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TEST CODE:	4	1	0	2	1

FIAS – MGP 2021 (C-4) – Half Length Test #6

ForumIAS

ACADEMY

GENERAL STUDIES

Name Of Candidate	Dr. G.V.S. Pavan Datta		
Roll No.	1910075927	Date:	20/11/2020

Time Allowed: One and Half Hours

Maximum Marks: 125

INDEX TABLE

Q. No.	Max. Marks	Marks Obtained
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
Total Marks:		

Remarks:

INSTRUCTION

1. Please do furnish Name, Email, Roll No and Mobile in the answer sheet.
2. There are TEN questions printed in ENGLISH, all questions are compulsory.
3. The number of marks carried by a question/part is indicated against it.
4. Answers must be written in the medium authorized in the admission Certificate, which must be stated clearly on the cover of this Question-Cum-Answer (QCA) Booklet in the space provided.
5. Word limit in questions, if specified, should be adhered to. Any page or portion of the page left blank in the Question-Cum Answer Booklet must be clearly Struck off.

Any specific messages for ForumIAS Mentors/ Evaluators with respect to your copy? Write it here.

(1) Please comment critically with many comments

(2) Whether diagram in Q10 - size is ok? Should I reduce it

(3) Are general points good?

Start Time | 7:15 PM	**End Time |** 8:45PM
Mode Of Examination :	**Online** ☑ **Offline** ☐
ECN CODE:	**Evaluation Date:**

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Parameters	Excellent	Very Good	Good	Average	Poor	Very Poor
Language						
Structure						
Presentation						
Handwriting						
Content						
Attempt						

ADDITIONAL COMMENTS

Q.1) Land reform policies in post-independent India have failed to achieve their desired objectives. Comment. (10 marks, 150 words)

Land Reforms refer to redistribution of land from rich to poor for their development post independence.

Reasons for failure

(i) Inefficient laws :- The laws were so inefficient & many have reverted to Benami transfers.

(ii) Lack of political will → Because of reasons with local landlords.

(iii) Apprehension & illiteracy of farmers :- Farmers intended that fragmented land will have benefits in calamities, floods etc. Eg :- 1965,66 famines.

(iv) Absence of land records :- Proper Maintanance of land records made them unsuccessful.

Impact –

(i) Presently >80% are marginal & small farmers but only ≈35% of land is there with them for cultivation.

(ii) No digital literacy (<10%) among farmers to inculcate new technology

(iii) Poverty hasn't reduced much. Eg: 40% are still BPL (Tendulkar Committee Report)

(iv) Land fragmentation has increased owing to many S-E factors (Socio-Economic) like coeparcenary rights, fragmentation of joint family etc.

Land reforms were intended to have many benefits. But they were partially successful. The present governments are following Land Acquisition Act, 2013 etc for inclusive development is a right step.

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		**Total :**	

Q.2) COVID-19 induced hardships have struck a deadly blow to the civil aviation industry in India which was already finding it difficult to stay afloat. Discuss.

(10 marks, 150 words)

Civil Aviation Sector contributes to almost 72bn$ to GDP. Such is the contribution. However it is plaguing with many difficulties.

Difficulties to stay afloat during Pre-Covid:-

(i) Effects of UDAN:- Some challenges posed by UDAN scheme discouraged many players because of cross subsidization.

(ii) PPP projects:- PPP projects are not that successful as in Road ways.

(iii) Excessive Regulations: DGCA is in many ways hindering the licensing of new airlines.

(iv) Lack of Infrastructure in Airports:- Only top airports like Delhi, Hyderabad etc has world class infrastructure.

(v) Lack of Public trust. Eg:- frequent plane crashes

(vi) Increased Bankruptcy: Eg:- Kingfisher airlines etc.

effects of covid-19 -

(i) Vande Bharat Mission – It ~~even~~though provided relief to many citizens for aviation sector it incurred many losses.

(ii) Recent plane crash in Kerala: It ~~has~~ further deepened apprehensions of people on aviation sector.

(iii) Lack of funds & Personnel:- With many funds diverting to health sector, aviation sector lost its intended funds & further deepening crisis.

Civil aviation sector is undergoing many challenges. But ~~EE~~ many schemes like UDAN etc are providing affordable tickets to passengers.

Government should support by → Providing funds
→ 100% FDIs
→ liberalising etc. Eg- AirIndia

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		**Total :**	

Q.3) Despite all villages in India being electrified, 'Power for All' still remains a distant dream in the country. Critically Analyse. (10 marks, 150 words)

Saubhagya scheme provided for "100% household electrification" but was not that successful due to reasons like:-

- Lack of Political will
- Inefficient Infrastructure
- DISCOMs problem
- Huge Debts for Electricity Sector etc.

* India despite being 3rd largest producer of electricity (ES-2018-19), hasn't been much supportive in terms of "Power for All".

Power For All - A distant Dream

(i) Issues with DISCOMS:-
Power Distribution Companies are undergoing huge stress because of subsidization.

(ii) Lack of awareness among households:- They are contained with certain provisions like kerosene subsidies etc.

(iii) Rajasthan reported almost 1.53 mn Households are not electrified.

(iv) Hinterland & villages (distant) & tribal regions are yet to be electrified.

Power for all - Not a distant dream

Various government initiatives are helping to realise "Power for all" is not a distant dream. They are:-

(i) UDAY scheme: Ujjwal Discom Assurance Yojana to help refinancing of Discoms.

(ii) Deendayal Upadyay gram Jyoti Yojana:- To provide 100% rural electrification

(iii) Moving towards "zero-Kerosene Subsidies" - A step towards 100% rural electrification

(iv) Recent Bundling Scheme ~~of~~ for Discoms:- To provide renewable energy to the Discoms etc.

India is moving towards ONE NATION—ONE GRID. This need many initiatives that realise the Power for all & "Help in Sustainable & Inclusive Development.

(Don't Write anything in this Area)

Q.4) Discuss the benefits of Hybrid Annuity Model (HAM) amid its growing popularity among various PPP investment models. Which issues still need to be addressed to attract greater private investment for developing Road Infrastructure in India?

(10 marks, 150 words)

Hybrid Annuity Model (HAM) model is a PPP model with collaboration of EPC (Engineering, Procurement, Construction) & BOT annuity (Built, Operate, Transfer) model.

Benefits

(i) **Risk Transfer to Both Private & Government** :-

40% of the Initial Investment by the government & rest 60% by the private player reduces the risk on Private players

(ii) **Reduces Risk on NPA stressed Banks**:

Already NPAs are riddling the banks. EPC model requires 100% Investment by Private player which is discarded by HAM

(iii) **Encourages private Investment**

(iv) Growth & Completion of already stalled Projects.

(v) Reduces the burden on governments' annual fiscal deficit.

(Don't Write anything in this Area)

Issues that need to be addressed to attract private investment in road infrastructure:-

(i) Easing out clearances like environmental clearances by ~~make~~ providing a common window for clearance.

(ii) Transparency should be addressed by procuring on basis of "Principle of Merit".

(iii) Recently HAM models are also being questioned. So, government is reverting to TOT Models.

(iv) Lack of proper funding:- government brought National Infrastructure pipeline.

(v) ~~Some~~ Stalled projects must be completed:- Eg:- strengthening will in Bharat Mala Pariyojana.

(vi) Provide adequate funds & autonomy to NHAI

Road sector is essential & has a huge potential for inclusive development by providing access to multiple logistics. Hence these concerns need to be addressed.

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		Total :	

Q.5) Geographically, India is an ideal country for reaping the benefits of solar power but this potential has not been realised to its full extent. Examine. (10 marks, 150 words)

Solar power is one of the sources of Renewable energy.

Geographical Advantage:

(i) India lies in tropical region where sunlight is almost abundant & constant all over the year.

(ii) Hence,

more solar power → more realisation of solar potential → Renewable energy production → Power supply → Inclusive Development

Potential - not realised to its full extent -

Reasons:
- → lack of adequate Infrastructure
- → Regional weather Variations especially during winter
- → lack of funds
- → High cost of Infrastructure etc

Government Initiatives:

(i) India is the leader of the mission of tropical countries – "ONE WORLD, ONE SUN, ONE GRID"

(ii) KUSUM scheme – for solar pipes for increasing the income of farmers

(iii) Recent Solar parks at "Rewa Power Project" is a right step towards realising huge growth potential in India.

Solar power is abundant & so, it potential is huge. Hence, India should invest in this for realising renewable energy benefits & in compliance of Paris Peace accord where India promised to reduce the non-renewable energy by 2030.

Q.6) Analyse the factors responsible for dismal performance of MSME sector in India despite a plethora of government policies designed to promote them.

(15 marks, 250 words)

MSMEs (Micro Small & Medium Interprises)

Means

Micro	Small	Medium	
<1cr	<10cr	<20cr	Investment/yr
<5cr	<50cr	<100cr	Turnover/yr

They have a huge potential in providing benefits such as:- → employment → Social Security to people → Boosts Investment.

Eg:- Contribution to exports (overall) = 40%.
GDP% → 6.11%. contribution.

However, there are many issues plaging it.

Factors Responsible for dismal Performance of MSMEs:-

(i) Non accessibility to Credits:-

MSMEs have less confidence in the market. ~~Even~~ So, accessibility to credit is very less & also Hinterland presence is an other factor.

(ii) Usage of Technology:- Less usage of modern technology like automation, IOT, Big data is hampering their progress.

(iii) NPAs with Banks:- MSMEs have one of the highest group of NPAs with Commercial banks

(iv) Iliteracy of the personnel:- Be it digital illiteracy (or) Vocational illiteracy, MSMEs have this problem which hampers their working.

(v) Less Budgetary allocation by the government.

(vi) "Missing Middle" Problem in Manufacturing Sector. etc

Government Initiatives

(i) A 59-min portal for Compulsory & easy credit facility

(ii) MSME outreach programme:- 100 Central ministers went to 100 districts to promote for the establishment of MSMEs.

(iii) Interest subvention of 2% to GST-linked MSMEs.

~~(iv)~~

(iv) MSME - Sambandham, MSME - Samadhan portals for easing payments.

(v) Credit Guarantee Linking Scheme: to provide credit guarantee under Atmanirbhar Bharat Abhiyan.

(vi) Priority Sector lending by Banks to MSMEs.

(vii) "Fund of Funds" created by GoI under Atmanirbhar Bharat.

U.K. Sinha Committee (2018-19) recommended many initiatives & recommendations for revitalising MSMEs like:-

(1) Easy ~~a~~ credit approach.

(2) Reverting to turnover definition.

(3) Formalisation of MSMEs etc.

MSMEs are critical for functioning of economy especially Industrial Sector. Hence, to achieve SDG-7 & SDG-8, they have to be revitalised

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		**Total :**	

Q.7) Despite good ease of doing business rankings, running a business in India remains an ordeal. In light of this statement critically analyse the issues plaguing start-ups in India and government measures to address them. (15 marks, 250 words)

Recently, the rank of India has improved in World Bank's Ease of Doing Business.

It uses multiple indicators to calculate ease of doing. Eventhough, India has done well in recent past, still running a business in India remains an ordeal.

Reasons | Issues Plaguing Start Ups

(I) Difficulty in getting clearances with many laws like, under Companies act etc

(II) Rampant Corruption

(III) Decreased private Investment because of over regulations by state.

(iv) Difficulty in getting credits.

(v) Venture Capitalists are very much reluctant for providing any type of support.

(vi) Lack of enough & adequate knowledge of business, finance etc..

government measures to adress them.

(i) **START UP INDIA** –

– It is a scheme provided by GoI for encouraging start ups.

Benefits
- → fosters Investment
- → Reduces Unemployment among youth
- → Addresses Under employment
- → Can foster global Entrepreneurship.

(ii) Start up India Conferences: To promote

- Eases credit facilities
- Encourage Private Investment.
- young entrepreneurs

However, there are many challenges in implementing these. They are:

Challenges

- lack of Risk-taking attitudes
- societal norms & troubles Eg: Middle class families
- lack of Infrastructure
- Insufficient experience of youth
- Political instabilities
- lack of funds.

Startups ~~are having~~ can have huge growth rate in recent future. Hence, they must be encouraged for getting intended benefits.

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		**Total :**	

Q.8) Make in India has failed in its objectives to achieve desired growth in investment, rise in output and adequate generation of employment. Critically examine. (15 marks, 250 words)

"Make in India" is a prestigious scheme & project of government of India for further deepening the development in manufacturing sector.

Objectives

- Make India as a "Manufacturing Hub"
- Increase the private Investment in the manufacturing sector.
- Fosters economic sustainability.
- Production based training for the members involved etc.

Failures in achieving desired growth in Investment, Rise in Output, adequate generation of employment

The Campaign/scheme has been devised for huge growth in Investment, Increase in Output, employment generation.

But it might have failed initially.

Reasons
- Insufficient funds to manufacturing sector
- Missing middle problem further aggrevating the crisis
- Issues of MSMEs & NBFCs
- Lack of private Investment because of misapprehensions in name of Import Substitution
- Lack of Public awareness.

But, saying it as an utter failure is not correct because it has produced many benefits. They are:

(i) Increased growth rate in Manufacturing sector:-

Eventhough desired growth rate is not achieved. It has produced some growth ~ 2% GDP

(iii) It has intended to produce lakhs of jobs. ~~h~~ Many have got sustainability due to Make in India

(iv) Many subsidiary projects have helped to realise Make In India.

Manufacturing sector is plaging with many problems. In this circumstances, Make In India is providing some light. Any scheme will have its own pros & cons.

Therefore, Make In India should be further strengthened to Gain In India.

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		Total :	

Q.9) Contract farming holds the potential for boosting agrarian incomes. Discuss the hurdles involved in contract farming in the country. How far these problems can be addressed by 'The Farmers (Empowerment and Protection) Agreement on Price Assurance and Farm Services Ordinance 2020' issued in June 2020. (15 marks, 250 words)

Contract farming means a pre-defined contract / agreement between the farmer & agribusiness company that transfer of produce to the company & price & other services to farmers.

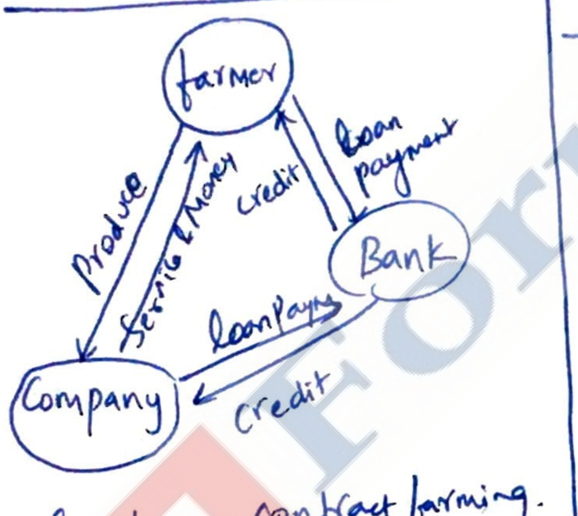

fig showing contract farming.

- Recent times, there was an increasing trend of contracting farming due to its effects in other countries like Australia etc.

Benefits
- Boost agrarian Incomes by having a price guarantee.
- Decreases market uncertainty.
- Reduces Monopoly of APMCs.
- Provides freedom for farmers.

Hurdles in Contract farming:

(i) Traditional outlook of farmers:-

- Many farmers still go for Middle Men who gives credits at higher interest rates

(ii) Apprehensions of discarding MSPs:-

- Many apprehensions regarding discarding MSPs are present.
- It is visible in recent bandhs & agitations of farmes in Punjab.

(iii) ~~too~~ Dracony of Private Player:

It may affect farmers because private player may not buy the whole produce at a predefined rate etc.

(iv) No formal Dispute Resolution Mechanism.

Effect & Benefits of Ordinance:-

- Recently, Farm Agreement on Price Assurance & Farm Services Services ordinance & later act is also passed.

Benefits -

(i) Formal Dispute Resolution Mechanism:- Helps in timely resolution of disputes

(ii) Promotes Contract farming:- - The pre-defined contracts are being done for efficient contracts

(iii) The purchaser has to ~~be~~ signify amount of produce that he has to buy & price should be fixed at will.

However they are apprehensions

apprehension about Timely Redressal etc.

Law says that no written contract is necessary

Discarding MSP

Contract farming is a right step towards doubling farmers income by 2022-23. It should be further strengthened in Livestock Sector also ~~to~~ ~~for~~ to reduce farmer suicides.

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(Don't Write anything in this Area)

Q.10) Inland water transport constitutes less than 1% of the total inland cargo movement in the country. Enumerate the problems of Inland Waterways and suggest measures for its development. (15 marks, 250 words)

Inland water transport way accounts for 4500 km in India which includes many rivers, Canals, Inland (Backwaters), creeks etc.

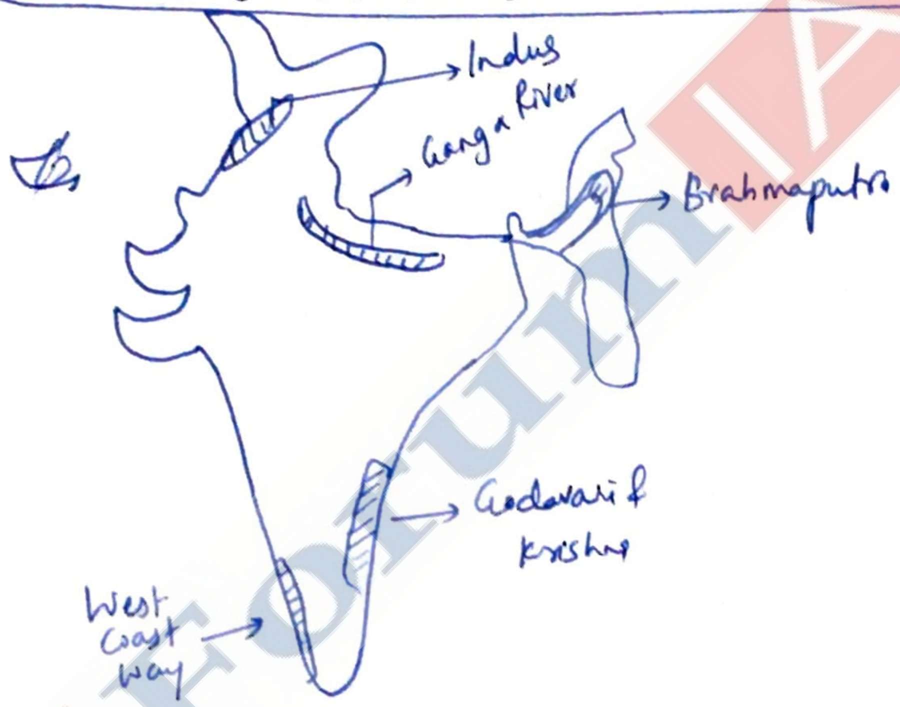

fig. showing some inland water ways.

But, it accounts for only 1% cargo transport & rest is held in airways, roadway & Railways → Railways being highest

Problems faced by Inland waterways:

(i) **Lack of Proper channels:-**
Only Major rivers, Canals have these system that too very inadequate ways with hindrances like → lack of Perennial water in rivers
↓
Drying of Canals etc.

(ii) **Lack of Infrastructure:** → In Communication technology
↓ To clean rivers
↓ Cronage Infrastructure
↓ ICT usage

(iii) **Huge Water Pollution:** → which creates Hindrance of movement.

(iv) **River Disputes:-** By states is making the sector less efficient by not allowing the ships to travel until the problem is solved. etc

(v) Huge construction of Dams → ~~for~~ leads to obstruction

(vi) lack of funds.

Measures needed ~~for~~ development -

(i) Sagarmala project:
Which aims for port-led development & development of Inland water ways has to be done & executed perfectly.

(ii) Provision of funds to the Jal-Sakthi ministry.

(iii) Bringing policy on lines similar to Aviation Policy.

(iv) Cleaning rivers & Improving Infrastructure

(v) Realising & Improving potentials of SEZ, CEZs in the Country.

Waterways is one of the cheapest mode of freight transport. Hence, its potential has to be realised for economical usage of resources.

Feedback (For OFFICE use only)

Structure		Content	
Question Interpretation		Total :	

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Mentor Feedback Questions

1 How to cover Industry & Infrastructure facts- Source?

2 Schemes are a big hurdle for me! How to master?

3 Notes strategy for GS-3 (Economy part).

4

5

Test Goal

1 attempt all Questions ☑

2 ☐

3 ☐

Outcomes

Marking Scheme

Marks	Good	Average	Below Average
10 Marker	3.75 – 5.0	3.0 – 3.5	< 3.0
15 Marker	5.75 – 7.0	4.0 – 5.5	< 4.0

*Subject to change without prior notice.