

# PSIR & GS-2 Daily Brief

**About this initiative :** Briefs, scans the best academic platforms, national newspapers & leading think tanks to pick the most relevant articles & research. It converts them into crisp, high-impact points you can directly use in your mains answers.

PSIR  
Optional by  
Amit Pratap  
Singh  
| ForumIAS |



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AMIT PRATAP SINGH  
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# Article - 1 : Iran war fallout gifts Putin victory at ASEAN summit



English

COMMENTARY CARNEGIE POLITIKA

## Iran War Fallout Gifts Putin Diplomatic Victory at ASEAN Summit

Russia looks set to reap economic benefits from closer ties with Southeast Asian countries that are keen to find reliable energy suppliers and diversify trade ties.

English



By Alexander Gabuev  
Published on Jun 25, 2026

For most Russians, June 18, 2026, will be remembered as the day when Moscow experienced one of the most spectacular Ukrainian drone attacks to date. Images of an explosion lifting the roof of an oil storage tank into the air in the Russian capital quickly went viral—as did some of the ironic responses to a question posed online: Where was President Vladimir Putin when all this was happening?

The answer to that question was that Putin was taking part in a summit between Russia and the eleven nations of the Association of Southeast Asian Nations (ASEAN) in Kazan. For many, the summer was most memorable for the contrast between the dramatic events in Moscow and Putin's thanks to Laos Prime Minister Sonexay Siphandone for a gift of two elephants. "You can rest

**Context** The US was on Iran pushed energy-hungry Southeast Asia toward a sanctioned, war-fighting Russia and why that "win" is thinner than it looks.

## Facts

■ Russia-ASEAN summit in Kazan - nine of eleven ASEAN heads of state attended.

■ In 2025, Russia's trade with ASEAN - \$ 22 billion ; China's trade with ASEAN - \$ 228.

■ ASEAN represents 9% of global GDP growth.

## Analytical Crux

It is not that Russia won ASEAN. It is that Russia is being pulled toward Southeast Asia by necessity, not strength. Trump's war on Iran spiked energy and fertiliser prices and ASEAN, barely hold reserves, went looking for alternative suppliers. US-China rivalry, made a sanctioned, war-fighting Russia worth talking to. The summit was one of the Kremlin's biggest diplomatic successes since the full-scale invasion of Ukraine in 2022. But Moscow can never use ASEAN to escape Beijing's grip because of trade deficit. Moscow must rapidly build trade, technological and financial ties with the Global South if it wants to sustain its confrontation with the west.

## Verbatim Quotes

“The strengthened ties that Russia has sought with ASEAN nations since the start of the fighting in Ukraine in 2014 would have been much easier to achieve without war, without Western sanctions and without the pressing need to develop these ties as substitute for relations with the west.”

# Article - 2 : The changing landscape of India Germany Defence Cooperation



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## The Changing Landscape of India-Germany Defence Cooperation

June 24, 2026 | IDSA Comments



**Shayesta Nishat Ahmed**

Research Analyst

Dr Shayesta Nishat Ahmed is a Research Analyst at the...

## Context

India, Germany defence ties are shifting from a buyer seller equation to co-development of submarines, ammunition, radars.

## Facts

India and Germany - 25 years of Strategic Partnership in 2025.

A Defence Industrial Cooperation Roadmap signed in 2026.

Reliance - Rheinmetall ammunition plant : up to 200,000 shells, 10000 tonnes of explosives, 2000 tonnes of propellants a year.

## Analytical Crux

The shift is structural and not ceremonial. India and Germany are moving from buying-and-selling to building together. For Germany, India is a large market and a dependable manufacturing base; for India, Germany is a route to technology and self-reliance under Atmanirbhar Bharat. The 3 pillars are submarines (Project-75 I), ammunition (Reliance-Rheinmetall) and defence electronics (HENSOLDT). India's defence indigenisation is being pursued through deep industrial partnerships rather than imports. The partnerships connect Europe and the Indo-Pacific.

## Verbatim Quotes

"Although France remains India's most prominent European defence partner through programmes such as Rafale fighter aircraft and Scorpene submarines, Germany has increasingly carved out a niche in conventional submarines, underwater systems, ammunition production & defence electronics."

- Shayesta Nishat Ahmed

# Article - 3 : India's shipbuilding ambitions can set sail with Korea

## India's shipbuilding ambitions can set sail with Korea

In April this year, South Korean President Lee Jae Myung met Prime Minister Narendra Modi in India, his first visit to India and the first by a Korean leader in eight years. The meeting was remarkable in many ways, as it revived high-level political interaction at the leaders' level, resulting in the expansion of partnership in strategic sectors. However, the visit was special for another reason: it paved the way for strong collaboration between India and South Korea in the shipbuilding industry, a strategic sector that India is seeking to revive.

### Seoul plugs into India's shipbuilding drive

Mr. Lee's visit has given positive momentum to the slowly progressing India-South Korea shipbuilding partnership, as seen in the slew of memoranda of understanding (MoU) and agreements signed during his trip. While the big three of the South Korean shipbuilding industry – Samsung Heavy Industries (SHI), HD Korea Shipbuilding & Offshore Engineering, and Hanwha Ocean – had already announced their investment plans, partnerships, or interests in India, Mr. Lee's support reiterates the South Korean government's strategic commitment to shipbuilding collaboration with India. Last year, a subsidiary of Hyundai signed an MoU with Cochin Shipyard Limited and has since announced plans to invest \$4 billion in Thoothukudi, Tamil Nadu, to construct a green shipyard. Similarly, SHI has signed a partnership with Swan Defence and Heavy Industries to build ships in India. These developments showcase India's attractiveness as a shipbuilding destination for global giants.

South Korea is also interested in developing a complementary supply chain that includes ancillary industries. For instance, the Korea Marine Equipment Association (KOMEA), which comprises 304 enterprises across ship design, shipbuilding, marine equipment, and ship repair, has opened an office in Mumbai. This is expected to pave the way for the development of a robust shipbuilding ecosystem in India. Such steps will help foster a shipbuilding cluster encompassing ancillary industries and other critical facilities



**Abhishek Sharma**  
Junior Fellow,  
Indo-Pacific, with  
the Strategic Studies  
Programme at the  
Observer Research  
Foundation

South Korean partnerships could help accelerate India's ambitions to become a shipbuilding powerhouse

required for scaling up the sector. Further, these partnerships are expected to provide the Indian shipbuilding industry with much-needed support, including design and engineering expertise as well as production know-how. This will help India develop human capital and adopt technology at scale, making its shipyards more competitive internationally. In addition, the various MoUs signed between India and South Korea – at both the government-to-government and business-to-business levels – on workforce development, maritime education, research, and innovation will further strengthen the shipbuilding ecosystem. Together, these efforts could help establish a holistic, cluster-led development model inspired by the success of the city of Ulsan in South Korea.

What has been accomplished in such a short time is commendable, but the task is far from complete. To emerge as a leading shipbuilding nation, India will have to pursue multiple objectives simultaneously. It must support the industry through proactive policy and fiscal measures while also responding effectively to external crises that could disrupt supply chains and affect demand. The sector will require sustained hand-holding until it becomes self-sufficient and capable of competing globally, particularly with established giants such as China.

### Fill the gaps

There must be a focus on human capital development, policy and fiscal support, and bringing in ancillary industries. India's Maritime Vision 2030 and Maritime Amrit Kaal Vision 2047 clearly state the objective of being among the top 10 shipbuilding nations by 2030 and in the top five by 2047.

Complementing initiatives such as the Maritime Development Fund, Shipbuilding Development Scheme, and Shipbuilding Financial Assistance Policy make it clearer that India is serious about attracting foreign investment in the shipping and shipbuilding sector.

However, policy and operational gaps persist.

To rectify these gaps, India will have to focus on implementing a series of reforms related to regulatory consistency and legal predictability and also providing access to low-cost and long-term capital. Steps such as the creation of the Sagarmala Finance Corporation Limited (SFCL), India's first non-banking financial company for the maritime sector, are a positive and welcome development.

However, the greater challenge will be establishing a comprehensive industrial ecosystem for shipbuilding. To achieve this, India will need to move quickly on workforce development, supplier localisation, and the creation of dedicated maritime institutions. In addition, Indian academia and research institutions will have to play a larger role in this developmental partnership to support the country's shipbuilding ambitions.

India must continue to focus on three key priorities: providing sustained policy and fiscal support, developing the capacity to absorb transferred technologies, and formulating a sectoral strategy with clearly defined goals and targets. The in-principle approval of the greenfield project in Tamil Nadu is a welcome development, signalling that approval and implementation bottlenecks need not be insurmountable. To capitalise on this opportunity, however, State governments, alongside the central government, must ensure timely follow-through at every stage, facilitate the entry of foreign investors, and provide continuous support throughout the investment process.

### A proven pathway

While India's shipbuilding ambitions are ambitious, they are not impractical. South Korea's shipbuilding journey, from a minor player to a global leader in just 15 years, beginning in the 1970s, demonstrates what is possible. India can replicate that success by focusing on three priorities: sustained policy and financial support, competitive shipbuilding and industrial capacity, and a skilled workforce.

## Context

President Lee Jae

Myung's visit to India can revive the partnership between India and South Korea in the shipbuilding sector.

## Facts

South Korea's "big-three" shipbuilders : Samsung Heavy Industries (SHI), HD Korea Shipbuilding & offshore Engineering and Hanwha Ocean.

The Korea Marine Equipment Association (KOMEA) - 304 enterprises across design, building, equipment & repair opened an office in Mumbai.

Sagarmala Finance Corporation Limited (SFCL) - India's 1st maritime-sector NBFC to provide long term, low cost capital.

## Analytical Crux

Shipbuilding is being treated as strategic infrastructure. India moves most of its trade by sea but builds none of those ships, which is both an economic drain and a security weakness. The Korea partnership matters because it went from nowhere to global leader in 15 years through a cluster model (Ulsan), heavy state backing and strong private champions. While India's shipbuilding ambitions are ambitious, they are not impractical. South Korea can supply the capital, technology and skilled workers.

## Verbatim Quotes

"The sector will require sustained hand-holding until it becomes self-sufficient and capable of competing globally, particularly with established giants such as China."

- Abhishek Sharma

**PSIR PAPER II, 2025:** How successful has the 'ASEAN Plus Three' been in addressing regional problems? Support your answer with specific examples.

**PSIR PAPER II, 2025:** India continues to invoke its time-tested policy of strategic autonomy vis-à-vis both the United States of America and Russia by rejecting US' offer of mediation on Kashmir issue and by refusing to criticize Russia in its ongoing war against Ukraine. Comment.

**PSIR PAPER II, 2025:** India maintains strong ties with countries that will assure a free and open Indo-Pacific and guarantee greater connectivity with rest of the world. Analyze.

**PSIR PAPER II, 2024:** Discuss the rationale behind replacing the "Asia-Pacific" strategy with the new term "Indo-Pacific" strategy.

**PSIR PAPER II, 2024:** Discuss the potential role that India could play as the leader of the Global South in realising the goal of establishing a new international economic order in the 21st century.

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Amit Pratap Singh • PSIR Faculty, ForumIAS

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