Training

### Mains Practise

#### Question :

**Despite its strategic importance to trade, India's shipping industry remains underdeveloped. Analyze the current status and structural challenges of India's shipping sector. Discuss the government initiatives to transform it into a globally competitive industry.**

## Shipping Crisis

A key structural issue lies in how India contracts its imports. A large share of cargo currently comes under Cost, Insurance, and Freight (CIF) terms, where the seller controls shipping. This limits opportunities for Indian shipowners. In contrast, Free on Board (FOB) contracts, where the buyer arranges transport, allow greater control over logistics and support domestic fleet growth.

tegic reasons. Despite earlier policy preferences for FOB imports, the trend has shifted toward CIF, said Mr. Devli. This has significant financial implications, with millions in freight payments flowing overseas.

the imbalance. About half of India's crude oil imports are on FOB terms and some 40% of LPG is carried by Indian flagged carriers. But fertilisers such as urea are almost entirely imported under CIF contracts, leaving them dependent on foreign vessels. During crises, such cargo is among the first to face delays. Experts suggest that India should aim to carry at least 50% of its strategic commodities – energy and food – on its own ships.



**CONTEXT:** Textile Exports fell 2.2% in FY26

## Data:

- 4% of global trade in textiles and apparel
- 2% GDP
- CAGR - 28%
- Textile export share in overall exports - 11%
- Employment - 45 million
- Export - US\$ 45 Bn - FY 2021-22
- Silk - 2nd producer, 95% of all hand-woven cloth
- Cultural heritage and Identity - Traditional textile techniques, designs, and motifs

## Challenges:

- Global competition - market share - 2014 - 5.9%
- Underutilization
- Credit constraints
- Technological advancement - decentralized, low levels of automation
- Price competitiveness - cheap imports of MMF
- Compliance costs due to GST
- Unorganized nature of spinning mills
- Expensive local cotton
- Shortage of skilled workers - design, technical expertise
- Environmental Degradation - water, energy, chemicals
- Market Trends - consumer preferences

## Govt Initiatives:

- Scheme for Capacity Building in Textile Sector (**SAMARTH**)
- Amended Technology Up-gradation Fund Scheme (**ATUFS**) - credit linked Capital Investment Subsidy (CIS)
- **National Technical Textile Mission**
- **PLI Scheme** - promote production of MMF apparel, MMF Fabrics and Technical Textiles, attract investment
- **PM-MITRA** - setting up of 7 PM Mega Integrated Textile Region and Apparel Parks with world class infrastructure
- **Scheme for Integrated Textile Parks** - infrastructure facilities for setting up of textile units.
- **Integrated Processing Development Scheme** - meet environmental standards, support new Common Effluent Treatment Plants
- **ICARE Jute** - certified seeds at discounted prices, retting technologies under water-restrictive conditions



**CONTEXT:** Textile Exports fell 2.2% in FY26

## Way Forward

- Promote innovation - design centers, incubation facilities, and platforms for collaboration
- Export Diversification
- Cluster Development
- Environmental compliance with international standards
- Trade Policy Support

*New Delhi:* The country's textiles and garment exports fell 2.2% to USD 35.8 billion in 2025-26 due to contraction in shipments of key segments such as cotton, think tank GTRI said on Saturday. In rupee terms too, the exports fell 2.1% during the last fiscal.

GTRI said the declining pattern is visible across major segments — cotton textiles (- 3.9%), ready-made garments (- 1.4%), and carpets (- 5.3%).

Only handicrafts grew slightly by 1.5% during the fiscal. The contrast between INR

### **Mains Practise Question :**

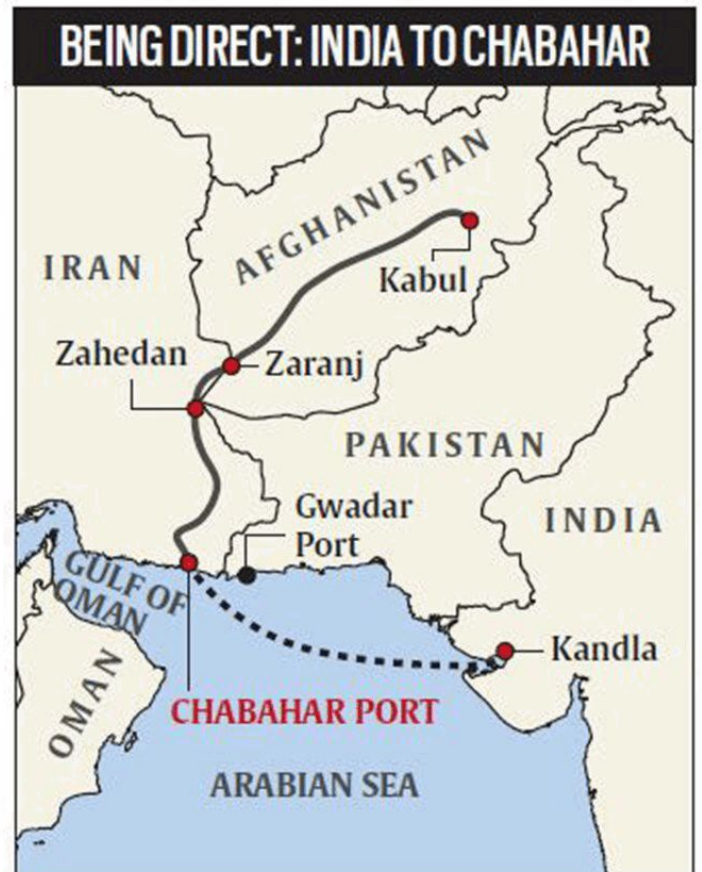
**Examine the challenges confronting India's textile sector. Discuss the government initiatives for the same and suggest measures to enhance its growth and global competitiveness.**



**SYLLABUS: Prelims** : Current Events of National and International Importance  
**Newspaper** : The Hindu **Page Number** : 6

## **Chabahar Port:**

- Deep-water port, Sistan-Baluchistan province
- Gulf of Oman
- Only Iranian port with direct access to IO
- 2 ports - Shahid Beheshti, Shahid Kalantari
- Transit center on INSTC
  - multi-modal transportation route
  - Cargo 30% cost, 40% time
  - Strategic Influence & Regional Stability
- Kandla port in Gujarat - 550 NM from Chabahar port
- Chabahar Project:
  - 2016, tripartite agreement with Iran and Afghanistan to develop the Shahid Beheshti Terminal
  - India's first foreign port project
  - Construction of of a rail line from Chabahar Port to Zahedan
  - to bypass Pakistan and access Afghanistan, CA
- Alternative route to the traditional Silk Road



## **Challenges:**

- US risk of sanctions
- Houthi disruptions in Red Sea
- Security Concerns as US exit from Afghanistan
- Regional Tensions
- Competition
  - Similar projects
  - China



# Waiver on Chabahar ends



**SYLLABUS: Prelims** : Current Events of National and International Importance  
**Newspaper** : The Hindu **Page Number** : 6

**A**s the U.S. sanctions waiver for Iran's Chabahar port ends on Sunday, the government faces a major test in strategic autonomy, as it may have to choose between exiting the 23-year-old port project or facing American sanctions.

the issue since October 2025, when Washington extended the waiver for six months until April 26,

American sanctions. Since November 2025, the government has withdrawn all its personnel from Chabahar, prepaid its invest-

ment commitment of \$120 million, and is now considering transferring its stake in the Shahid Beheshti Terminal at Chabahar to an Iranian company, leaving the option of returning at a later date.

“In enlisting a local partner, [India is] not actually exiting a strategic project but safeguarding India's interests on a project of tremendous long-term importance. It's

India's other regional infrastructure project IMEC (India-Middle East-Europe Economic Corridor) is also unlikely to “take shape any time soon”, given the fractures within the Gulf countries, enhancing Chabahar's importance.

In 2018, the U.S. agreed to a “carve-out” exception for India to use the route to send food and aid to Afghanistan, but subsequently changed policy, mount-

ing pressure on India to curtail ties with Iran, including oil imports, trade, and the Chabahar port. In 2019, the U.S. introduced sanctions to curb steel trade as well, which disrupted India's plans to provide rolling stock (coaches), tracks, switching and signalling equipment, and after several delays, Iran dropped India from the railway project. In May



# Rules governing International Waters



**SYLLABUS: Prelims** : Current Events of National and International Importance  
**Newspaper** : The Hindu **Page Number** : 11

## Strait of Hormuz when war broke out

- Transits from 100 vessels to a handful
- Iran toll fee: reports >\$1 mn per ship
- India large beneficiary: Iran allowed 10 Indian-flagged ships to pass + foreign-flagged ships carrying India's ONG
- India no toll; exercising FoN given to merchant ships
- Hundreds of Iranian vessels crossed

## U.S. actions

- Iran's demand: right to regulate and control passage of ships and charge a toll
- Collapse of peace talks on April 12: Trump announced a blockade of Iranian ships
- Less a physical blockade using naval ships, more a declaration of control
- Aim
  - dismantle Iran system to control
  - deter Iranian ships
- Dozens of Iranian ships turned back
- April 19-20: U.S. intercepted, disabled, and boarded container ship *Touska* (Iranian-owned and managed, cargo cap >60k tonnes)
  - U.S. suspects: cargo for military purposes
- Intercepted *Tifani*
  - Very large crude carrier (2 mn barrels of oil) between SL & Indonesia in international waters
  - involved in the Iranian oil trade

## Iran's reaction

- April 16
  - Trump: strait fully open, but with U.S. blockade
  - Dozen India-flagged and foreign ships bound for India lined up to transit
- IRGC Navy fired on 2 Indian-flagged ships: *Sanmar Herald* and *Jag Arnav*
- India lodged a protest with the Iranian Ambassador
- April 23: Iran captured *Francesca* and *Epaminondas*, 2 container ships
  - as retaliation against U.S. blockade and capture
  - "endangered maritime security by operating without the necessary permits and tampering with navigation systems"
- Iran fired at *Euphoria* (with Indian crew), not in Iranian custody
- Iran: unless U.S. blockade is lifted, strait cannot be reopened for traffic

## Legal position on such interceptions

- Straits: leverage to belligerent parties
- Various treaties and agreements in the 20th century for naturally forming straits
- UNCLOS
  - negotiated for ~2 decades
  - came into force in 1994
- Core principle: seas are a shared global commons; collectively managed
- FoN, especially for merchant ships: minimal exceptions



# Rules governing International Waters



**SYLLABUS: Prelims** : Current Events of National and International Importance  
**Newspaper**: The Hindu **Page Number** : 11

- High seas outside jurisdiction of any single
- U.S. sanctions on govt agencies/cos.: form of economic warfare
  - restrict access to funds: business transactions difficult
  - based on U.S. law, not international
  - not authorised by UN
  - Also intercepted ships trading in Venezuelan oil; carrying oil to Cuba
- Exceptions to FoN
  - hot pursuit of vessels that committed crimes in territorial waters
  - Explicit UNSC authorisation
  - Vessels without nationality or flag
- Outside high seas (e.g., territorial waters): "innocent" passage rights to merchant ships

## Iran rights over the Strait of Hormuz?

- An international passage
- Narrowest point: territorial waters of Iran and Oman intersect
  - No high seas or EEZ there
- UNCLOS
  - Not FoN (high seas)
  - Concept of "transit" - recognises free, unhindered passage to foreign ships

- Iran cannot regulate ship traffic nor deny permission to merchant ships seeking to transit
- Allowed restrictions
  - must move continuously and without delay
  - Designated traffic routes
  - Enter solely for purpose of transiting
  - No loading or unloading goods in violation of the laws of Iran or Oman

## What next?

- IMO proposed a plan for evacuation of ships while upholding FoN
  - decried tolls and permits
  - IMO Council resolution condemning Iran for attacks on commercial vessels
  - IMO Council not critical of U.S. blockade



**SYLLABUS** : Prelims : Economic and Social Development-Sustainable Development

**Newspaper** : The Hindu **Page Number** : 9

## Coal Gasification

- thermo-chemical process to convert coal into syngas
- Synthetic gas:  $\text{CO} + \text{H}_2 + \text{CO}_2 + \text{CH}_4 + \text{water vapour (H}_2\text{O)}$
- Coal reacted at high temp (1000–1400°C) with a controlled amount of oxygen and steam
- Process
  - Preparation: Coal finely crushed to increase surface area
  - Gasification reactor: powdered coal is fed into it with limited oxygen/air and steam
  - Chemical reactions: Coal breaks down into syngas components due to partial oxidation
  - Gas cleaning: Impurities like tar, sulfur, dust

## Coal Gasification Incentive Scheme

- approved in 2024
- promotion of coal and lignite gasification projects for PSUs + private sector
- 100 mn tonnes of coal gasification by 2030
- abundant domestic coal reserves: sustainable industrial development
- Significance
  - reduce environmental impact
  - energy security
  - economic growth: innovation, infra

- Category of Projects
  - Category I: PSU-led projects
  - Category II: Private and PSU projects
  - Category III: Demonstration and small-scale projects

**A**mid pressure on supplies of urea and fertilisers due to the escalating tensions in West Asia, a possible mitigation of these shortages through coal gasification still seems distant, accord-

conversion of coal into syngas (synthetic gas), which can be further used to produce downstream products like methanol, ammonium nitrate, synthetic natural gas (SNG) and fertilisers, among other products. Amid concerns over

that coal gasification projects are capital-intensive and that had constrained private participation.

“[This is] especially in the absence of assured long-term offtake or price support mechanisms,” he



**SYLLABUS: Prelims** : Indian Polity and Governance  
**Newspaper**: The Hindu **Page Number** : 2

**What makes POCSO comprehensive?**

- Confidentiality of Identity
- Burden of Proof - Section 29
- Gender Neutral
- No time limit for reporting
- Safeguards to victims - justice system 'child-friendly'
  - not see the accused at the time of testifying, trial in camera
  - evidence of a child recorded within 30 days of taking cognisance
  - complete trial, within 1 year from the date of cognisance
  - Special Courts
- Child Protection as a collective responsibility

**22nd LCI Report No. 283**

- **Govt should not reduce the age of consent**
  - direct and negative bearing on the fight against child marriage and child trafficking
- **Tacit approval of children in the 16-18 age bracket**
  - advised courts to tread with caution even in cases related to adolescent love, where criminal intention may be missing
    - safeguarding the best interests of the child

**WHAT IS POCSO?**

PROTECTION OF CHILDREN AGAINST SEXUAL OFFENCES

A law that came into enforcement in 2012

POCSO protects children - Boys & Girls below 18 years of age



From sexual offences that covers a range of sexual activities such as



POCSO CALLS FOR

Severe punishment if protectors are perpetrators of sexual offences



Police, parents, guardians etc.

Mandatory reporting by all citizens of any case of sexual abuse to the nearest police station



Child friendly procedures to reduce trauma of the victims



aarambh  
Supporting Communities to Safeguard Children



**SYLLABUS: Prelims** : Indian Polity and Governance  
**Newspaper**: The Hindu **Page Number** : 8

### NITI Aayog

- premier policy think-tank
- established by Cabinet resolution in 2015
- Neither Constitutional nor statutory
- Twin mandate:
  - oversee adoption, implementation, monitoring of SDGs
  - promote competitive and cooperative federalism

### Composition & Structure

- Chair: PM
- Governing Council
  - PM as head
  - CMs of all States and UTs with legislatures
  - LGs of other UTs
  - Max 4 Union Ministers: ex-officio, nominated by PM
  - Vice-Chair: appointed by PM
  - Special Invitees (domain experts) nominated by PM
- Regional Councils
  - for specific durations
  - to address particular regional issues affecting >1 state
  - Convened by PM
  - Comprised of CMs and LGs
- CEO
  - Appointed by PM for a fixed tenure
  - Holds rank of Secretary



**Q1. Regarding the Textile sector in India, consider the following statements:**

1. It contributes to more than 5% of the country's total Gross Domestic Product
2. Share of textile sector's export is more than 10% as percentage of overall exports
3. The sector provides employment to more than 100 million people in the country

**How many of the statements given above is/are correct?**

- a) Only One
- b) Only Two
- c) All Three
- d) None

**Answer: a**

**Q2. Regarding the Chabahar Port, consider the following statements:**

1. It is located in the Sistan-Baluchistan province of Iran.
2. It lies on the Gulf of Oman and provides direct access to the Indian Ocean.
3. It is Iran's only port that does not require passage through the Strait of Hormuz.

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

- a) 1 and 3 only
- b) 1 and 2 only
- c) 2 and 3 only
- d) All of the above

**Answer: d**

**Q3. With reference to the United Nations Convention on the Law of the Sea (UNCLOS), consider the following statements :**

1. It was negotiated over nearly two decades.
2. It came into force in 1994.
3. It declares that seas are exclusively owned by coastal states.

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

- a) 1 and 2 only
- b) 3 only
- c) 1 and 3 only
- d) None of the above

**Answer: a**

**Q4: Identify the INCORRECT statement regarding the Coal Gasification Incentive Scheme recently seen in the news :**

- a) It was approved in 2024.
- b) It aims to promote coal and lignite gasification projects.
- c) It is limited only to Public Sector Undertakings (PSUs).
- d) It aims to achieve 100 million tonnes of coal gasification by 2030.

**Answer: c**

**Q5. With reference to the composition of NITI Aayog, consider the following statements:**

1. The Prime Minister serves as its Chairperson.
2. The Vice-Chairperson is appointed by the President of India.
3. The CEO holds the rank of Secretary to the Government of India.

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

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

**Answer: a**





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