

NEWS ITEMS ON CAG/ AUDIT REPORTS (29.07.2022 to 01.08.2022)

1. Indian Railways And The Race To Punctuality ([news18.com](https://www.news18.com)) Updated: Jul 31, 2022

In a first-of-its-kind verdict in September last year, the Supreme Court ordered Indian Railways to pay compensation of Rs 30,000 to a passenger who missed a Jammu-Srinagar flight because a train (Ajmer-Jammu Express) reached its destination four hours late. However, Indian Railways and delays have been abreast for decades now.

According to a CAG (Comptroller and Auditor General) report, Rs 2.5 lakh crore has been invested in the infrastructure of the Indian Railways between 2008 and 2019. But, despite this huge investment, the punctuality of trains has seen an insignificant increase. As per the audit, only 0.18 percent improvement has been noted in punctuality. 2017-18 has been the worst performing year in terms of punctuality for the Indian Railways where 30 percent of all trains ran late.

The government launched an initiative called “Mission Raftaar” in 2016 which aimed at increasing the average speed of freight trains and Mail//Express trains by 2021-22. The CAG audit, as reported by Times of India, noted that the speed of the trains are yet to be increased.

The Indian Railways has, however, introduced the Vande Bharat Express that are capable of running at speeds of 160-180 kmph. As per the data charted out by TOI, Vande Bharat has been able to maintain a healthy punctuality rate but speed is not the only contributing factor. There is also less halt time at the stations, minimal turnaround time, and faster acceleration and deceleration that contributes to Vande Bharat’s punctuality.

How Does Infrastructure Play Its Role?

Infrastructure also plays a key role in the punctuality of trains. Factors like train traffic, new lines, doubling, track gauges, among other things contribute to how smooth the railway network runs. The infrastructure also plays its role in decongesting traffic nodes. CAG also noted how train delays are also triggered due to stations running out of space for trains.

The CAG report noted that factors like path, engineering, block & signal, and telecommunication contribute to 51 percent of the train’s punctuality. The report suggested that reducing the congestion on tracks can greatly influence trains running on time.

What Can Be Learnt From Railways In Other Countries?

The report noted that India has too high a threshold for measuring punctuality. While India’s punctuality yardstick stands at 15 minutes, other countries have a much lesser threshold. Japan, for instance, has a threshold of a few seconds. Netherlands’ punctuality yardstick is at 3 minutes.

Countries like China have developed dedicated high-speed lines that are separate from the regular network of railways. These high-speed railway lines have great reliability and a good record of punctuality.

Many technology-based solutions are also in use in various parts of the world. CAG report also suggests the use of computerised timetabling and grouping of trains to improve punctuality. <https://www.news18.com/news/explainers/explained-indian-railways-and-the-race-to-punctuality-5653897.html>

2. Why Do IAF Aircraft Keep Crashing? - An Analysis – Redux (missionvictoryindia.com) Group Captain TP Srivastava (Retd) | Updated: Jul 31, 2022

The loss of two young IAF Fighter Pilots (Flt Lt Advaitya Bal & Wg Cdr M Rana) on Thursday, 28 Jul 22, in MiG - 21 crash in Barmer (Rajasthan) is indeed sad.

When MVI asked for comments , Gp Capt Johnson Chacko, a former seasoned IAF fighter pilot who had flown the Hunters ,Canberras and MiG 25 ,said: "The aircraft is due to be phased out by Sep 2025 by which time replacements are expected to be inducted. MiG 21s were the state of the art air craft in 1963 when they were inducted. The IAF does not have the required number of fighters to fulfill its purpose as of now. Further depletion in the number of fighter aircraft will adversely affect the combat capability of the IAF".

Gp Capt TP Srivastava, another former IAF fighter pilot and instructor who had flown and safely ejected from the MiG 21 air craft , when contacted by MVI and asked to comment on the extended life of MiG 21 upto 2025 said: "Obsolete aircraft are not unsafe aircraft as long as they are maintained by competent technicians and flown by mature pilots" and further added : " USAF will fly B 52 bomber for 100 years and F 16s for 90 years."

On 16 Dec 2021, Mission Victory India (MVI) had published an article titled ' Why Do IAF Aircraft Keep Crashing ? - An Analysis ' by Gp Capt TP Srivastava.

The original version of this piece was first published as chapter 31 of our book ' A Campaign Called Victory India ' 2016 (Pentagon Press, New Delhi) .

This article (which has valuable comments from Air Mshl Narayan Menon and Gp Capt Johnson Chacko) is now being republished for benefit of all concerned .

Before publishing this article MVI requested Air Mshl Narayan Menon for his valued comments.

What MVI received clearly shows the Way Forward: Air Mshl Narayan Menon said "I stand by my earlier remarks. The recent night accident of a MiG-21 Trainer is unfortunate and the Court of Inquiry will establish the cause/s and the reason why the pilots did not eject.

All MiG-21 fighters flying today are the latest Bison variant which has the basic airframe and engine but has vastly improved avionics and other systems. The trainer

aircraft that crashed was an older variant. Before being offered for flying all aspects of its serviceability/air worthiness would have been thoroughly checked. Trainer aircraft are an inseparable part of fighter squadrons.

Air Force is deficient in fighter squadrons and these Bisons have sufficient TTL (total technical life) and can not be discarded without further weakening our combat potential. But a phasing out plan has already been put into effect and we will see a reduction in their numbers soon.

The MiG-21 is our largest fleet if one counts the various versions of it and has been with the IAF for six decades. It has served the IAF with distinction in all operations though we have lost many due to accidents.

While all actions should be taken to reduce accidents in the IAF, there is an urgent necessity to induct new fighters so that we can continue to retain and sharpen our fighting capability."

The Article

I wrote this article in 2001, when I was a Serving Group Captain and sent it to the then CAS directly, without an iota of doubt that we in the IAF have lost and continue to lose an aeroplane every month for the past 43 years!

Defending the indefensible has got us nowhere. Most, if not all, accidents are due to Human Error, be it technical and/or pilot. An error in servicing, whether committed by an HAL technician or by a line technician in a squadron dispersal, is a human error. Likewise, there have been hundreds of accidents due to pilot error/indiscipline.

Whenever a system either fails or does not operate at an optimum level, 'Supervision' is the first area that one needs to look at.

Our 'Supervision' is questionable without doubt.

I wrote this article to be published in the Flight Safety Journal of the IAF but it was not published.

My friends in the BLUE may not react very favourably to my factual statement but let it not be construed by the others that I am in any way denigrating the men in the magnificent flying machines. All we need to do is to adopt simple/elementary measures to stop losing the expensive machines and at times, irreplaceable lives.

In the Air Force we are free to air constructive dissent and diametrically opposite points of view, even while in uniform.

Every time an armed forces person dies, a part of me dies with him while saluting his ultimate sacrifice.

My article is in two clear and unambiguous parts:

Firstly, the number of aeroplanes lost during the period 1972–2001 (30 complete years) has been quoted as 450. The actual numbers, without any doubt, will be more. For the period 2002 till June 2015 (13 years 06 months) the actual numbers are not with me. The Parliamentary Committee report states 87 aircraft lost in the past seven years i.e. 2009 till date. For the period of seven years i.e. 2002 till 2008 (seven years), I do not have the figures but a professional guess will be at least 60 aeroplanes. Now you have the statistics almost correct i.e. $450+60+87= 597$. I will bet my last dime that the numbers will be lesser than the actual figure.

This article is conceptual and procedural. Hence every word is valid even today and will remain so, even in the next century!

30 Years of 'NO WAR' Attrition: 1972–2001

In the last 30 years, the IAF has lost only two fighter aircraft while engaged against the enemy (Kargil 1999); however, it has lost nearly 450 fighter aircraft during normal peacetime i.e. nearly an 'AIR FORCE'.

The performance of the IAF in all wars in the post-independence era has been sterling, particularly in the 1971 war. The Indian Armed Forces have not been engaged in a full-fledged war in the past 30 years. The Indian Army, however, has been involved in fighting a high-intensity counter-insurgency for the last 15 years. The transport and helicopter fleets have given an outstanding account of themselves in maintaining the Army in hospitable and practically inaccessible terrain round the year in the most adverse circumstances.

Both the fleets have given a reasonable account of themselves in restricting the number of accidents during peacetime. The helicopter fleet, however, in the last few years has shown an undesirable upward increase in accidents. We cannot however say the same for the fighter fleet, which has during peace time operations, accounted for a loss of nearly 450 aircraft. Is it acceptable to us? Is it affordable by the nation? Why have we remained consistent in such a negative way in as far as the aircraft losses (fighters only) are concerned?

There is no way that a sound and professional Air Force can afford this rate of attrition. Do we really believe that the absence of an Advanced Jet Trainer (AJT) is the cause for such attrition? If it is indeed so, then the acquisition of an AJT would, if not eliminate, at least reduce the number of accidents by a large number. However, if we were to look at the type of accidents we continue to have with total professional honesty and sincerity, it would be quite evident that absence of an AJT is not the cause of accidents.

In any job, particularly in a single-crew cockpit which is what most of the IAF fighter fleet is and would remain, it is my considered opinion that professional integrity, professional maturity and professional competence are the key qualities and IN THAT ORDER of importance. That we are a professionally competent Air Force, I have no doubt, but our demonstrated past performance spread over 30 years does not convey the same about our professional discipline in and outside the cockpit. Nevertheless, it

is about time, and I believe it is still not too late; to look at this aspect with an open mind.

Discipline has two components; Maturity and Integrity. Non-professionals would react and reject any pointers to their professional maturity and more importantly, integrity. Of course some amongst us might defend this by merely saying nonchalantly, "So what if we have been losing on fighter aircraft every 20–25 days for the past 30 years?" For those who believe that a loss of nearly 450 aircrafts (nearly an Air Force) is a cause of no concern to them, they can discontinue reading any further.

A majority of the accidents involving fighter aircraft that the IAF has had and continues to have, has been essentially due to human error. If we scratched our memory banks, how many of us can cite even one example of a fighter aircraft breaking up in mid-air or a because of a major structural failure (perhaps except a MIG-29 where a fin flew off)? The majority of the aircraft has been lost due to some human failure of the other, including mid-air collisions involving fully serviceable aircraft.

Why has this been happening with an amazing regularity in spite of the comprehensive orders, instructions, guidelines, directives, SOPs and so on? Have we actually been as disciplined as we are required to be when all by ourselves in the cramped cockpit of a fighter aircraft? A review of the performance of our past 30 years would certainly be a "No".

We cannot defend the indefensible by coming out with lame excuses every time an aircraft is lost. The loss becomes even more compounded when the aircrew is also lost. Incidentally, CAT-II and CAT-III accidents have not even been taken into account, many of which too were caused due to human error.

We must remember that the flying skill is a motor-controlled mechanical skill whereas decision-making in a cockpit is a brain-controlled mental skill. Therefore, the competence element (flying skill) is actually subordinate to the rational decision-making (mental skill) and is controlled by the brain. "Discipline" emanates from mental skill, of which maturity and integrity are two inseparable components.

While analysing this vital aspect of accident prevention we must look at certain vital statistics related to fighter flying. These are:

IAF fighters fly nearly one lakh hours per year.

Fighter squadrons depending on type/task fly around 200+50 hours per month.

On an average, a fighter aircrew flies 250 sorties per year or around 5,000 sorties in an active flying service span of 20 years, i.e. up to finishing the command tenure. This takes into account staff tenure, leave, etc.

An average fighter squadron flies on nearly 20 days and 07 nights in a month.

On an average, the fighter aircrew flies not more than 10–25 sorties per month (depending on their Operational/Supervisory status)

No fighter pilot of the IAF flies three sorties per day on a sustained basis, notwithstanding the fact that we continue to quote this ad nauseam. Those who still have reservations may merely look at their log books. Few Supervisors, especially in the type-training squadrons and as QFIs in the training establishments, are the only exception.

A fighter pilot therefore, for the most of his service, averages just about one sortie per flying day. Is it too much, therefore, to expect from him to find time to interpret his Flight Data Recorder of every sortie, himself?

It is about time that we stopped talking about the "Rate of Accidents". This is for statistical purposes only. An individual in the field needs to be made aware of the number of aeroplanes lost. This figure would set him thinking far more constructively than an "Accident Rate" of 0.7. It actually conveys nothing.

The loss of fighter aircraft at the rate of one aircraft every 20–25 days for the last 30 years is yet another dimension that we must scrutinise very closely. The MiG-21 FL (Type-77) and perhaps one squadron of MiG-21M (T-96) are the only pre-1971 war fleet that we presently have. Of course, how can we forget the majestic Hunters and the ever-reliable Canberras? Thus, the existing fighter fleet of MiG-21 BIS (1975), MiG-23 Variants (1980s), MiG-25(1980s), MiG-27(1980s), M-2000(1985), MiG-29 (1987) and SU-30(1994) are a mix of mostly old and few new aircraft.

The ground environment has undergone a quantum upgradation in as far as equipment acquisition is concerned. Yet, if we continue to lose aircraft at the same rate as in the 1970s, shouldn't it be a cause for concern? Let us also be conscious of the fact that we should be concerned about the replacement costs of a fighter aircraft we lose ever so regularly.

Let the auditor be worried about the depreciated value of, say, a MiG-21 BIS of 1980 vintage which may be valued at a few lakhs in the loss statement. Let us accept that our fleets are old and would remain so in the foreseeable future, but that should not be quoted as an excuse for losing an otherwise fully serviceable aircraft in a silly accident.

Yet another aspect that we must be seized of is the alacrity with which some of us condone many mishaps by merely stating that aviation in general and fighter flying in particular is a dangerous profession. It indeed is and that is why there are so many checks and balances to ensure aviation safety.

Every accident without fail is caused when one or more parameters linked with aviation safety are breached voluntarily or due to carelessness. The only exception in our scenario is a brilliant record (may it remain so in the years to come) of aviation safety in our premier establishment; Tactics and Air Combat Development Establishment (TACDE).

The aircrew who come for courses are put through the grind involving some of the most complex exercises, yet there have been hardly any mishaps but there have been numerous mishaps involving a fresh FCL/FSL immediately after he reaches the squadron. Can we reason out why? We must ask ourselves whether our so-called

“Supervisors” existing in the fighter squadrons are as professionally mature as indeed they must be professionally competent. A Supervisor in my view must meet the requirement of what I term as the IMC, which stands for Integrity, Maturity and Competence and IN THAT ORDER. Supervisors who need to be supervised are a liability, rather than an asset.

Do we therefore, need to have a relook? Holding routine flight safety meetings at the station and flight safety council meetings at regular intervals has obviously not made any dent, hence is not the answer—definitely not the complete answer. What should we do as individuals and an organisation to reverse this trend? The starting point of this process is in accepting the necessity to look in this direction afresh and to accept the fact that all that we think we have done to arrest/reserve this trend has not been enough.

Air Chief Marshal D. A. Lafontaine, as Station Commander Bagdogra, had once remarked while talking about leadership in the air that it is the job of the formation leader to ensure that his formation members stay in position and complete the mission successfully. On the face of it, a very simple statement, but in my view it contains more substance than all the existing orders and instructions put together.

I was indeed fortunate to have heard him say these prophetic words as a young flying officer. I owe it to him and I am proud of the fact that I have never lost my wingman and as a Squadron Commander I have had no accidents—none whatsoever—in my Squadron. How many of us, especially Supervisors, can say the same? As an individual I have looked at this problem of enormous magnitude with a different perspective.

Instead of telling the whole Air Force to be flight-safety conscious and not have accidents, it is far simpler to address each and every individual and exhort him to not involve himself in an accident. A task, which is not very difficult for an individual to achieve! Of course, the individuals have to be told a lot more about demonstrating professional maturity and integrity than merely professional competence—if after losing nearly 450 aircrafts in 30 years we do not know why we are having accidents (except due to the non-availability of an AJT). Perhaps, we don't wish to address the issue.

Before attempting to suggest the remedial measures, let me state, clearly and categorically, that our existing orders and instructions on the matters related to aviation are more than comprehensive and that we need no more instructions. The Lafontaine Committee and Rathore Committee reports are but an excellent piece of investigative work in this regard. Our problem is effective supervision and implementation. What can we do to remove this malaise? I recommend the following:

Do away completely with any PUNITIVE MEASURES being awarded to the aircrew, technician or anyone else related with an accident involving an aeroplane, except where INDISCIPLINE is evident beyond any reasonable doubt. I shall endeavour to differentiate between indiscipline and impulsive action.

I shall give an example: A pilot gets airborne for a medium-level sortie but carries out sustained low flying for 25 minutes in the local flying area—if detected, he should be

punished for indiscipline; However, yet another pilot having flown a mission as briefed, while rejoining, does a beat up lasting few seconds over the rejoin point, which is an impulsive action and if detected, must invite corrective actions only by way of counselling.

If punished for such an impulsive action, an individual is unlikely to improve. Repeated impulsive actions at regular intervals constitute indiscipline. Fear of punitive action for an error/mistake made while performing a normal task invariably forces an individual to cover it up and/or not report to his colleague/supervisors. The same fear psychosis prevents an aircrew reporting “near accident situations” viz. a near miss from which an individual has got away.

The disdain and callous manner in which the fighter aircrew treats the FDR print-out is unbelievable. No (repeat)—No—mission should be flown even on the same day but definitely not on the next flying day unless and until the FDR of the previous mission has been interpreted in totality and debriefed. There would be many “Doubting Thomases” among us who would say one of the following:

That is already happening and the FDRs are being read and interpreted meticulously—Such individuals are suffering from an ostrich syndrome.

That there is not enough time to do so—Such individuals do not want to interpret the most advanced aid in aviation.

That some of the FDRs e.g. SARPP (in MiG-21 Variant) does not give any detail—Such individuals do not know their job.

Unless we train, groom and convince our aircrew, particularly single-cockpit, that an FDR interpretation of the previous sorties is their life insurance prior to undertaking the next sortie, we shall continue to drift in the manner that we have been doing so consistently for the past 30 years. The current practice of maintaining the FDR registers and annotating certain data is more for maintaining records than for learning/debriefing anything constructive.

Institutionally and organisationally, we need to convey to all and sundry that the organisational efficiency and combat power of the IAF is dependent on our flight safety records and not the other way round. The present organisational set-up, in my opinion, is flawed to the extent that it conveys that flight safety is at best a peripheral issue; such perceptions are inadvertently conveyed to all, in particular to the budding generation, when they see that the flight safety organisation at the Air HQ is not really at the Air HQ (VB). It is located at R. K. Puram.

Whether we like it or not, we must accept and understand that the R. K. Puram complement of the Air HQ is not “the Air HQ”. It is a psychological aspect and should be viewed as such. It is suggested—rather strongly recommended—that the entire IG branch be shifted to the Air HQ (VB) on priority. Needless to state that someone would have to make space for it! I have my own views on the issue; however, if the basic proposal is acceptable, the rest can be worked out at the Air HQ itself.

The Flight Safety and Accident Investigation Course, in my opinion, is an exceedingly well-tailored course, so very essential for all those involved in the profession of aviation, but absolutely a must for the single aircrew cockpit. Once again, our organisational apathy would be quite evident if we were to merely look at the number of the 'online' aircrew which has done this course. Even those who have, are either far too senior or may not have been remotely employed with the tasks directly related to aviation safety. There is, therefore, a crying need to correct this flaw. The following is recommended:

To start with, the entire staff in the type-training squadron and all the QFIs before starting their instructional duties need to undergo an FS & AI course on priority. We must understand that this group is the core group responsible for not only teaching the basic flying but also grooming a matured and conscientious aircrew.

Simultaneously, the Air HQ should work on a plan to put through this course all the aircrew selected for the fighter stream before they commence flying at the MOFT/Type Training squadron.

The above proposal would obviously mean a quantum increase in the workload of the IFS. Of course, the starting point would be the acceptance of the above proposal. I am quite aware that there will be few takers for it because flight safety has been and still remains only a little more than 'lip service'; our performance in the past 30 years is a proof thereof. Even this proposal, which I believe to be fully implementable within the organisational resources, would see the light of the day only if we have the will to do so.

This is a long-term plan hence the success or failure of the proposal does not invite any discussion at this stage. In order to implement this proposal, the IAF would have to slog for the next six to seven years only, because by then the ab initio aircrew which had undergone the course prior to commencing their flying in the MOFT/Type Training squadron, would have come up for selection for the APFI course. At that stage, a refresher of two weeks would be more than adequate. We must ask ourselves whether we have the professional maturity and resilience to undertake such a programme.

We seem to have forgotten that 'long and stretched working hours' are indicative of two things. Firstly, too much of work and secondly, thoroughly incompetent and inefficient supervisors! The hours that the aircrew/men spend in the squadrons are abnormally long and are not commensurate with the output in terms of the numbers of sorties flown. The fatigue and the boredom thus caused can and have resulted in many mishaps in the past.

Unless we address this issue of curtailing the usually long working hours 'doing nothing', the avoidable mishaps would remain our inheritance. It is for the Supervisors to understand that continuing the flying operation at a lethargic pace on a regular basis results in the individuals becoming a little carefree, if not careless. If during such moments there is a crisis by way of an aircraft emergency, the individual/s would almost certainly fail to rise to the occasion.

During the trifurcation boards, we continue to segregate the aircrew as fighter, transport and helicopter. There is a need to review this decision. In my opinion, the

aircrew should be segregated initially in only two groups: 'fit for single-crew cockpit' and 'fit for multi-crew cockpit'. The QFIs would obviously be required to play a far greater role in achieving this. A trainee who is an extremely good flyer but shows traces of overconfidence and arrogance in the cockpit is, in my opinion, unfit for a single-crew cockpit.

An aircrew fit to occupy a single-crew cockpit must have demonstrated maturity and integrity and not merely professional competence. This cannot be done after the individual has become a Squadron Leader. It can only be done in the ab initio training stages. By the above suggestion, it is not implied that all the aircrew put under the category of 'fit for single-crew cockpit' are to fly fighter aircraft.

Some of them indeed may not be fit to fly fighter aircraft due to simple reasons, e.g. air sickness. The above suggestion should also not be construed as indentifying the aircrew in two groups viz. matured and less matured. The above suggestion is an attempt to identify the positive trait and that is how it should be interpreted. We must clearly understand that Integrity and Maturity have no relationship with age.

Yet another casualty due to our non-professional approach has been serious and needs dedicated simulator training wherever available. I include the regular cockpit drill for emergency practice and blindfold checks in the same category. Our utilisation record of all simulators (from KTS-4 simulator for MiG-21 to Air Combat Simulator) would show a comprehensive utilisation through all these years throughout the year.

How many MiG-21 aircrew can say with total professional honesty that they indeed, throughout their years of active flying, did a simulator training themselves and more importantly ensured that the youngsters underwent a comprehensive simulator training programme by actually flying the simulators and not merely writing their names as having flown them? Dedicated simulator training and comprehensive FDR interpretation are the key to ensuring a safe and total mission accomplishment by all the aircrew throughout their span of active flying. Supervisors, are you listening?

Conclusion

It must be clarified that I have focused only on a single-crew cockpit. The Transport and Helicopter streams have not been excluded because in a multi-crew cockpit the chances of error reduce manifold. That they too need a grooming in this vital aspect is natural. The IAF needs to do some hard thinking to ensure that the most important component of Air Power does not reduce in numbers due to the losses caused by silly and totally avoidable accidents.

The IAF fleet, as it exists today, is old no doubt, but even a MiG-21 (all variants), if serviced properly, flown with a flawless preparation and most importantly with a mission analysis done meticulously, would not fail either in the air or on the ground. If we are unable to stop/reduce the accidents, the IAF would continue to shrink in size.

We must not forget that in the existing geostrategic environment it is the Air Power that would be required to give the country a favourable conflict termination situation, if and when diplomacy fails and we go to war.

Response: Gp Capt Johnson Chacko (Read)

I read the above article and appreciate the thought. The author has called a spade a spade. Unfortunately, the freedom of expression has been curtailed by the 1: 3 promotion policies and a change in the spirit of the crew-room culture where Rank never existed. This has killed a valuable feedback mechanism that had been available to the Commanders in the past.

This has effectively inhibited one more channel in which the youngsters used to express themselves to the senior officers under the cover of alcohol in parties. It would be worthwhile to have a study, may be by the CDM, to assess the effect of change in the promotion policy to 1: 3, now that a considerable period of time has elapsed after the introduction of this policy.

I agree that the attributes of Integrity, Maturity and Competence need to be at the forefront of any military venture. We do not have a set of attributes that an individual needs to have at the time of selection, who can be trained at the Academies and assessed for during the Appraisal. What is looked at in the SSBs is different from what is assessed as the OLQ in the Academy and what is there in the ARs. They are different in the Army, Navy and Air Force. For an Air Warrior, may be the three that have been mentioned need an additional weightage.

Accidents can be attributed to indiscipline in almost all of the cases. However, accidents will happen, since man was not designed to fly. There are more than enough rules that have been formulated that a person can't keep track. There needs to be a review and carefully rescind what is not needed or contradictory. With the state of serviceability that exists, a pilot can be blamed on ten counts as per the instructions, SOPs, etc., in force, even if he has done an uneventful sortie. We also need to ensure that it does not kill initiative as all the situations cannot be covered by rules.

That Flight Safety is Paramount, we have heard that many times. We have a system of APMs that monitor the areas in which an AF Station may be located; the SO Provost to whom they report to and a PM Air to whom the SO Provost reports to regarding the extra-curricular activities of even the Station Cdr. Why not have such a system for Flight Safety, since it is paramount? The Station Flight Safety & Inspection Officer (or his avatar) does hardly any Inspection.

He does not have the freedom to project the areas where the potential for accidents exists unless it is concurred to by the COO/Stn Cdr. If they don't concur then he cannot approach the higher formation. Some may say that this will be a noose around the Stn Cdr's neck, but if Flight Safety is paramount, then this noose needs to be there.

To err is human, so be inhuman...that is not the solution.



Flying Ace's Respond

Response: Air Mshl Narayan Menon (Retd)

I do not agree fully with T. P. Srivastava or Chacko. If all pilots are filled with safety concerns at all stages then the fighting edge will be dented. The long working hours are caused by environmental reasons and not by bad supervisors.

Today the seniors who make it to beyond a certain rank are pilloried and abused for being spineless and gutless. Not true.

The IAF has operated against the best in the world and come out with their heads held high.

Supportive Response: Gp Capt Johnson Chacko

I agree with Air Mshl Nana Menon.

If everything is rule bound, then missions may not be accomplished as an initiative even in the right direction will be killed. Aviation is inherently a risky business. How to reduce risk is the question. On one end of the continuum is—Don't Fly-No Risk and at the other end is to fly more and fly safe. The more one flies, the more experience he gains and the more safe he is expected to be. Analogous to driving a car! But even experienced drivers meet with accidents occasionally.

Good judgement is the result of a series of bad experiences and good experience results from a series of bad judgements. The essence is to draw the line where the bad judgement turns into a disaster and to avoid it.

There are Rules of Engagement. They are different during peace and war. During peace, Rules have to be followed and during war it is Engagement. How training should be conducted (for Engagement) by following all the Rules is the moot question. So, there are Operational aspects and Flight Safety aspects to any mission. Operational aspects may dictate that one flies at extremely low levels but Flight Safety rules may state that one cannot fly at such levels. So during peace time one does not do so. If so, how will he fly at such levels if that is needed during war?

A Relevant and Supportive News Story, Pune Mirror, 12 Aug 2015

20 Fighter Aircraft have Crashed in the Last Five Years; IAF forms Committee to Probe Reasons, make Changes in the Training Schedules

By Sandip Dighe

A number of aircraft belonging to the Indian Air Force (IAF) have crashed in the recent years, and sources in the IAF have hinted that the pilots training may have been compromised, leading to these incidents. "Due to non-availability of basic trainer aircraft, intermediate jet trainer and full complement of advance jet simulators, pilot training was compromised. Considering these things, it's an alarming trend we have seen in recent years", said a senior IAF officer, wishing to stay anonymous.

According to the Ministry of Defence (MoD) data, 20 fighter aircraft (3 Sukhoi, 12 MiG and 5 Jaguar) have crashed in the last three years. When asked that why the instances of MiG aircraft crashes are significantly higher, the officer said, "MiG 21s and 27s were brought in from Russia in the 1960s and 1970s. Considering the rise in MiG accidents, three squadrons of the ageing MiG 21 and 27 fighter jets are set to be phased out this year. Three squadrons of 18 aircraft each will be pulled out due to the end of their life cycle."

The Comptroller and Auditor General (CAG) have found that the accidents involving a human error (HE) increased from 41 per cent in 1991–97 to 51 per cent in 2010–13. HE comprises the errors made by the aircrew on flying duty or ground duty or both.

"Various preventive measures like invigoration of aviation safety measures, streamlining of accident reporting procedure, analytical studies and quality audits of

the aircraft fleet have been undertaken to reduce accidents. The IAF has also constituted a special committee to investigate the reasons behind the accidents and accordingly make changes in the pilots' training", said Wing Commander S. S. Birdi, IAF spokesperson, Delhi.

"If you check the statistics over the last few decades, there has been a steady decrease in the number of accidents," he pointed out. In 1971–80, 29 accidents were recorded, while the corresponding figures for 1981–90 were 31. It then reduced to 27 in 1991–2000 and further to 17 from 2001–10. However, the last five years of this decade have already seen 20 crashes.

Former Air Chief P. V. Naik added, "In the 1960s, we weren't used to MiG aircraft. Due to the delta wing, MiG aircraft had a high inertia and this led to accidents. Over time, we overcame this issue. The MiG aircraft uses old technology and, of late, this is contributing to the crashes. As far as HE is concerned, there are various contributing factors involved, but in order to reduce percentage of HE, sophisticated simulators and availability of trainers can play a pivotal role."

The Way Forward

Gp Capt Johnson's concluding remarks are well brought out and most valid. The conclusion is to do all the training including maintenance and peacetime flying as meaningfully as possible with simulated operational/warlike situations to the extent possible or desirable so that the wartime or actual operational needs are met most effectively.

Accidents will occur despite the best efforts to avoid them and that cannot be helped. But that does not mean that those accidents which occur due to carelessness, indiscipline or lack of effective supervision involving actual flying, air control, supervision, monitoring including aircraft serviceability and maintenance should be condoned or overlooked as these are/will not be actual/pure 'accidents' but indefensible disasters that happen basically due to an avoidable human error or oversight.

This aspect of human error needs maximum focus and attention as that can and surely will reduce the high rate of accidents that have been occurring in the past 43 years without adversely affecting the flying efficiency of the men in blue and also the overall operational effectiveness of the IAF.

A DSSC alumnus, Gp Capt Srivastava is a military luminary who has written extensively on international relations, strategic affairs & Defence Procurement Procedures for leading strategic journals. <https://missionvictoryindia.com/why-do-iaf-aircraft-keep-crashing-an-analysis-redux/>

3. Kalashnikov to increase range and firepower of Krasnopol 155mm smart munition (armyrecognition.com) Updated: 29 JULY 2022

"Today we are at the final stage of the research and development work on the modern modification of the Krasnopol precision-guided projectile, under which the Kalashnikov Group will make basic assemblies and units for the munition," the CEO said.

“The upgrade will increase the new system’s firing range, substantially boost the probability of striking a small-size target with a single shot, enhance the warhead’s firepower and the efficiency of fire under clouds and strong wind conditions,” he said, responding to a question about the prospects of improving the weapon that also includes an unmanned aerial vehicle.

The system was successfully tested in Syria, Lepin said. In June, the Rostec state hi-tech corporation reported its high efficiency in the special military operation in Ukraine.

Krasnopol precision-guided munition

The Krasnopol precision-guided artillery projectile was developed by the Shipunov Instrument-Manufacturing Design Bureau (part of the High-Precision Systems Group). The system comprises a high-explosive fragmentation-guided shell and a laser target designator to direct the projectile at the target. The 152mm shell can be used by all types of artillery systems, including the Msta-S, Msta-SM and Koalitsiya-SV self-propelled artillery systems. The shell has a weight of 8 kg and a range of 20 km (12.4 mi). The target designator can lock on three targets at a time.

The latest Krasnopol-M2 modification has 155mm caliber and a range of 26 km and can also destroy small targets. In addition, the upgraded artillery munition features increased firepower and the capability to strike targets at any time of the day, even in strong wind and heavy clouds.

The 2K25 Krasnopol is a 152/155 mm cannon-launched, fin-stabilized, base bleed-assisted, semi-automatic laser-guided, artillery weapon system. It automatically 'homes' on a point illuminated by a laser designator, typically operated by a drone or ground-based artillery observer. Krasnopol projectiles are fired mainly from Soviet self-propelled howitzers such as the 2S3 Akatsiya and 2S19 Msta-S and intended to engage small ground targets such as tanks, and other direct fire weapons, strong-points, or other significant point targets visible to the observer. It can be used against both stationary and moving targets (providing these remain within the observer's field of view).

The weapon system was developed in the Tula-based KBP Instrument Design Bureau under the supervision of A.G. Shipunov. Work on the project was initiated in the 1970s. In February 1986 the Krasnopol system was adopted by the Soviet Army under the designation 30F39, and began mass production in Izhmash and Izhmeh factories. Since 2002, it is augmented by the 120- and 122 mm Kitolov-2 laser-guided system.

A 155 mm variant of the project was also developed to access the commercial markets, which can be fired from howitzers such as the G6 and M109A6. Besides Russia, the Krasnopol is also manufactured in China by Norinco.

The 2K25 Krasnopol system consists of the 30F39 guided shell, a 1D22, 1D20, or 1D15 laser target designator (LTD), and the 1A35 shot synchronization system. The laser designation system has a range of 5 km (3.1 mi), while the projectile itself has a

range of 20 km (12 mi)[14] and a target seeker radius of 1km (0.62 mi). The two-part projectile is divided into the following sections: target seeker, guidance module, warhead and rear compartment. The seeker and guidance module are stored as a single component in a sealed container, as is the rear section with a warhead; this allows the oversized projectile to be loaded and transported inside existing ammunition containers in legacy self-propelled howitzers. The two components are joined immediately prior to firing.

The system functions as follows. The observer determines the target location (e.g. map coordinates or bearing and distance from their own position), ensures that their laser target designator can 'mark' the target and requests or orders a fire mission against the target using Krasnopol. A gun is then aimed at the target location and a guided shell is fired. The firing unit uses its 1A35K command device to send a signal via a communications link confirming the firing of the projectile to the 1A35I observation post device with the observer. The laser target designator is then used to illuminate the target and the in-flight projectile detects the radiant laser energy reflected by the target and the navigation system steers the shell towards the point of greatest incident energy—the designated target with top attack pattern. The iris of the optical seeker head is protected by a cap which is ejected by a mechanical timer upon firing. The guidance module contains an inertial reference system, a power source, various electric motors and controls and four folding canards used to execute command guidance signals. The warhead is a high explosive fragmentation type that can also be used against heavily armored vehicles such as tanks owing to the steep trajectory of the projectile which allows it to defeat the relatively thin roof armor on most vehicles. Behind the warhead is a rear compartment that houses four folding stabilizers. Krasnopol system can also fire a salvo from multiple artillery pieces on one target using a single laser designator.

After the destruction of the initial target, the LTD operator may request or order another target. If these subsequent targets are close together they should be upwind (from the previous target) to reduce smoke and dust interference with the designator.

Krasnopol is capable of hitting targets moving at speeds up to 36 km/h (22 mph).

Performance problems in India

In December 2006, The Indian Express reported that India's Russian Krasnopol 155mm laser-guided shells have displayed defective performance during Army test-firing in the Mahajan ranges in Rajasthan in 2004 and 2005. In March 2007, Defence Minister Shri AK Antony confirmed the extent of the problem.

In a June 2009 report the Comptroller and Auditor General of India said, "Krasnopol proved to be a complete dud during testing at high altitudes, as it was woefully short on both range and accuracy. 'Such procurement of defective quality ammunition adversely impact the Army's operational preparedness,' "

Since 2019 India uses the M982 Excalibur 155 mm extended range guided artillery shell developed by the US Army, in addition to the Krasnopol.[18] A 2018 competitive assessment by the Indian Army of various available 155mm precision-guided rounds selected the M982 Excalibur for purchase. It did not include Krasnopol in the

comparison. It's believed that the more expensive M982 will eventually replace Krasnopol in the Indian inventory.

Variants

2K25 Krasnopol

The original model of the Krasnopol was designed to be used with former Soviet-Bloc artillery systems of 152 mm (6.0 in), such as D-20, 2S3 Akatsiya, 2A65 (Msta-B). Krasnopol carries a 20.5 kilograms (45 lb) high explosive fragmentation warhead. The entire missile weighs 50 kilograms (110 lb). However, its length made it incompatible with the autoloader of the 2S19 152mm Self-Propelled Gun.

2K25M Krasnopol-M

The Krasnopol-M was a miniaturized version of the projectile, developed in the mid-1990s by Shipunov's team at the KBP Design Bureau taking advantage of new electronics technology acquired in the design of the 120 mm Kitolov-2 guided projectile (similar in construction and purpose; this is, in essence, a smaller model of the Krasnopol to be used with the 2S9 NONA 120 mm mortar and designated 3OF69 and a related projectile for 122 mm howitzers designated Kitolov-2M 3OF69M) was made with a shorter length to enable it to be used with autoloader-equipped self-propelled guns without having to be disassembled into two parts. It also comes in an alternate 155 mm (6.1 in) caliber to allow it to be used with NATO-standard 155 mm howitzers. Besides the reduced total length, the Krasnopol-M also has a different protective cap for the optical seeker.

KM-1M Krasnopol-M2

KM-1M Krasnopol-M2, a further development based on Krasnopol-M, is a 155mm artillery projectile designed to engage armored targets. It uses a semi-active laser (SAL) guidance system in the terminal phase of its trajectory. Krasnopol-M2 GAP (Guided Artillery Projectiles) was developed to be used with artillery systems such as M109A1-6, G5/G6, FH77, TRF1 among others. https://www.armyrecognition.com/defense_news_july_2022_global_security_army_industry/kalashnikov_to_increase_range_and_firepower_of_krasnopol_155mm_smart_munition.html

4. 5G नीलामी: क्या सरकार पब्लिक के पैसों को BSNL पर गंवाने का जोखिम ले सकती है? ([hindi.thequint.com](https://www.hindi.thequint.com)) Updated: Jul 31, 2022

तेजी से उभरती ग्लोबल डिजिटल अर्थव्यवस्था और समाज के लिए 5G इलेक्ट्रोमैग्नेटिक स्पेक्ट्रम आज सबसे मूल्यवान प्राकृतिक संसाधन है. अगर भारत एक महत्वपूर्ण आर्थिक शक्ति बनना चाहता है या फिर खुद को 10 ट्रिलियन डॉलर की अर्थव्यवस्था बनाने के लिए गंभीर है तो अब भारत इस मौके को गंवाने का खतरा मोल नहीं ले सकता.

सरकार जो कि संसाधनों की संरक्षक होती है वही 5G स्पेक्ट्रम के 700 मेगाहर्ट्ज, 3 गीगाहर्ट्ज और 26 गीगाहर्ट्ज बैंड की मालिक है.

लेकिन सरकार को इसे 5G सेवा नेटवर्क बनाने और उस पर सेवाएं देने के लिए बिजनेस घरानों को आवंटित करना होगा. अगर स्पेक्ट्रम बिका नहीं तो इसका मतलब स्पेक्ट्रम की बर्बादी है.

सरकार पिछले 5 साल में अब तक 2G स्पेक्ट्रम में नोशनल लॉस यानि 'कपोल कल्पित नुकसान' की थ्योरी वाली बात से अपना पीछा नहीं छोड़ा पाई है. सरकार ने 2018 से 5G स्पेक्ट्रम को 5 ट्रिलियन रुपये से अधिक की कीमतों पर बेचने की कोशिश की लेकिन कामयाबी नहीं मिली. अंत में इस बार स्पेक्ट्रम की कीमतों में कुछ कमी और स्पेक्ट्रम उपयोग शुल्क को समाप्त करके, 15 जून को बिक्री के लिए 5G स्पेक्ट्रम रखा गया.

स्नैपशॉट

-सरकार 2018 से ही 5 G स्पेक्ट्रम को 5 ट्रिलियन रुपए में बेचने की कोशिश कर रही है लेकिन अब तक फेल रही है. इस बार ये नीलामी के लिए स्पेक्ट्रम रख पाए हैं लेकिन अभी तक थोड़ी की सफलता इन्हें मिली है

-लेकिन ये विडंबना ही है कि जिस दिन 5G स्पेक्ट्रम सेल व्यावहारिक तौर पर खत्म हो गया था उसी दिन सरकार ने BSNL के लिए 1.64 ट्रिलियन रुपए का रिवाइवल पैकेज का ऐलान किया. यह बताता है कि टेलीकॉम सेक्टर किस हालत में आज देश में है.

-आज 10 % से भी कम सब्सक्राइबर BSNL का इस्तेमाल करते हैं और वो भी सिर्फ 2G सेवा के लिए.. ऐसे में इस कंपनी से कोई मकसद पूरा नहीं होता सिर्फ कर्मचारियों की नौकरी का मकसद पूरा होता है .

-यह राष्ट्रीय हित में नहीं है कि स्पेक्ट्रम को बेचकर की गई गाढ़ी मेहनत की कमाई को इस तरह BSNL और MTNL पर गंवाया जाए.

भारतीय टेलीकॉम जगत की दुखद दशा

सरकार को कामयाबी कुछ हद तक ही मिली है. सरकार को अगले 20 साल में कुल 1.5 ट्रिलियन रुपए की रॉयल्टी मिलेगी. विश्व के 60 देशों में अभी पहले से 5G सर्विस चल रही है. अब भारतीय लोग और कारोबारी भी अगले कुछ दिनों में 5G यूज कर पाएंगे. यह भारतीय जनता और इकोनॉमी के लिए बहुत अच्छी बात है.

लेकिन इसकी विडंबना यह है कि 27 जुलाई को जब व्यावहारिक तौर पर 5G स्पेक्ट्रम की बोलियां खत्म हो गईं, सरकार ने BSNL के रिवाइवल के लिए 1.64 ट्रिलियन रुपए का पैकेज एनाउंस कर दिया. साल 2019 में सरकार ने 700 बिलियन रुपए का पैकेज BSNL को दिया था. पैकेज के तहत ये उम्मीद थी कि BSNL 4G सर्विस को शुरू करेगा लेकिन ऐसा हुआ नहीं. अब नया पैकेज फिर से उसी उम्मीद को जगाएगा.

आंशिक रूप से 5जी स्पेक्ट्रम की बिक्री और उसी दिन बीएसएनएल के लिए एक और बचाव पैकेज की घोषणा दूरसंचार क्षेत्र की गड़बड़ी के बारे में बताती है.

सरकार इस बार कुछ हद तक सही

सरकार ने नीलामी में बिक्री के लिए कुल 72 गीगाहर्ट्ज स्पेक्ट्रम की पेशकश की. बिक्री 28 जुलाई को हुई. सभी बोलीदाताओं को सभी 22 सर्किलों में 26 गीगाहर्ट्ज और 3 गीगाहर्ट्ज बैंड में अपेक्षित स्पेक्ट्रम मिला. यह स्पेक्ट्रम रिजर्व प्राइस पर ही बेचा गया था. इस स्पेक्ट्रम का लगभग एक तिहाई हिस्सा बिना बिके रहा. एक बोली लगाने वाले ने 700 मेगाहर्ट्ज बैंड के साथ-साथ स्टेबल रिजर्व प्राइस पर स्पेक्ट्रम खरीदा. सरकार पिछली नीलामी में 700 मेगाहर्ट्ज स्पेक्ट्रम बेचने में विफल रही थी. इस बार फिर से, 700 मेगाहर्ट्ज स्पेक्ट्रम का 60% बिना बिका रह गया है.

कुछ अन्य स्पेक्ट्रम बैंड को भी ऑफर पर रखा गया था. 1800 मेगाहर्ट्ज बैंड के लिए एक या दो सर्किलों को छोड़कर, कोई प्रतिस्पर्धा नहीं थी. कुछ स्पेक्ट्रम बैंड जैसे कि 600 मेगाहर्ट्ज और 800 मेगाहर्ट्ज में किसी ने दिलचस्पी नहीं दिखाई. 2100 मेगाहर्ट्ज और 2300 मेगाहर्ट्ज जैसे दूसरे स्पेक्ट्रम में मांग बहुत सुस्त रही.

सरकार इस स्पेक्ट्रम बिक्री से 1.5 लाख करोड़ रुपये का राजस्व जुटाएगी. हालांकि, एक बड़ा स्पेक्ट्रम अभी भी बिका नहीं है और वो बर्बाद हो जाएगा.

स्पेक्ट्रम की कीमतें बड़ी नाकामी

टेलीकॉम लाइसेंसिंग और स्पेक्ट्रम बिक्री को लेकर भारत की नीति शुरू से ही, यानी 1990 के दशक से ही आक्रामक रही है. 1998 तक चलने वाले पहले चरण में सरकार फिक्स प्राइस चाहती थी. वहीं इंडस्ट्री को इसमें असीम संभावनाएं नजर आईं और उन्होंने ज्यादा बोलियां लगाईं. कुछ ही वर्षों में व्यवस्था चरमरा गई. आखिरी में सरकार को सेक्टर को बचाव के लिए आगे आना पड़ा. अब तक ऑपरेटरों के लिए पहले से जो एक फिक्स प्राइस रेजीम यानि तय मूल्य व्यवस्था चल रही थी, उसकी जगह पर अब रेवेन्यू शेयरिंग मॉडल लाया गया.

इस बदलाव और तेजी से बढ़ती अर्थव्यवस्था ने अब नई परेशानी पैदा कर दी. टेलीकॉम ऑपरेटरों को जबरदस्त मुनाफा हुआ. दरअसल सरकार उन्हें लगभग फ्री में पहले आओ, पहले पाओ वाली नीति पर स्पेक्ट्रम बांटने लगी. यह सिस्टम साल 2010 तक चला और सिस्टम पूरी तरह से भ्रष्ट हो गया. नतीजा हुआ 2G का भयंकर घोटाला. CAG ने ऑडिट करके इस नीति से सरकार को 1.76 लाख करोड़ रुपये के नुकसान की बात कही. सुप्रीम कोर्ट ने सभी लाइसेंस रद्द कर दिए और टेलीकॉम सेक्टर का भट्ठा बैठ गया.

इस पूरे प्रकरण ने रेगुलेटर भारतीय दूरसंचार नियामक प्राधिकरण (ट्राई), और सरकार को पूरी तरह से जोखिम में डाल दिया. स्पेक्ट्रम रिजर्व प्राइस उन स्तरों पर तय किए गए थे जिन्हें कोई लेने वाला नहीं था. सरकार 5जी स्पेक्ट्रम की बिक्री से 5 लाख करोड़ रुपये से अधिक चाहती थी लेकिन पिछले तीन साल से यह बार-बार बेकार कीमतों पर भी स्पेक्ट्रम बेचने में नाकाम रही है.

तथ्य यह है कि 3 गीगाहर्ट्ज और 26 गीगाहर्ट्ज के पास अपने रिजर्व प्राइस की तुलना करने के लिए कुछ बचा ही नहीं था. वो कैसे समझें कि सही प्राइस क्या है क्योंकि ऐसा कोई बैक्रगाउंड था ही नहीं. इस बार सरकार ने रिजर्व प्राइस फिक्स करने में थोड़ी ज्यादा तार्किकता दिखाई और इसे रीजनेबल बनाया. हालांकि, 700 मेगाहर्ट्ज बैंड, पहले के स्तरों से 40% की कमी के बावजूद, अभी भी बहुत महंगा माना जाता था.

फील्ड में जो ऑपरेटर बचे हुए हैं वो इस बात से आश्वस्त हैं कि उनके हाथ प्राइसिंग पावर का कंट्रोल है और उन्हें जरूरी न्यूनतम 5G रिजर्व कीमत पर खरीद की है. बावजूद इसके 5G स्पेक्ट्रम का एक बड़ा हिस्सा अभी भी बिका नहीं है. रिजर्व प्राइस जो है वो मार्केट प्राइस नहीं है.

इसलिए सरकार को यह सलाह है कि वो खुद रिजर्व प्राइस फिक्स करने के ट्रैप से दूर रखे. वो सही प्राइस तय करे और बचे हुए स्पेक्ट्रम को फिर से नीलामी के लिए जल्दी लाए.

BSNL और MTNL की विदाई होने दें?

ये दोनों टेलीकॉम कंपनियां 4G सेवा नहीं दे रही हैं. इसलिए इस बात की दूर दूर तक कोई संभावना नहीं है कि ये कभी 5G सेवा दे पाएंगी. अब देश में 10 फीसदी से भी कम BSNL/MTNL के सब्सक्राइबर बचे हैं और वो भी सिर्फ 2G के लिए है. इसलिए इन कंपनियों का कोई काम बचा है. सिर्फ ये लोगों को नौकरी करते रहने का जरिया भर हैं. साल 2019 में उनके कर्मचारियों की लागत उनकी रेवेन्यू से चार-पांच गुना ज्यादा थी जबकि दूसरी टेलीकॉम कंपनियां 5% की लागत पर काम कर रही थीं. सरकार ने करीब 60,000 कर्मचारियों के VRS के लिए 30,000 करोड़ रुपए की मदद दी.

BSNL या MTNL स्पेक्ट्रम के लिए पैसे नहीं देते. सरकार इक्विटी सपोर्ट मुहैया कराती है ताकि लागत और नेटवर्क स्थापित करने का भार ये उठा सकें. नए पैकेज में सरकार बाकी सभी रेवेन्यू को इक्विटी में बदल रही है. इससे जल्द ही BSNL/MTNL के पास करीब 1 लाख करोड़ रुपए से ज्यादा का इक्विटी कैपिटल होगा. जबकि ये सालाना 15,000 से 18,000 करोड़ रुपए का रेवेन्यू पैदा करेंगे.

सरकार उनके सभी कर्जों का हिसाब-किताब कर रही है. इस बात की बहुत ज्यादा संभावना है कि अगले रिवाइवल पैकेज में सरकार उनका पूरा कर्ज एयर इंडिया की तरह खुद पर ले लेगी.

सरकार इस तरह के रिवाइवल पैकेज से BSNL को फायदे में नहीं ला सकती. सरकार को जितनी जल्दी संभव हो उतनी जल्दी इन दोनों कंपनी को बंद कर देना चाहिए. अब और इनमें पैसा सरकार को नहीं डालना चाहिए चाहे वो 4G नेटवर्क लगाने की बात ही क्यों ना हो.

कंपनी के मौजूदा कस्टमर, टावर और दूसरी एसेट्स (जमीन और बिल्डिंग को छोड़कर) को दूसरी टेलीकॉम कंपनियों को बेचा जा सकता है. जमीन और इमारतों को लैंड मैनेजमेंट कॉरपोरेशन को ट्रांसफर किया जा सकता है. यह राष्ट्रीय हित में नहीं है कि गाढ़ी मेहनत और स्पेक्ट्रम सेल से की गई कमाई को इस तरह बेतुका ढंग से BSNL & MTNL को बचाए रखने के लिए बर्बाद किया जाए. <https://hindi.thequint.com/voices/opinion/5g-auction-can-india-really-afford-to-squander-hard-earned-resources-on-bsnl#read-more>

5. क्यों नहीं साफ हुई गंगा 2022 तक, वादा था बीजेपी का (ndtv.in) Updated: Jul 29, 2022

गंगा, सिर्फ इतना कहने से मन तृप्त नहीं होता, मां गंगा कहने से होता है। लेकिन राजनीति में जब मां गंगा उच्चरित होती है तो उसका भाव हमेशा वैसा नहीं होता जैसा धर्म और संस्कृति की मान्यताओं में होता है। 2014 में मां गंगा ने बुलाया था। सबके खाते में लाखों रुपये भेजने के साथ-साथ उस चुनाव में मां गंगा का बुलाना भी एक बड़ा प्रतीक बना। उसी का नतीजा था कि 2015 में नमामि गंगे प्रोजेक्ट का एलान हुआ तो उम्मीद जगी कि गंगा का भला होगा, गंगा राजनीति के कारण प्राथमिकता के केंद्र में बनी रही। लेकिन जब 2019 का चुनाव आया तब भारतीय जनता पार्टी ने आज़ादी के 75 वें वर्ष के लिए देश के लिए 75 संकल्पों की घोषणा की थी। इन 75 संकल्पों 15 अगस्त 2022 तक पूरा कर लेने का विश्वास जताया गया था जब देश आज़ादी का 75 वां वर्ष मना रहा होगा। 15 अगस्त में कितने कम दिन बचे हैं। इस सूची में पहले नंबर पर लिखा है कि किसानों की आमदनी दोगुनी होगी। क्या हो गई? 73वें नंबर पर है कि 15 अगस्त 2022 तक गंगा निर्मल हो जाएगी, क्या हो गई? पहले नंबर का लक्ष्य पूरा हुआ, न 73 वें नंबर का। 2014 के घोषणा पत्र में भी बीजेपी ने वादा किया था कि गंगा को प्राथमिकता के आधार पर स्वच्छ किया जाएगा। यह सवाल भी है कि 2014 की प्राथमिकता 2019 में 73 वें नंबर पर कैसे पहुंच गई? 75 संकल्पों की सूची में मां गंगा की सफाई के मामले को 73 वां स्थान मिला। बीजेपी चाहे तो घोषणापत्र फिर से पढ़ सकती है और प्रधानमंत्री मोदी के भाषण को याद कर सकती है जिसमें वे कहते हैं कि गंगा के बिना हिन्दुस्तान की चर्चा ही नहीं हो सकती है।

अफसोस कि बीजेपी की ही सरकार के राज्य मंत्री दिनेश खटिक अमित शाह को पत्र लिखकर बताते हैं कि नमामि गंगे में जमकर भ्रष्टाचार हो रहा है। मीडिया ने इसे मंत्री का राजनीतिक बयान मान लिया लेकिन क्या मंत्री ने गंगा का राजनीतिक इस्तेमाल क्यों किया इस पर सवाल ही नहीं किया। हमें लगा था कि यूपी के अखबारों में नमामि गंगे के भ्रष्टाचार के दावों को लेकर खबरें भर जाएंगी ऐसा नहीं हुआ। नमामि गंगे प्रोजेक्ट के तहत काफी काम हुए भी हैं, यह कहना ठीक नहीं होगा कि कुछ नहीं हुआ लेकिन भ्रष्टाचार हुआ है इस पर चुप्पी है।

क्यों नमामि गंगे के सात साल बाद नेशनल ग्रीन ट्रिब्यूनल को कहना पड़ता है कि गंगा में आधा पानी बिना साफ किए हुए गिर रहा है। मतलब गंगा साफ नहीं हो रही है। ट्रिब्यूनल ने यह भी कहा है कि राज्यों के प्राधिकरण अच्छा काम नहीं कर रहे हैं, राष्ट्रीय गंगा मिशन इनके खिलाफ कड़ी कार्रवाई करने की स्थिति में नहीं हैं।

बीजेपी के घोषणा पत्र के अनुसार 2022में गंगा को साफ हो जाना था। 2019 में बीजेपी ने इसे मील के पत्थर के रूप में लिखा था कि जब देश आज़ादी का 75 वां वर्ष मना रहा होगा तब गंगा साफ हो चुकी होगी लेकिन अमृत महोत्सव के दौरान गंगा की सफाई को कितनी बार याद किया गया? पत्र सूचना कार्यालय ने गंगा गान बनवाया है। यू ट्यूब पर इसे 12 जुलाई 2016 को अपलोड किया गया था।

2016 में बना यह गंगा गान बेहद प्रभावशाली है।कर्नाटिक संगीत की महान हस्ती और त्रिचुर ब्रदर्स के नाम से मशहूर श्रीकृष्ण मोहन और रामकुमार मोहन ने संगीत दिया और बनाया है। इसका निर्देशन दीपिका

चंद्रशेखरन का है। PIB ने इसे जनहित में जारी किया है। काफी अच्छा बना है। काश गंगा इसी तरह से साफ हो जाती, क्या इतना साफ हो पाएगी?

इस वीडियो को पेशेवर ढंग से बनाया गया है। इसकी क्वालिटी बहुत अच्छी है। इसे सुनते ही आप भावुकता के प्रवाह में बहने लगते हैं और भूल जाते हैं कि यूपी के राज्य मंत्री ने नमामि गंगे प्रोजेक्ट में जमकर भ्रष्टाचार होने का आरोप लगाया है। क्या गंगा गान देखने के बाद भी ऐसे लोग हैं जो गंगा के मामले में करप्शन कर सकते हैं? लेकिन वो लगो कहां हैं जिन्होंने वादा किया था कि 2022 तक गंगा निर्मल हो जाएगी। इसलिए यह समय है कि उन लोगों को उन्हीं का बनाया गंगा गान फिर से सुनाया जाए ताकि पता चले कि वे गंगा को लेकर जब सोचते हैं तो कितना सुंदर खयाल होता है लेकिन जब काम का हिसाब देने की बात आती है तो कोई नहीं बताता कि 2020 (2022?) आधा बीत गया, गंगा साफ क्यों नहीं हुई? 2019 में बीजेपी ने घोषणा पत्र में तय किया था कि 2022 में गंगा निर्मल हो जाएगी।

3:03 से लेकर 5:38 माना तेरी हर बूंद में...बहती हुई ममता मिली...तू है तेरी तन पर फेरे, मन मन को भी निर्मल करे, दिस तरह को तू छुए जीवन से उसको सींच दे, लेकर आया हर कोई बस पाप तुझको सौंप दे, फिर भी तू बहती चले, सबको लगाकर गले सव्दा अमृत तुझे ही झू कर जाना, प्रसिदा...प्रसिदा...प्रसिदा...नमामि गंगे...नमामि गंगे

राजनीति और धर्म से न भी देखें तब भी गंगा से दिल लग जाता है। बल्कि नदियों से ऐसे ही दिल लग जाता है। कोई ब्रह्मपुत्र को भी ऐसे ही चाहता है और कोई नर्मदा को भी लेकिन क्या यह हमारी असफलता नहीं कि गंगा को लेकर इतनी योजनाओं के बाद भी वह निर्मल नहीं हो सकी। हम सब खानापूति तो नहीं कर रहे, एक गंगा गान बना दिया, फिर उसी को भूल गए।

2015 से गंगा का अभियान चल रहा है इसके बाद भी यूपी प्रदूषण बोर्ड के अधिकारी इलाहाबाद हाईकोर्ट में नहीं बता सके कि नमामि गंगे के तहत यूपी को कितना पैसा मिला है, नदी क्यों साफ नहीं हो रही है, जागरण ने कोर्ट की सुनवाई के बारे में रिपोर्ट किया है कि अदालत ने पूछा है कि प्रयागराज में अदाणी की कंपनी साफ कर रही है लेकिन उसके साथ सरकार ने करार ही ऐसा किया है कि नदी साफ नहीं होगी। जागरण की रिपोर्ट के अनुसार कोर्ट ने कहा कि ऐसे करार होने से गंगा साफ नहीं होगी। कोर्ट ने यहां तक कह दिया कि प्रदूषण बोर्ड ही भंग कर देना चाहिए अगर इनसे नदी साफ नहीं होती है। और ऊपर से यह खबर, मंत्री ही कह रहे हैं कि नमामि गंगे में भ्रष्टाचार है। उसके बाद से दिनेश खटिक का नमामि गंगे को लेकर कोई बयान नहीं आया।

गंगा की सफाई का मामला बेहद गंभीर मामला है। 1986 से ही गंगा एक्शन प्लान चल रहा है। 2018 में प्रो जी डी अग्रवाल ने गंगा में खनन को रोकने के लिए 111 दिनों तक अनशन की। उसके बाद उनकी मौत हो गई। गंगा के लिए उन्होंने जान दे दी। आखिर ग्रीन ट्रिब्यूनल को क्यों कहना पड़ता है कि आधा पानी बिना साफ हुए ही गंगा में गिर रहा है। जबकि नमामि गंगे योजना के रूप में 2015 से चल रही है।

इसके पहले मनमोहन सिंह ने 4 नवंबर 2008 गंगा को राष्ट्रीय नदी का दर्जा दिया था। अगर यही काम मोदी सरकार ने किया होता तो हर साल 4 नवंबर को गंगा दिवस मनाया जा रहा होता लेकिन तब मनमोहन सिंह ने बिना किसी ताम-झाम के इसकी घोषणा कर दी। इसी के साथ नेशनल गंगा रिवर बेसिन अथॉरिटी

की स्थापना हुई। प्रधानमंत्री को इसका चेयरमैन बनाया गया। राष्ट्रीय नदी की घोषणा के एक साल बाद जब टाइम्स आफ इंडिया ने जानना चाहा कि गंगा को राष्ट्रीय नदी घोषित करने के बाद कितना फर्क आया है। इस रिपोर्ट में रिवर बेसिन अथारिटी के सदस्य डॉ बी डी त्रिपाठी का बयान है कि प्रधानमंत्री ने अथारिटी की बैठक बुलाई है और राष्ट्रीय नदी घोषित करने के एक साल बाद काफी सारे काम हुए हैं। लेकिन इसी रिपोर्ट में BHU में गंगा रिसर्च लैब के प्रमुख डॉ UK चौधरी ने निराशा जताते हुए कहा था कि प्रधानमंत्री मनमोहन सिंह को गंगा का संविधान बनाना चाहिए।

इसी रिपोर्ट में जयराम रमेश तबके पर्यावरण मंत्री का संसद में दिया गया बयान है कि गंगा और यमुना 20 साल में पहले से ज्यादा मैली हुई हैं जबकि इनकी सफाई पर 1700 करोड़ खर्च हुए हैं। ये 2009 की बात है। नमामि गंगे को लेकर घोषणाओं का सिलसिला देखने से लगता है कि सरकार यह योजना कभी नहीं भूली। कहीं ऐसा तो नहीं कि ज्यादा ध्यान प्रेरणा पर ही लगा हुआ है कि कैसे लोगों को प्रेरित किया जाए

केंद्र सरकार ने कार्टून के मशहूर किरदार चाचा चौधरी को राष्ट्रीय स्वच्छ गंगा मिशन का शुभंकर बनाया था। पिछले साल अक्टूबर में ताकि चाचा चौधरी के बहाने बच्चों और लोगों में गंगा की सफाई को लेकर जागरूकता पैदा की जा सके। चाचा चौधरी का वीडियो दिखाने से पहले हम यह भी बता दें कि इस अभियान के तहत जागरूकता पैदा करने और शोध के लिए भी बजट है। लेकिन इस साल मार्च में संसद की स्थायी समिति ने अपनी रिपोर्ट में कहा है कि इस अभियान को लेकर जागरूक करने के लिए 2014 से 2021 के बीच 284 करोड़ रुपए मंजूर किए गए थे। यह पैसा कैसे खर्च होता है

CAG ने लिखा है कि गंगा अभियान को लेकर सारे विज्ञापन DAVP विज्ञापन और दृश्य प्रचार निदेशालय के ज़रिए जारी होने थे लेकिन पाया गया है कि राष्ट्रीय स्वच्छ गंगा मिशन ने अन्य विज्ञापन एजेंसियों से काम लिया है और उनके ज़रिए प्रिंट का विज्ञापन जारी किया है। इसके बदले में उन एजेंसी को कई लाख रुपये कमीशन के तौर पर दिए गए। सरकार ने जो नीति तय की थी उसके अनुसार नहीं किया गया।

2018 में बनजोत कौर ने डाउन टू अर्थ में इसकी रिपोर्ट की थी। हमने उसी रिपोर्ट से आपको बताया उसमें यह भी था कि 2016 में राष्ट्रीय गंगा मिशन के गठन के बाद 2018 तक तीन बैठकें होनी चाहिए थी, लेकिन हुई एक। अब आते हैं चाचा चौधरी की बात पर। उनका गंगा से कोई संबंध नहीं मगर चाचा चौधरी लोकप्रियता के मामले में किसी से कम भी नहीं हैं।

1 अक्टूबर 2021 की PIB की प्रेस रिलीज में बताया गया है कि राष्ट्रीय स्वच्छ गंगा मिशन NMCG की 37 वीं कार्यकारी बैठक में चाचा चौधरी को शुभंकर बाने का फैसला किया गया ताकि बच्चों को जागरूक किया जा सके। इसका बजट सवा दो करोड़ का बजट रखा गया है। इसी प्रेस रिलीज में यूपी के बारे में जानकारी है कि 12,472 किलोमीटर की सीवर लाइन बिछाई जाएगी। इसे STP प्लांट से जोड़ा जाएगा। पहले चरण में 7.60 किलो मीटर की सीवर लाइन का काम पूरा हुआ है और 4,872 किलोमीटर का काम प्रगति पर है। यह अक्टूबर 2021 की जानकारी है।

इसी अप्रैल में मुख्यमंत्री योगी आदित्यनाथ ने ट्विट किया था कि गंगा अभियान के 46 में से 25 प्रोजेक्ट पूरे हो गए। 19 पर काम चल रहा है। सारी योजनाएं समयबद्ध तरीके से पूरी हो रही हैं।

गंगा में गिरने वाला आधा पानी साफ नहीं है, ग्रीन ट्रिब्यूनल का कहना है। 2015 में मोदी कैबिनेट ने अगले पांच साल में 20,000 करोड़ रुपये खर्च किए जाने को मंजूरी दी थी। 2019 में बीजेपी ने मेनिफेस्टों में वादा किया था कि 2022 में गंगा साफ हो जाएगी। नेशनल ग्रीन ट्रिब्यूनल के चेयरमैन जस्टिस आदेश कुमार गोयल ने कहा है कि गंगा का पानी इतना साफ होना चाहिए कि लोग न सिर्फ नहा सकें बल्कि आचमन भी कर सकें।

आज के हिन्दुस्तान में हिमांशु झा की खबर है कि गंगा का पानी 97 स्थानों पर आचमन के लायक भी नहीं है। अभी भी 60 जगहों पर सीवेज का पानी गिर रहा है। उत्तराखंड, यूपी, बिहार, झारखंड और पश्चिम बंगाल में जितना सीवेज हर दिन निकलता है उसका 40 प्रतिशत सीवेज का ही ट्रीटमेंट होता है। बाकी सीधे गंगा में गिरता है। क्योंकि 226 सीवेज ट्रीटमेंट प्लांट अपनी क्षमता से कम पर काम कर रहे हैं। यूपी में 118 STP हैं। 83 प्रतिशत क्षमता पर काम करना इतना बुरा रिकार्ड भी नहीं है लेकिन गंगा साफ नहीं हो रही है यह भी एक तथ्य तो है ही। इस रिपोर्ट के अनुसार कई सारी STP नियमों और मानकों के हिसाब से काम नहीं कर रही हैं।

हमारे सहयोगी अजय सिंह ने बनारस से एक रिपोर्ट की है। इलाहाबाद हाईकोर्ट ने कहा है कि जब यूपी प्रदूषण नियंत्रण बोर्ड गंगा में हो रहे प्रदूषण की जांच और कार्रवाई नहीं कर पा रहा है तो ऐसे में उसके गठन का कोई औचित्य नहीं है। क्यों न प्रदूषण नियंत्रण बोर्ड को खत्म कर दिया जाए। इस मामले की सुनवाई कर रही हाईकोर्ट की तीन जजों की व्यापक खंडपीठ ने डायरेक्टर जनरल से कहा है कि एक महीने के भीतर बताएं कि गंगा को स्वच्छ व निर्मल बनाने में खर्च किये गए अरबों के बजट का पूरा ब्यौरा पेश करने को कहा है। साथ ही उनसे यह भी बताने को कहा है कि अरबों रुपये खर्च किये जाने के बावजूद गंगा अब तक साफ क्यों नहीं हो सकी है।

2019-23 के बीच सीवेज ट्रीटमेंट प्लांट, घाट और शवदाह गृह को लेकर 127 प्रोजेक्ट का लक्ष्य रखा गया था, इनमें से 80 पूरे हो गए हैं। 1580 किलोमीटर लंबी सीवेज लाइन बिछी है। 82 घाट का जीर्णोद्धार हुआ है। विकास हुआ है। 20 शवदाह गृह बने हैं। 30,000 हेक्टेयर इलाके में वृक्षारोपण किया गया है। 56 लाख से अधिक मछलियां नदी में छोड़ी गई हैं। 930 कछुए छोड़े गए हैं। 37 साल से गंगा को साफ करने का अभियान चल रहा है लेकिन गंगा की सफाई मंजिल से काफी दूर नज़र आती है।

15 अगस्त 2022 आ रहा है, इसके लिए बीजेपी ने 75 संकल्प तय किए थे। इन दिनों उन 75 संकल्पों की चर्चा सुनाई नहीं देती है, उसकी जगह पर एक नई चर्चा आ गई है। घर घर तिरंगा अभियान ज़ोर पकड़ चुका है। कहाँ जा रहा है लोग तिरंगा फहराएँ ये कहाँ जाना चाहिए कि गंगा देखने चलो गंगा साफ हो गई है

सौरव शुक्ल गुजरात में हैं। यहां ज़हरीली शराब पीने से 50 से अधिक हो चुकी है। 100 से ज्यादा लोग अस्पताल में ज़िंदगी और मौत से लड़ रहे हैं, लेकिन इस बड़े हादसे के बावजूद गुजरात के तमाम शहरों में देसी शराब रोक के बावजूद धड़ल्ले से बिक रही है। और तो और शराब की home delivery भी की जाती है.....

मध्य प्रदेश के सागर में एक ही इंजेक्शन से 40 बच्चों को टीका लगाने का मामला सामने आया है। कई बार ऐसी चीज़ें समझ नहीं आती कि क्यों हुआ, इंजेक्शन की कमी तो होती नहीं, जो डाक्टर नर्स नहीं है

उसे भी पता है कि इंजेक्शन के बाद सीरीज़ और सुई को फेंक दिया जाता है। तब भी ऐसी गलती कैसे हो गई

ED के अधिकारों के दुरुपयोग पर चर्चा चल रही है। आज ही मनी लॉड्रिंग के लिए बनी विशेष अदालत ने ED की खिंचाई की है। आम आदमी पार्टी के नेता नागेंद्र शर्मा ने ट्विट कर यह जानकारी दी है। उनके अनुसार दिल्ली के स्वास्थ्य मंत्री सत्येंद्र जैन के मामले में कहा है कि जैन किसी कंपनी के निदेशक तक नहीं हैं, फिर इन्हें मुख्य आरोपी कैसे बनाया जा सकता है? PMLA कोर्ट ने यह भी कह दिया कि ED जो फोटो काफी लेकर आई है उसे साक्ष्य नहीं माना जा सकता है। इसके बाद भी कोई कहे कि कानून अपना काम कर रहा है तो आपको समझना चाहिए कि कानून किसके लिए काम कर रहा है।

भोपाल में इंजीनियरिंग के छात्र निशांक राठौर की मौत को लेकर पुलिस, एसआईटी और अब सायबर सेल की जांच एक दिशा में जाती नज़र आ रही है। साइबर फॉरेंसिक रिपोर्ट में खुलासा हुआ है कि निशांक कर्ज में डूबा था। ये भी पता लगा है कि खुदकुशी से घंटे भर पहले तक मोबाइल को उसके फिंगर प्रिंट से ही कई बार खोला गया उसपर किसी और की उंगलियों के कोई निशान नहीं मिले हैं। <https://ndtv.in/blogs/prime-time-with-ravish-kumar-why-ganga-was-not-cleaned-till-2022-was-the-promise-of-bjp-3207388>

6. CVC, ED से लोकपाल तक, लापता होती संस्थाएं: धीमी मौत मर रहा है लोकतंत्र? (hindi.thequint.com) Updated: Jul 31, 2022

भारत में एक लॉ कमीशन यानी कानून आयोग है, यह कानून के जटिल मुद्दों पर सरकार को सलाह देता है और समाज पर प्रभाव डालने वाले कानूनी मुद्दों पर सरकार को आगे विचार करने में मदद करता है। 2020 में 22वें लॉ कमीशन को अधिसूचित किया गया था, इसका तीन साल का कार्यकाल समाप्ति की ओर है। लेकिन सही मायने में देखें तो इस आयोग का अस्तित्व ही नहीं है, इसलिए इसे समाप्त करना कठिन होगा। 22वें कानून आयोग में कभी कोई अध्यक्ष, कोई सदस्य या पार्ट-टाइम सदस्य नहीं रहा। यह दर्शाता है कि भारत में संस्थानों कैसे खोखला किया जा रहा है। ये संस्थाएं सरकार पर निगरानी रखती हैं ताकि वो राजशाही या सल्तनत की तरह काम न करने लग जाएं।

महत्वपूर्ण संस्थानों की "रिक्तियां" अपने आप में एक काली कहानी बयां कर रही हैं। एक विशाल और जटिल लोकतंत्र के संस्थागत स्तंभ कैसे कार्य करते हैं और कैसे नहीं करते हैं, इसको डॉक्यूमेंट करना काफी कठिन है।

यहां इस बात पर विस्तृत विश्लेषण किया गया है कि राष्ट्रीय बाल अधिकार संरक्षण आयोग (NCPCR) और मानवाधिकार आयोग एग्जीक्यूटिव के टूल की तरह काम कर रहे हैं। ये किसी भी तरह से सवाल नहीं उठाते हैं। इसके साथ ही ये (दोनों आयोग) सत्ताधारी पार्टी और उसके पॉलिटिकल नैरेटिव को आगे बढ़ाने का काम कर रहे हैं। हालांकि ऐसे मामले में जहां संस्थाएं गायब हो जाती हैं, क्योंकि उन पदों को भरने के लिए किसी को नहीं चुना जाता है, तो इसका तात्पर्य है यह कि जिन कार्यों को करने का उनका जो इरादा (जैसे कि प्रहरी के तौर पर काम करना और तीसरे अंपायर और रेफरी के रूप में कार्य करना, जिसे एक जीवंत लोकतंत्र माना जाता है) था, वह पूरा नहीं हुआ। इसके बाद एग्जीक्यूटिव स्वतंत्र हो जाते हैं।

खोखले संस्थानों की एक लंबी सूची है

अन्य प्रमुख संस्थान कौन से हैं, जहां रिक्तियां हैं?

पहला, गत वर्ष 9 सितंबर 2021 को जनरल बिपिन रावत की एक हादसे में दुर्भाग्यपूर्ण मौत हो गई थी, उसके बाद आठ महीने से ज्यादा का समय बीत चुका है लेकिन अभी तक चीफ ऑफ डिफेंस स्टाफ (CDS) की कुर्सी खाली है. जैसा कि हमें बताया गया था कि सीडीएस का पद काफी अहम था और पूरे डिफेंस ढांचे को पुनर्गठित किया जा रहा था. हाल ही में जिस योजना को लेकर जमकर हल्ला मचा उस अग्निवीर योजना को बिना किसी पायलट प्रोजेक्ट या चर्चा के यहां तक कि बिना सीडीएस के समग्र रोलआउट की जिम्मेदारी लिए लागू किया गया.

दूसरा, CVC यानी केंद्रीय सतर्कता आयोग की बात करें तो सुरेश एन पटेल (एक बैंकर) केवल एकमात्र कार्यवाहक केंद्रीय सतर्कता आयुक्त (Central Vigilance Commissioner) हैं. बाकी के दो पद 2020 से ही रिक्त पड़े हैं. सरकार के प्रस्ताव पर 1964 में इस आयोग की स्थापना की गई थी, जिसे 2003 में एक स्वतंत्र वैधानिक निकाय का दर्जा दिया गया. एक शीर्षस्थ सतर्कता संस्थान के तौर पर इसकी जिम्मेदारी भ्रष्टाचार से लड़ना और लोक प्रशासन एवं शासन प्रक्रियाओं में अखंडता सुनिश्चित करना है.

तीसरा, लोकपाल में भी केवल 'एक्टिंग' चेयरमैन यानी कार्यवाहक अध्यक्ष हैं, जिन्हें 28 मई 2022 को इस पद की जिम्मेदारी दी गई. यहां महत्वपूर्ण रिक्तियां हैं. न्यायिक सदस्य (Judicial Member) के 4 में से 2 पद खाली पड़े हैं. लोकपाल खुद को "सार्वजनिक पदाधिकारियों के खिलाफ भ्रष्टाचार के आरोपों की पूछताछ और जांच करने के लिए स्वतंत्र भारत में अपनी तरह के पहले संस्थान के तौर पर वर्णित करता है. इसकी स्थापना लोकपाल और लोकायुक्त अधिनियम, 2013 के तहत की गई है."

इलाहाबाद उच्च न्यायालय के पूर्व मुख्य न्यायाधीश जस्टिस दिलीप बी भोसले लोकपाल के उन चार न्यायिक सदस्यों में शामिल थे, जिन्हें मार्च 2019 में नियुक्त किया गया था. लेकिन जस्टिस भोसले ने शपथ लेने के ठीक नौ महीने बाद ही अपने पद से इस्तीफा दे दिया. उन्होंने द प्रिंट से कहा था कि "मुझे ऐसा लग रहा था जैसे कि मैं अपना समय बर्बाद कर रहा हूं... मैं पूरी तरह से निष्क्रिय या बेकार बैठा रहा... अगर लोकपाल इसी तरह से अपना काम जारी रखता है तो वह अपने उद्देश्यों से तालमेल बिठाने में विफल हो जाएगा. वह वहां तक नहीं पहुंच पाएगा."

चौथा, प्रवर्तन निदेशालय यानी की ED की जिम्मेदारी मनी लॉन्ड्रिंग और विदेशी मुद्रा कानून के उल्लंघन के मामलों को देखने और उसकी जांच करने की है. जैसा कि इस सप्ताह संसद में खुलासा किया गया कि ईडी के तहत 17 वर्षों में दर्ज किए गए मामलों में मोदी सरकार दो तिहाई से अधिक मामलों के लिए जिम्मेदार है. ईडी का प्रयोग काफी बढ़ गया है और इस समय यह लगातार खबरों में भी है, खासतौर पर तब जब इसमें बीजेपी के राजनीतिक प्रतिद्वंद्वी शामिल हों. ईडी द्वारा राजनीतिक हस्तियों का पीछा करने या उन्हें टारगेट करना महज संयोग तो नहीं हो सकता.

अनुचित "एक्सटेंशन" का दौर

पांच, गृह और रक्षा सचिवों और केंद्रीय जांच ब्यूरो (CBI) और प्रवर्तन निदेशालय (ED) के निदेशकों का कार्यकाल 2005 के नियमों के अनुसार दो साल का होना था. लेकिन यह नाजुक संस्थान एक अजीबोगरीब सिंड्रोम से जूझ रहे हैं, वह सिंड्रोम है चीफ 'एक्सटेंशन पर' हैं.

महत्वपूर्ण पदों पर लंबे समय तक किसी संस्था या एजेंसी के चीफ का एक्सटेंशन यानी विस्तार करने से जनता के बीच उस संस्था/एजेंसी, उसके/उसकी जूनियर्स और टीम में विश्वास कम होता है. प्रवर्तन निदेशालय (ED) के डायरेक्टर संजय कुमार मिश्रा 2020 में रिटायर हुए थे, लेकिन वे एक्सटेंशन पर रहकर ऑफिस में बने रहे. 2021 में सुप्रीम कोर्ट ने आदेश दिया था कि मिश्रा को अब कोई और एक्सटेंशन नहीं दिया जाना चाहिए लेकिन इसके बावजूद भी उन्हें एक और एक्सटेंशन दिया गया. लंबे समय तक सेवा देने के तुरंत बाद वे मोदी सरकार द्वारा लाए गए विवादास्पद अध्यादेश के पहले लाभार्थी बने थे.

छह, रिसर्च एंड एनालिसिस विंग (रॉ) के चीफ समर्थ गोयल भी एक साल के एक्सटेंशन पर हैं. सूचना और सुरक्षा के संस्थागत ढांचे में रॉ एक महत्वपूर्ण घटक के तौर पर शामिल है.

सात, देश के शीर्ष वित्तीय प्रहरी भारत के नियंत्रक और महालेखा परीक्षक (CAG) कार्यालय में हैं. लेकिन द न्यू इंडियन एक्सप्रेस द्वारा एक आरटीआई से प्राप्त जानकारी के मुताबिक कैग रिपोर्ट अपने मानक प्रदर्शन के अनुरूप नहीं थीं. 2015 यानी मोदी सरकार आने के एक साल बाद कैग की रिपोर्ट अपने चरम पर थीं. लेकिन कुछ वर्षों बाद दृश्य बदला और 2017 में जहां इस एजेंसी (कैग) ने 8 डिफेंस ऑडिट रिपोर्ट प्रस्तुत की थी उसकी संख्या 2020 में घटकर शून्य (0) हो गई. 2014 से तीन साल पहले प्रधान मंत्री मनमोहन सिंह के कार्यकाल के दौरान कैग ने 2011 में 39, 2012 में 26 और 2013 में 34 रिपोर्ट दर्ज की थी. 2014 में यह आंकड़ा बढ़कर 37 पर पहुंच गया था और 2015 में जब कैग की रिपोर्ट्स अपने चरम पर थीं, तब यह आंकड़ा 55 का था.

इसके बाद के अगले पांच वर्षों यानी 2016, 2017, 2018, 2019 और 2020 में कैग रिपोर्ट्स में गिरावट दर्ज हुई. ये क्रमशः 42, 45, 23, 21 और 14 के आंकड़ों पर आ गईं. अखबार द्वारा जुटाई गई जानकारी से पता चला कि केंद्र सरकार और उसके मंत्रालयों से जुड़े कैग ऑडिट्स में इस दौरान " 74.5 प्रतिशत की गिरावट" आई थी.

आठ, पिछले आठ वर्षों में कई सालों तक केंद्रीय सूचना आयोग यानी सेंट्रल इंफॉर्मेशन कमीशन में कई सदस्य और इसके मुखिया लापता थे, जब तक कि याचिकाकर्ताओं ने नियुक्तियों को सुनिश्चित करने और जानकारी को नहीं दबाने के लिए सर्वोच्च न्यायालय का रुख नहीं किया. पिछले साल सुप्रीम कोर्ट ने सूचना के अधिकार अधिनियम के तहत सूचना आयुक्तों के पदों को समयबद्ध भरने के अपने 2019 के फैसले के अनुपालन पर केंद्र और राज्यों को स्टेटस रिपोर्ट दाखिल करने का निर्देश दिया था.

अनकहा शब्द केंद्रीयकरण है

जब नियुक्तियां नहीं होती हैं और नियुक्तियों की प्रक्रिया पारदर्शी, सहज और पहले से तय तौर पर नहीं होती है, तो इसके दूरगामी परिणाम होते हैं. अगर किसी व्यक्ति की नियुक्ति एक्सटेंशन पर होती है तो इससे उस व्यक्ति और संस्था की विश्वसनीयता के साथ-साथ उसकी सर्विस और टीम भी प्रभावित होती है. एक्सटेंशन की व्याख्या सर्विस में अविश्वास के तौर पर देखी जाती है.

संस्थाएं कार्यपालिका की जवाबदेही को लागू करने में महत्वपूर्ण भूमिका निभाती हैं। राजनीतिक वैज्ञानिकों के अनुसार सरकार की जवाबदेही लोगों के लिए लंबवत (vertical), विधायिका के लिए क्षैतिज (horizontal) और संस्थानों, मीडिया एवं न्यायपालिका के लिए तिरछी (diagonal) होती है। जब सभी तरफ खींचतान बनी रहती है तभी नागरिकों को एक उत्तरदायी और सतर्क सरकार मिलती है।

खाली पदों और ऑफिसों के लिए राजनीतिक कार्यपालिका की उपेक्षा और अक्षमता का हवाला देना लुभावना है। लेकिन लोकतांत्रिक कार्यप्रणाली के सभी सूचकांकों पर भारत का गिरता हुआ स्कोर हमें खुली वास्तविकता का सामना करने के लिए मजबूर करता है।

जांच से बचने के लिए इन महत्वपूर्ण कार्यालयों में से प्रत्येक में सरकार द्वारा एक वफादार की अथक खोज के गंभीर परिणाम हो सकते हैं।

निगरानी की अनुपस्थिति केवल 'पॉलिसी पैरालिसिस' के बारे में नहीं है बल्कि यह केंद्रीकरण की खतरनाक राजनीति का परिणाम है। जोकि पूर्ण सार्वजनिक दृष्टिकोण में लोकतंत्र को खोखला कर सकती है। संस्थाओं के लपता होने का मामला कोई ऐसी-वैसी बात नहीं है, जिसे हल्के में लिया जाए। <https://hindi.thequint.com/voices/opinion/cvc-ed-raw-cbi-law-commission-heads-are-missing-or-on-extension-effect-of-democracy#read-more#read-more>

STATES NEWS ITEMS

7. Now, CAG scrutiny on Kerala govt entity financing LIFE Mission Life Mission (onmanorama.com) Updated: Jul 30, 2022

Thiruvananthapuram: The Comptroller and Auditor General (CAG) has started a special audit on Kerala Urban and Rural Development Finance Corporation (KURDFC) that funds the LIFE Mission activities to build free houses for the homeless. It has started collecting information from the State Finance Department.

If the CAG includes the KURDFC's borrowings of Rs 6,000 crore also under the State's account, there would further be a decrease of the same amount from the State's borrowing limit with the Centre.

The KURDFC is a financial enterprise of the State Government. It has borrowed about Rs 6,000 crore from HUDCO and other agencies, so far. Three-fourth of the amount has been handed over to the LIFE Mission.

The CAG scanner was on the Kerala Infrastructure and Investment Fund Board (KIIFB) and Kerala Social Security Pension Limited (KSSPL) for its off-budget borrowings. Earlier, the Rs 14,000 crore borrowed by KIIFB and KSSPL were added to the State's total debt.

The CAG was the first to recommend that the borrowings on behalf of KIIFB and KSSPL must also be considered as the State's debt. After this, the Central Government cut down the State's borrowing limit by Rs 14,000 crore considering the borrowings made by KIIFB and KSSPL. Though the total debt of Kerala during 2020–

21 was at Rs 3.08 lakh crore, the CAG rectified its report by adding Rs 16,496 crore as 'offbudget borrowings', making the total debt of the State Government Rs 3.24 lakh crore.

More than 5.64 lakh people await homes

Thiruvananthapuram: As many as 5,64,091 have been listed in the revised draft for those eligible for a house under the LIFE Mission project. While 3,66,570 of the lot are homeless land owners, 1,97,521 are homeless and landless. This includes 1,14,557 from the Scheduled Caste communities and 16,661 from the Scheduled Tribe communities.

The final list would be published on August 16 after making the changes recommended by the respective Grama Sabhas.

Under the LIFE Mission project, houses are being built using its own funds and those loaned by the KURDFC. These borrowings are being repaid from the development grant allotted to the local self-governance institutions. <https://www.onmanorama.com/news/kerala/2022/07/30/cag-scrutiny-life-mission.html>

8. Social security pension: 9,600 beneficiaries found ineligible in Kerala ([onmanorama.com](https://www.onmanorama.com)) August 1, 2022

Thiruvananthapuram: Undeserving public too have managed to corner social security pensions in Kerala. A total of 9,600 beneficiaries of the government handouts were found to own over two acres of land. Now, the Local Self-Government Department (LSGD) has begun proceedings to remove them from the scheme.

An inquiry by the Finance Department revealed some of the beneficiaries were even receiving rubber subsidies and other benefits. The LSGD institutions will send them notice, conduct a hearing, and again verify the land documents before initiating the action. The decision of the local-self governing bodies will be crucial in this regard.

The rule stipulates that the beneficiaries of the social security pension, other than those belonging to the Scheduled Caste category, should not hold over two acres of land in their own name or that of the family.

However, it is unclear how long these beneficiaries have drawn the pension, which comes to Rs 1,600 per month. Around Rs 19 crore is needed to provide the pension to 9,600 people. Earlier, there were allegations that many ineligible persons were being made the scheme beneficiaries out of political pressure and that crores were being spent to provide pensions to them.

52.30 lakh beneficiaries

Presently, the social security pension is extended to 52.30 lakh beneficiaries in the state. The Kerala State Social Security Pension (KSSP) Limited was formed four years ago to implement the welfare fund distribution system. The KSSP raises funds through borrowings without including the same in the budget.

The state recently distanced itself from the KSSP after the CAG heavily criticized such borrowing outside the purview of the state budget.

Five types of pension

The five types of social welfare pensions are Agriculture Labour Pension, Old Age Pension, Disabled Pension scheme for mentally challenged and physically challenged persons, pension to unmarried women above 50 years, and pension to widows. <https://www.onmanorama.com/news/kerala/2022/08/01/social-security-pension-non-eligible.html>

9. 'Keep economy in mind while making estimates for next budget' ([thehindu.com](https://www.thehindu.com)) 31 July, 2022

Money constraints faced by the government call for austerity in the budgeting exercise, Finance department says

The Finance department has impressed upon government departments the need for keeping economy in mind while preparing estimates for the 2023-24 budget.

It said the "serious financial constraints" faced by the State government call for "extreme austerity" in the budgeting exercise.

As a general rule, Finance department wants the non-Plan revenue budget, excluding salaries, to be retained at the level of the current financial year. This would entail economy measures in "all other spheres of activity", and may require uneconomical schemes to be dropped and certain other measures, such as maintenance expenses, to be put off, it noted in a July 29 communique to department heads.

Departments were also directed to submit their non-Plan expenditure estimates by August 31, plan expenditure estimates by September 10, and estimates on revenue and other receipts by September 15 this year.

Expenditure estimates should be prepared realistically so that the amounts proposed for programmes or schemes did not turn out to be excessive or inadequate later on, the communique said. The Finance department also wanted heads of departments and controlling officers to critically look at the programmes, schemes, and works, and file review reports along with their budget estimates.

In its latest audit report on State finances, the Comptroller and Auditor General had urged the State government to be more realistic in its budgeting exercise. The CAG had observed discrepancies such as failure to execute schemes, misclassifying expenditures, lack of transparency, and excess and unnecessary re-appropriation of funds.

Discontinuation of the Goods and Services Tax compensation beyond June 2022, reduction in fiscal deficit grant, and other factors could lead to shortfalls in the years ahead, according to the State government. This could entail a shortfall of about ₹23,000 crore in the current fiscal alone, Finance Minister K.N. Balagopal had

warned. <https://www.thehindu.com/news/national/kerala/keep-economy-in-mind-while-making-estimates-for-next-budget/article65706813.ece?homepage=true>

10. CAG sniffs ₹183 crore scam in Haryana (thehindubusinessline.com) Updated: Jul 31, 2022

Cooked up Faridabad development works were given to a single contractor over 5 years from 2015

The Comptroller and Auditor General (CAG) of India has exposed a scam of the Haryana government in which the top brass of Faridabad municipal corporation cleared ₹183 crore worth of payments in multiple instalments of under ₹5 lakh to a single contractor for mostly cooked up city development works for five years.

The Faridabad municipality is understood to have adopted this innovative way of syphoning off public money to avoid seeking clearance from higher officials if the payment exceeded ₹5 lakh.

Initial finding

The initial finding of the CAG's Accountant General office of Haryana, which was accessed by Business Line, revealed that contractor Satbir Singh, a resident of Parvatiaya Colony of Faridabad, was allegedly arbitrarily awarded contracts for five years, beginning in 2015, ignoring e-tendering government rules and urban local bodies department guidelines. He subsequently received payments from Faridabad municipal corporation through 588 vouchers, running into ₹183.83 crore, calculated the CAG auditors. The findings will be included in the CAG's compliance audit report on urban local bodies department of Haryana for the year March 31, 2022, and made public subsequently.

Though the corruption issue was raked up in the past, attempts were allegedly made to brush it aside. A committee constituted by the municipal commissioner on the demand of local councillors concluded in March 2021 that the government lost ₹23.65 crore since neither contractor nor junior engineer could show execution of a single out of 388 allotted infrastructure works.

The vigilance department of Haryana is learnt to have written to the chief secretary about a month ago seeking directions for a probe into the scam.

When BusinessLine sought his comment on bureaucracy's involvement in deep-rooted corruption, Arun Gupta, the additional chief secretary in-charge of urban local bodies, stated that the State Vigilance Bureau is looking into the matter. "I cannot make any comment on this matter. The vigilance bureau is looking into it," said Gupta, a 1992-batch IAS officer.

Interestingly, while the Taxpayer Number (TIN) and address of the contractor remained the same in the records, Faridabad municipality allegedly would mostly give him the nod on paper merely on a quotation basis. And the company's name would have a slight variation in the initials to make it appear as if these were different entities at the time of applying. It would become either Satbira Construction Pvt Ltd or Satvi

Construction Pvt Ltd, Satvi Precast Pvt Ltd, or Satvi Traders Pvt Ltd, according to the CAG audit probe.

Not just that, the irregularities committed by the municipal corporation department showed a complete disregard for Haryana public works department code and written official directions. “₹183.83 crore was disbursed to the contractor without proper documentation, indicating weakness in financial controls; ₹79.53 crore could not be vouched in the audit due to non-availability/non-production of 213 vouchers,” observed the internal note of CAG.

In November 2014, the former Director of Urban Local Bodies, Haryana, informed all the municipalities about the outsourcing policy, which was to come into effect a month later, to enforce the e-tendering system for all civil works, purchase of stores, or engagement of labour.

The order was re-issued in April 2015 with a further direction that no bifurcation of the estimates would be done of similar nature of work, otherwise strict action would be proposed against the officer for not obeying the government instructions, the auditors found out during the inquiry. Beyond that, the former principal secretary of urban local bodies department issued an order on March 31, 2015, insisting that the cost of works should not be manipulated by subdividing them so as to make their pitch remain within the competency of the municipalities and the provisions of the PWD code must always be complied with in letter and spirit.

But, from April of 2015 onwards till June of 2020, the directive was violated to give contracts to Satbir. The auditors noted that during the audit of the Municipal Commissioner of Faridabad for a year from April 2018, it was assessed that payments of 7.85 crore were made for 164 development works carried out by Satbir Singh, who gave a quotation with a slight variation in the name of his firm. The audit observed that amounts were paid on April 9, 2018 (for 140 vouchers) and July 19, 2018 (for 23 vouchers) for the development works having similarity in items executed, with same measurement and equal amounts by splitting the payment into bills having an amount below ₹5 lakh each, the audit observed.

Other than that, the auditors also discovered development works were not executed against computer generated quotations; 18 quotations were not even signed; the drawing was not approved; and the estimate of the work was also not approved. There are other glaring technical oversights which have been picked up by the CAG auditors, suggesting criminal action against government employees, including officers, and the contractor. <https://www.thehindubusinessline.com/news/national/cag-sniffs-183-crore-scam-in-haryana/article65707078.ece>

11. GFP: Ignoring CAG’s audits could lead to Sri Lanka-like economic collapse in Goa (timesofindia.indiatimes.com) Updated: Jul 31, 2022

Panaji: The state government’s lack of responsiveness to the Comptroller and Auditor General of India (CAG) audits is of serious concern, said Goa Forward Party (GFP) on Saturday.

GFP president Vijai Sardesai said that non-compliance with CAG recommendations can lead to revenue losses and performance failures for the state government.

GFP said that the CAG's role to inspect the financial health of various departments, prevent wasteful expenditure and revenue leakages, and improve performance. Failure to abide by the CAG's audit findings and report could lead to statewide socio-economic collapse as witnessed in Sri Lanka, said Sardesai.

"One of the most scathing remarks made in the report against the government is that there is a lack of responsiveness of the government to audits," said Sardesai. "When multiple departments fail, the cumulative impact compounded with the government's policy failures and rising debt will lead to statewide socio-economic collapse as witnessed in Sri Lanka."

The CAG report for the year ending March 2020 was tabled on the last day of the monsoon assembly session. Sardesai was focused on the functioning of the Goa Industrial Development Corporation, which has come in for several rounds of criticism by the CAG.

In 2020, the CAG pointed to the revenue loss due to a large number of vacant plots in IDC, non-recovery of dues from industries, delays in executing deeds of transfer to allottees, delays and arbitrariness in allotment of plots, and poor infrastructure, among other things. In the latest report, it has been revealed that when IDC paid SEZ firms Rs 256.5 crore as a refund to settle the land dispute, it included Rs 17 crore which was actually paid to the local government bodies.

"CAG had suggested several recommendations to improve the performance of GIDC, but all of it has been ignored. The government used GIDC as an ATM machine to settle the SEZ issue, which once was considered a scam," said Sardesai.

The former deputy chief minister said that the question is whether Goa's industries department and GIDC can improve Goa's industrial sector and create industrial jobs for locals. <https://timesofindia.indiatimes.com/city/goa/gfp-ignoring-cags-audits-could-lead-to-sri-lanka-like-economic-collapse-in-go/articleshow/93241901.cms>

12. Failure to implement CAG recommendations can lead to Sri Lanka-type crisis in Goa, says MLA (theprint.in) 30 July, 2022

Panaji: The BJP-led government's failure to implement recommendations given in the report of the Comptroller and Auditor General (CAG) could lead to a Sri Lanka type crisis in Goa, MLA Vijai Sardesai of the Goa Forward Party said on Saturday.

The report was tabled on the last day of the budget session of the Assembly and one of the scathing remarks made in it was the government's lack of response to such audits, he said.

"The role of the CAG is to inspect the financial health of various departments, prevent wasteful expenditure and revenue leakages, as well as improve performance. Not implementing CAG recommendations can lead to revenue losses, performance failures. These can lead to economic collapse like Sri Lanka," he

claimed. <https://theprint.in/india/failure-to-implement-cag-recommendations-can-lead-to-sri-lanka-type-crisis-in-go-a-says-mla/1062298/>

13. "बागवानी पॉलिसी" को सैद्धांतिक मंजूरी: एपल स्टेट को "फ्रूट-स्टेट" बनाना और साइंटिफिक विधि से HDP बगीचे लगाकर उत्पादन दोगुना करना लक्ष्य (bhaskar.com) Updated: Aug 1, 2022

हिमाचल सरकार ने 'बागवानी नीति' (Horticulture Policy) को सैद्धांतिक मंजूरी दे दी है। इसकी पुष्टि करते हुए बागवानी सचिव अमिताभ अवस्थी ने बताया कि इस क्षेत्र के लिए राज्य में पहली बार पॉलिसी बनाई गई है। इसका ड्राफ्ट बागवानी विभाग को वापस भेज दिया है। इसे जल्द विभाग की वेबसाइट पर डाला जाएगा ताकि इस पर हितधारकों (Stakeholder) से सुझाव लेकर और बेहतर बनाया जा सके।

फलों के निर्यात को तलाशा जाएगा बाजार

पॉलिसी में विभिन्न फलों के बगीचे लगाने से लेकर उपज को मंडियों तक पहुंचाने तक की संकल्पना की गई है। दावा किया जा रहा है कि सभी फलों को दूसरे देशों के लिए निर्यात करने के लिए बाजार को तलाशा जाएगा। इससे बागवानों को विभिन्न फलों के बेहतर दाम मिल पाएंगे। इसमें फसल विविधिकरण पर ध्यान दिया जाएगा।

कलस्टर चिन्हित कर दिया जाएगा प्रोत्साहन

बागवानी अधिकारियों की मानें तो विभिन्न फलों की खेती के लिए एरिया चिन्हित कर कलस्टर बनाए जाएंगे। जिन क्षेत्रों में जिस फल की पैदावार की संभावना है, उन कलस्टर में विभाग उसी फल की खेती के प्रोत्साहन की दिशा में काम करेगा। इसके लिए बागवानों को प्लांटिंग मटीरियल और तकनीक विभाग उपलब्ध कराएगा। बागवानी विभाग के साथ साथ नौणी यूनिवर्सिटी की भी पॉलिसी में जिम्मेदारी सुनिश्चित की गई है।

एपल स्टेट से "फ्रूट-स्टेट" बनाना लक्ष्य

बागवानी नीति में हिमाचल को एपल स्टेट से "फ्रूट-स्टेट" में तब्दील करने के दावे किए जा रहे हैं। पॉलिसी में विभिन्न फलों के नई तकनीक और वैज्ञानिक विधि से बगीचे लगाकर उत्पादन को दोगुना करने के दावे किए जा रहे हैं। अभी तक बागवानी विभाग का सारा फोकस सेब पर रहता था, जबकि हिमाचल के अलग अलग क्षेत्रों में जलवायु के हिसाब से 36 किस्मों के फलों की खेती होती है।

इसी मकसद से मौजूदा सरकार ने एशियन डेवलपमेंट बैंक से एचपी शिवा परियोजना को मंजूर कराया है। 1500 करोड़ रुपए से अधिक की इस योजना से सोलन, सिरमौर, मंडी, ऊना, हमीरपुर, बिलासपुर व कांगड़ा जिला में सब ट्रॉपिकल फ्रूट की खेती को बढ़ावा दिया जाएगा।

उत्पादन दोगुना करना लक्ष्य

सेब की ही बात की जाए तो राज्य में अभी मुश्किल से सात से आठ मीट्रिक टन प्रति हैक्टेयर की पैदावार हो रही है, जबकि न्यूजीलैंड, यूएसए, चीन समेत कई विकसित देश प्रति हैक्टेयर 60 से 70 मीट्रिक टन सेब की पैदावार कर रहे हैं। ठीक ऐसे ही राज्य में भी ड्रिप इरिगेशन व HDP यानी हाई डेन्सिटी प्लांटेशन की तकनीक अपनाकर उत्पादन बढ़ाने के दावे किए जा रहे हैं। सेब उत्पादन बढ़ाने के मकसद से ही 1100 करोड़ से अधिक की विश्व बैंक द्वारा वित्त पोषित बागवानी परियोजना कार्यान्वित की जा रही है।

IT का पॉलिसी में भरपूर इस्तेमाल

बागवानी नीति में सूचना प्रौद्योगिकी (IT) के इस्तेमाल को तवज्जो दी गई है, ताकि बागवानों के लिए जो भी जान कारी जरूरी हो, वह विभाग की वेबसाइट पर आसानी से उपलब्ध कराई जा सके। इस पॉलिसी के लागू होने के बाद अधिकारी भी काम नहीं करने के बहाने नहीं ढूंढ पाएंगे।

पहले आओ, पहले पाओ की नीति पर मिलेगा उपदान

IT पर आधारित पॉलिसी के पीछे की मंशा विभिन्न योजनाओं के कार्यान्वयन में पारदर्शिता लाने के साथ हर काम समयबद्ध करना है। पॉलिसी लागू होने के बाद विभिन्न योजनाओं की सब्सिडी के आवंटन में पारदर्शिता आएगी। सभी लाभार्थियों को पहले आओ, पहले पाओ की नीति पर सब्सिडी दी जाएगी।

फलों का GDP में 6500 करोड़ का योगदान

राज्य के सकल घरेलू उत्पाद (GDP) में विभिन्न फलों का लगभग 6500 करोड़ रुपए का योगदान रहता है। इनमें अकेले सेब का लगभग 5000 करोड़ का योगदान है। यह योगदान हर साल कम व ज्यादा होता है और उत्पादन पर निर्भर करता है।

कैंग ने भी की थी पॉलिसी बनाने की सिफारिश

भारत के नियंत्रक एवं महालेखा परीक्षक (कैंग) ने भी बागवानी विभाग की कार्यप्रणाली पर गंभीर सवाल खड़े किए थे और पॉलिसी बनाने की सिफारिश की थी, क्योंकि विभाग में अब तक विभिन्न स्कीमों के तहत अनुदान इत्यादि देने में कायदे कानूनों का ध्यान नहीं रखा जाता। <https://www.bhaskar.com/local/himachal/shimla/news/himachal-government-has-given-in-principle-approval-to-the-first-ever-horticulture-policy-its-goal-to-make-apple-state-a-fruit-state-130130016.html>

SELECTED NEWS ITEMS/ARTICLES FOR READING

14. 384 infra projects show cost overruns of Rs 4.66 trillion, says report ([business-standard.com](https://www.business-standard.com)) AUGUST 01, 2022

As many as 384 infrastructure projects, each entailing an investment of Rs 150 crore or more, have been hit by cost overruns of more than Rs 4.66 lakh crore, as per a report.

According to the Ministry of Statistics and Programme Implementation, which monitors infrastructure projects of Rs 150 crore and above, out of 1,514 projects, 384 reported cost overruns and as many as 713 projects were delayed.

"Total original cost of implementation of the 1,514 projects was Rs 21,21,471.79 crore and their anticipated completion cost is likely to be Rs 25,87,946.13 crore, which reflects overall cost overruns of Rs 4,66,474.34 crore (21.99 per cent of original cost)," the ministry's latest report for June 2022 said.

According to the report, the expenditure incurred on these projects till June 2022 is Rs 13,30,885.21 crore, which is 51.43 per cent of the anticipated cost of the projects.

However, the number of delayed projects decreases to 552, if the delay is calculated on the basis of the latest schedule of completion.

Further, it showed that for 523 projects neither the year of commissioning nor the tentative gestation period has been reported.

Out of the 713 delayed projects, 123 have overall delays in the range of 1-12 months, 122 have been delayed for 13-24 months, 339 projects for 25-60 months and 129 projects have been delayed for 61 months and above.

The average time overrun in these 713 delayed projects is 42.13 months.

Reasons for time overruns as reported by various project implementing agencies include delay in land acquisition, delay in obtaining forest and environment clearances, and lack of infrastructure support and linkages.

Delay in tie-up for project financing, finalisation of detailed engineering, change in scope, tendering, ordering and equipment supply, and law and order problems are among the other reasons.

The report also cited state-wise lockdowns due to COVID-19 as a reason for the delay in implementation of these projects.

It has also been observed that project agencies are not reporting revised cost estimates and commissioning schedules for many projects, which suggests that time/cost overrun figures are under-reported, it stated. https://www.business-standard.com/article/economy-policy/384-infra-projects-show-cost-overruns-of-rs-4-66-trillion-says-report-122073100265_1.html

15. GST collection rises to Rs 1.49 lakh crore in July, up 28% YoY ([moneycontrol.com](https://www.moneycontrol.com)) AUGUST 01, 2022

India collected Rs 1.49 lakh crore as Goods and Services Tax (GST) in July, posting an increase of 28 percent from the same month last year, the finance ministry said on August 1.

Compared to the money collected in June, the July GST mop-up was 3 percent higher.

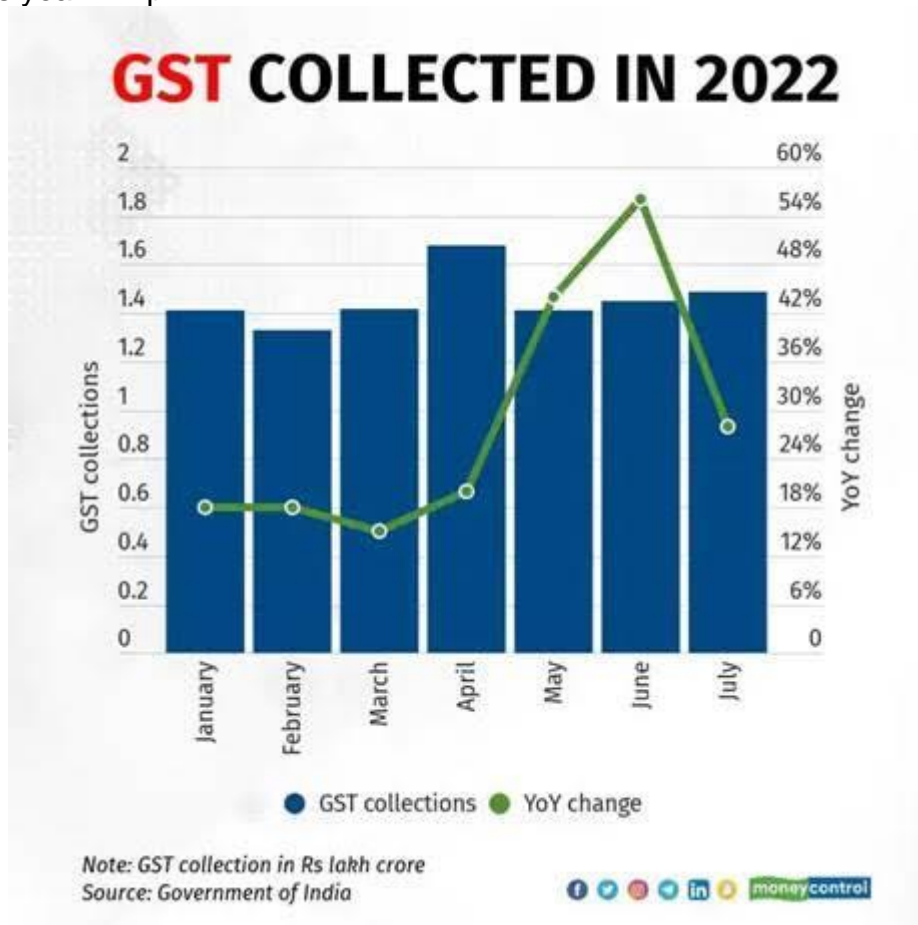
"For five months in a row now, the monthly GST revenues have been more than Rs 1.4 lakh core, showing a steady increase every month," the finance ministry said in a statement.

Of the total GST collections, Central GST was Rs 25,751 crore, while State GST was Rs 32,807 crore. Integrated GST was Rs 79,518 crore and cess was Rs 10,920 crore.

The government settled Rs 32,365 crore to Central GST and Rs 26,774 crore to State GST from Integrated GST. As such, post settlement, the total revenue of the Centre and the States in July was Rs 58,116 crore and Rs 59,581 crore, respectively.

At Rs 1.49 lakh crore, the July GST mop-up is the new second-highest amount collected in a month, pipping the June number by 3 percent.

The highest-ever GST collected in a month is Rs 1.68 lakh crore and was achieved earlier this year in April.



So far this financial year, monthly GST collections have averaged Rs 1.51 lakh crore, 22 percent higher than the monthly average for FY22.

"Better reporting coupled with economic recovery has been having a positive impact on the GST revenues on a consistent basis. During the month of June 2022, 7.45 crore e-way bills were generated, which was marginally higher than 7.36 crore in May 2022," the finance ministry said. <https://www.moneycontrol.com/news/business/economy/gst-collection-rises-to-rs-1-49-lakh-crore-in-july-up-28-yoy-8928411.html>

16. 5G spectrum auction ends; provisional sale amount at Rs 1.5 trillion ([business-standard.com](https://www.business-standard.com)) 01 August 2022

India's biggest ever auction of airwaves ended on Monday, with spectrum worth Rs 150,173 crore being sold, sources said

India's biggest ever auction of airwaves ended on Monday, with spectrum worth Rs 1,50,173 crore being sold, sources said.

The auction that stretched into seven days ended this afternoon, the sources with direct knowledge of the matter said.

The provisional figure for the sale proceeds is Rs 1,50,173 crore and the final numbers are being tallied, they added. https://www.business-standard.com/article/companies/5g-spectrum-auction-ends-provisional-sale-amount-at-rs-1-5-trillion-122080100617_1.html

17. Prudence needed ([dailypioneer.com](https://www.dailypioneer.com)) 01 August 2022

The Prime Minister's emphasis on power sector reforms can also help clean up state finances

Prime Minister Narendra Modi's concern over the huge losses in the distribution sector has come at the right time. He rightly pointed out that the more electricity is wasted, the more it has to be generated. His remarks on the dire need to reform the power sector — coming after his unease with the freebie culture in general which he denounced a few days ago — seem to indicate the Centre's growing intolerance of the economic policies which are imprudent and irresponsible. The consequences are for all to see. As per the Union Power Ministry's estimates, states and Union Territories (UTs) together owe over `1 lakh crore to the electricity generation companies (gencos) and `1.3 lakh crore to the distribution companies (discoms) by the end of the last fiscal. The Prime Minister has launched the Power Ministry's flagship revamped Distribution Sector Scheme; its objective is to improve the operational efficiencies and financial sustainability of the discoms and power departments. With an outlay of over `3 lakh crore, it is aimed at modernising and strengthening of distribution infrastructure and focusing on the reliability and quality of supply to consumers. This will help in technology upgrade, apart from cutting distribution losses and improving consumer satisfaction. While the revamped scheme is welcome, the real problem lies somewhere else: the reckless manner in which state governments, under various political parties, manage their finances. They indulge in the worst kind of populism (e.g., subsidising pilgrimages and marriages) and atrocious decisions like waiving off farm loans.

While the Centre has refrained from announcing farm loans waivers in the last five years, states have been doing that with impunity. Then there are other sops like free electricity. Evidently, state politicians believe that imprudence has no consequences. But they are wrong: all actions, especially bad actions, have consequences. They have a lot to learn from the recent happenings in Sri Lanka. Leaders in the island nation continued too long with too much of fiscal profligacy and irresponsible economic policies. The denouement: the most prosperous economy in South Asia, with a per capita income almost double that of India's, is not in ruins.

Such are the perils of imprudence. It is good to know that no less a person than PM Modi is spearheading the campaign against mindless populism and, what he called, the revdi culture. It is also time that public intellectuals and opinion makers woke up to the threat of ever-expanding freebies. They must recognise the fact there is no such thing as a freebie, for all goods and services have a cost. This cost has to be borne by someone; and that someone is inevitably the citizen — as taxpayer. For instance, if a section of society doesn't pay for electricity, the public exchequer does; and it is the taxpayer who replenishes it. Hopefully, the Prime Minister's emphasis on power sector reforms will also help clean up state finances. <https://www.dailypioneer.com/2022/columnists/prudence-needed.html>

18. Government bailouts are not the answer to India's energy sector woes ([indianexpress.com](https://www.indianexpress.com)) Updated: July 30, 2022

Over the past few weeks, there has been much consternation over India's twin deficits — of the rising fiscal and current account deficits. However, the fiscal risks are not just limited to the national level. Across several states, the situation is becoming increasingly challenging. Yet, the common thread that runs through these deficits — state ownership and control — remains unaddressed.

From Coal India's inability to raise production to meet growing demand to the failure of state-owned power distribution companies to bring down losses, state control of these critical aspects of India's power chain is central to a higher current account deficit and growing fiscal risks at the state level. The unending episodes of coal shortages and power outages only serve to underline this unaddressed structural cause of India's deficits.

Take coal mining. From 2013-14, the Indian economy has grown by around 50 per cent (in real terms). But Coal India, which accounts for around 80 per cent of India's total coal production, was able to raise its output by just 34 per cent over the same period. With domestic production falling way short of demand, reliance on coal imports has risen. India's coal imports (thermal and cooking) rose to a staggering 230.3 million tonnes in 2020-21, up 37 per cent from 168.5 million tonnes in 2013-14. But as the output of captive and commercial mining, largely in the private sector, dramatically increased last year, imports dipped. However, this year, they have touched almost 65 million tonnes in just the first quarter.

Back of the envelope calculations suggest that coal imports for thermal power alone have more than doubled in the first quarter, compared to the same period last year. To put this in perspective — the value of coal imports in just the first three months of this year is likely to be around half of what was imported in all of last year. This growing reliance on coal imports (along with crude and gold) is at the root of the country's widening current account deficit.

Ironically, a country that has one of the largest coal reserves in the world is also one of the largest coal importers. An inability to ramp up production, to forecast demand accurately, as every episode of coal shortage over the years has exposed, is the hallmark of the coal sector that is still largely the preserve of a public sector monopoly.

Then there is the problem of the state-owned power distribution companies. Despite repeated attempts to turn around their financial and operational positions, on key metrics, the divide between the public and private sector discoms is deepening. For instance, in 2019-20, public sector discoms lost Rs 0.72 per unit of power sold, while private discoms made Rs 0.20 per unit. Similarly, in 2019-20, the AT&C losses (due to operational inefficiencies) for state discoms were pegged at 21.7 per cent, while for the private sector, losses were at 8 per cent. For private discoms, both power and employee costs are lower as a proportion of total expenses. With deteriorating finances, the net worth of all public sector discoms put together stands at a negative Rs 61,757 crore, while for the private sector, it is a positive Rs 24,965 crore.

There have been several attempts to rescue state discoms. But each time the size of the bailout — and as a consequence, the burden on the exchequer — has only risen. In the early 2000s, the scheme for repayment of SEB dues amounted to Rs 41,473 crore. In 2012, the financial restructuring plan added up to Rs 1.19 lakh crore. In 2015, UDAY involved a transfer of Rs 2.01 lakh crore to state government balance sheets.

A deterioration in the financial position of discoms means that their dues to power generating companies start mounting, which in turn delay payments to coal miners, affecting the financial stability of the entire power chain. In 2020, the situation was so bad that under a scheme formulated by the central government, PFC and REC provided loans worth Rs 1.35 lakh crore to discoms so that they could clear their pending dues to power generating companies. But, despite this package, their dues rose again, and in May 2022, the government announced another scheme to relax their payment obligations.

Notwithstanding various schemes to turn around their finances, the total debt of all discoms put together stood at Rs 5.14 lakh crore at the end of 2019-20. Of this, Rs 4.87 lakh crore is owed by state discoms. If state governments were to infuse funds in discoms to clear their dues to generating companies and structure another bailout package along the lines of UDAY, then for 18 large states, the costs would add up to Rs 4.32 lakh crore or 2.3 per cent of their combined GSDP as per the RBI. Amongst the worst hit would be Tamil Nadu, Madhya Pradesh, Rajasthan, Punjab and Jharkhand.

But another bailout isn't going to change the situation.

As tariffs charged by discoms are much higher than the cost of alternatives, a sizeable part of non-agricultural sales of discoms (industrial and commercial consumers) have already shifted towards captive and solar. And with the ministry of power recently reducing the threshold for green energy open access, more and more consumers will increasingly opt out. As this trend accelerates, discoms will perhaps only be left with subsidised connections, largely agricultural and low-income households.

This would mean that discom losses will rise as cross subsidisation from commercial and industrial consumers will decline, increasing their dependence on state subsidies. In 2019-20, the total state subsidy claimed and released was around Rs 1.1 lakh crore or 17 per cent of total discom revenue. This will only increase down the line, making future bailouts even more fiscally challenging.

Tackling these deficits requires addressing the issue of government control over critical aspects of India's energy sector. Without shifting to market-determined prices — reforms are ultimately about price — little headway is likely to be made. <https://indianexpress.com/article/opinion/columns/government-bailouts-are-not-the-answer-to-indias-energy-sector-woes-8059908/>

19. Power shift ([thehindubusinessline.com](https://www.thehindubusinessline.com)) Jul 31, 2022

India should balance its renewables shift with meeting energy security goals

The Ukraine-Russia war, and the Covid-related supply disruption before that, have led to serious questions the world over on whether the 'clean energy transition' goals of the past can still hold. Many developed countries, faced with an energy crunch and sky-high prices, have gone back to mining coal and are backtracking on their promise to stop using nuclear power. The impact of this shift towards coal, oil and gas on meeting global emission reduction goals can hardly be brushed aside. But as India's Chief Economic Advisor V Anantha Nageswaran pointed out recently, India cannot be railroaded into compromising its energy security in the garb of meeting so-called ESG goals. India finds itself in a dilemma. It aspires to be a global leader in climate action, having promised a lot at COP26 in terms of ramping up the share of renewables in its energy mix. However, geopolitical imperatives are leaving it no option but to fall back more on fossil fuels. That said, India's non-fossil fuel energy capacity (including hydel and nuclear) stands at close to 170 GW, or over 41 per cent of total electricity capacity of 403 GW.

India recently faced a perilous crisis of coal. As a result, it has struggled to meet its electricity needs, as thermal power accounts for 75 per cent of generated power. To mechanically apply a 'Western' template of meeting ESG goals does not make sense in all situations. In fact, renewables the world over have failed to plug the energy deficit caused by the reduced supplies of coal and gas. This applies to India as well — where wind and solar account for over 28 per cent of total installed capacity. India should regard coal as a permanent baseload option along with nuclear power (which accounts for just 1.7 per cent of total installed capacity), as these are not really subject to seasonal fluctuations. It is understandable that in 2021-22, India produced 778 million tonnes of coal compared with 716 mt in the previous year; the current year's production may be even higher, given that in Q1 of FY23 the country produced 205 mt of coal, 31 per cent over Q1 of last year. Analysts concur that India's production of coal would peak at around 2030.

There can be no question that India should safeguard its energy security and persuade the world not to thrust down ESG in a one-size-fits-all style. However, it has merely been shuffling along on the climate action front. Fresh solar installations last year were a record 10GW, but it could have been more. The 175GW target for renewable energy capacity for CY2022 will be missed. As at end June, solar capacity stood at 57,705 MW; the target for December 2022 is 100,000 MW. Likewise, wind power capacity was 40,788 MW against the target of 60,000 MW. Four years after the government announced its vision for offshore wind, a draft "strategy paper" has just been brought out for public comments. Years after it became clear that the reverse bidding mechanism for wind auctions was not working well, the government is mulling alternatives. The push towards nuclear power is absent. The 500 MW Prototype Fast Breeder Reactor (PFBR), which was expected to provide a template for a fleet of breeder reactors, has been over two decades in the making. In this context, the CEA's message should neither be seen as a prescription for fossil-fuel addiction, nor one for a climate action

holiday. <https://www.thehindubusinessline.com/opinion/editorial/power-shift/article65707018.ece>

20. Fifth-generation fighter jet engine, OROP: Modi government presents its defence roadmap in Parliament (newindianexpress.com) 30th July 2022

The government on Friday said it is exploring collaboration with a foreign defence major for co-production of engines for a medium combat aircraft.

India is working on an ambitious USD 5 billion project to develop the fifth-generation Advanced Medium Combat Aircraft (AMCA).

"Indigenous capability exists with DRDO and Indian industries for design, development and manufacturing of 80kN combat jet engine," Minister of State for Defence Ajay Bhatt said in Lok Sabha.

He was replying to a question.

"Collaboration with a foreign engine house is being explored for co-development and co-production of the higher class thrust engines for AMCA," he said.

"The cost including technology transfer for manufacturing the jet engine can be known after further progress," Bhatt added.

India's confidence for the development of the AMCA saw a significant jump after the development of the Light Combat Aircraft (LCA) Tejas.

Manufactured by state-run aerospace behemoth Hindustan Aeronautics Ltd (HAL), the Tejas aircraft is a potent platform for air combat and offensive air support missions while reconnaissance and anti-ship operations are its secondary roles.

In February last year, the defence ministry sealed a Rs 48,000 crore deal with HAL for procurement of 83 LCA Tejas fighter aircraft for the Indian Air Force (IAF).

To another question on whether the government proposes to revamp the Sahayaks system, Bhatt said "no".

Sahayaks in the Indian Army are soldiers and their duties include protecting the officers, maintaining their weapons and equipment and helping them in carrying out their responsibilities.

Sahayaks are also known as "buddies".

"In the Indian Army, a buddy has clearly defined military duties and forms an integral part of the organisation structure of a unit and has specific functions during war and peace," Bhatt said.

"During operations in the field areas, he and the officer/ JCO (junior commissioned officer) act as buddies in arms," he said.

"One covers the movement of the other buddy and protects him in operations where support has to be total, whether mental or physical or moral," Bhatt added.

The revision of pension for ex-servicemen under the 'One Rank One Pension' (OROP) is under process, the government said in Lok Sabha.

In responding to a question, Minister of State for Defence Ajay Bhatt said the revision is being carried out with effect from July 1, 2019.

The minister also cited an order by the Supreme Court on the matter.

The government issued notifications in 2015 announcing the implementation of the OROP scheme.

It had a provision for reviewing the pensions every five years.

"The Supreme Court vide its order dated March 16 directed that in terms of the communication dated November 7, 2015, a re-fixation exercise shall be carried out from July 1, 2019, upon the expiry of five years," Bhatt said.

"Revision of pension under OROP with effect from July 1, 2019, is under process," he added.

The OROP implies that a uniform pension be paid to the armed forces personnel retiring in the same rank with the same length of service regardless of their date of retirement.

To a separate question, Bhatt said the government has taken measures to "de-stress and upgrade the capabilities" of the soldiers and officers serving in the Army, Navy and Air Force.

Elaborating on the measures, he said training of soldiers and officers is conducted as per a well-planned schedule.

Bhatt said the steps included annual planning of major training and administrative events to "provide stability and predictability in commitments of personnel".

"In order to de-stress the soldiers and officers their daily/ weekly routine & training schedule is well spaced out and is designed to improve their physical and mental capabilities," he said.

India's military spending for the year 2021 was ranked as the third highest in the world, the government said citing data collated by Stockholm-based defence think-tank SIPRI.

"This (defence) ministry does not maintain expenditure data of other countries," Minister of State for Defence Ajay Bhatt said, replying to a question in Lok Sabha.

"However, as per data available on Stockholm International Peace Research Institute's (SIPRI) website, India's military spending for the year 2021 is ranked as third highest in the world," he said.

Bhatt was asked whether India's military spending is ranked third highest globally.

According to the details provided by Bhatt, citing data from SIPRI, the US ranked first with the expenditure of USD 800,672.20 million, followed by China's USD 293,351.90 million while the figure for India was USD 76,598.00 million.

Asked whether more than 50 per cent of defence equipment has been imported from 2017 to 2021, he said "no".

"During 2017-21, the percentage of foreign procurement (both revenue and capital) made for the purchase of stores/ defence equipment has been in the range of 33.97 per cent to 41.60 per cent," he said.

To a separate question, Bhatt said coastal monitoring and surveillance is being carried out on a real-time basis by the Indian Coast Guard around the country's coastline through a "chain of static sensors (CSS) consisting of 46 radar stations."

He said the infrastructure has been put in place under the Coastal Surveillance Network (CSN).

"Coastal surveillance system through chain of coastal high definition surface warning radars is one of the means through which coastal security is being implemented," he said.

"The radars have been installed since 2011 and there is no known harmful effect on the environment," he added.

<https://www.newindianexpress.com/nation/2022/jul/30/fifth-generation-fighter-jet-engineeropmodi-government-presents-its-defence-roadmap-in-parliamen-2482312.html>