

SECURITY CHALLENGES AND THEIR MANAGEMENT

❖ **How to minimise the threat from improvised explosive devices?**

➤ **CONTEXT: Recently five soldiers were killed and another was injured in a gunfight with militants in the Rajouri-Poonch sector of Jammu division.**

- According to the Army, the gunfight broke out after an explosive device was triggered when a search team established contact with a group of terrorists hiding in a cave in the Kandi forests, killing two soldiers.
- On April 26, an IED (improvised explosive device) killed 10 security personnel of the District Reserve Guard in Chattisgarh's Dantewada area. The jawans were out on an anti-Maoist mission when they were ambushed.

➤ **Were any tactical mistakes made?**

- The quintessential dilemma for security forces is that they are dealing with an enemy who is faceless, unidentifiable and hidden among the people. Wedded to upholding the law of the land and protecting its people, security personnel can open fire only in self-defence, not on apprehension.
- Militants, whether they are the Lashkar-e-Taiba in Kashmir or the Maoists in central India, have the 'first mover advantage', on triggering a landmine or an IED on a mobile Army vehicle or opening burst fire with an AK-47 on a static CRPF sentry post.
- In all such scenarios, particularly in landmine/IED ambushes, the reaction or the response time available for what is called "Immediate Action (IA) or Counter Ambush drill" is a few seconds, and that too, if a few of the security personnel are lucky enough to survive the initial IED ambush.
- Hence, all standard operating systems and procedures, technological measures etc. are directed towards identification and detection of IEDs/landmines and to avoid being caught in them.

➤ **How can errors be minimised?**

- The first thing that must be kept in mind is to avoid travel by vehicle. The safest mode of travel is on foot in a region where left-wing extremism is active.
 - ✓ Studies show that over 60% of casualties/fatalities in Maoist territories are because of vehicles ambushed in landmines/IEDs, as also seen in the recent Chhattisgarh incident.
- Routine operations like area domination, cordon-and-search, long range patrolling, ambush-cum-patrolling and so forth should only be undertaken on foot. Vehicle travel should be undertaken rarely and that too, only for urgent operational reasons, after exercising due diligence.
- If vehicle travel is absolutely essential, the onward and return journeys should never be by the same route, nor undertaken during the day time.
- A little-known fact is that Maoists, to avoid the risk of civilian casualties, neither trigger IEDs during night time, nor use anti-personnel/pressure induced mines. The exact timing of triggering IEDs is also an issue during night time. Hence, night travel by vehicles is relatively safe for security forces. Unfortunately, in most instances, the security forces travelled during daytime and that too by the same route, resulting in fatalities.

➤ **Will moving around in camouflage help?**

- Stealth, camouflage and concealment are integral to anti-terrorist operations. Olive green vehicles of the Army and light green vehicles of the CRPF are easily identified from a distance, giving adequate time and opportunity to terrorists to organise an IED ambush.
- If vehicle travel is absolutely essential, security forces are expected to take civilian or State Road Transport Corporation buses. To avoid easy identification, they must travel with civilians in mufti with weapons carefully concealed.

➤ **What about armoured vehicles and other protective gear?**

- In certain war zones, vehicular deployment is inevitable. Security forces working in such areas should be equipped with appropriate protective gear, such as blast-resistant clothing, helmets, and eye protection.
- Their vehicles should also be equipped with V-shaped and armour-plated hull, blast-resistant technology and proper sandbagging to minimise damage in the event of an explosion.
- Machine guns and other weapons should be mounted on top of the vehicles with outward facing rotatory seats, from where the men can have a 360-degree observation outside.
- Also, security forces should always travel in a convoy of minimum two to three vehicles, maintaining a distance of at least 40 to 50 metres between them, so that even if one vehicle is caught in a landmine, the personnel in other vehicles are able to take positions and neutralise the threat.

➤ **How can a region be made safe for travel?**

- Rigorous and regular implementation of various detection methods, such as metal detectors, ground-penetrating radar, and trained sniffer dogs, to locate and clear landmines and IEDs, is essential.
- Road opening parties play an important role in detection of ambushes. Aerial surveillance carried out through drones and road opening parties equipped with UGVs (Unmanned Ground Vehicles), can not only detect the presence of terrorists to carry out operations but also pick tell-tale signs of a likely ambush like piles of rock and mud bags, dugout portions on the sides of the roads, and absence of people or movement of other vehicles.
- Areas known or suspected to contain landmines or IEDs can be mapped and contingency plans prepared for them. This includes establishing safe routes, setting up checkpoints, and creating evacuation plans as part of both preventive and mitigation measures.

➤ **What about Intelligence inputs?**

- While it is important to gather actionable intelligence, due to enormous risks of reprisals by terrorists, locals usually do not divulge information for money alone. Winning of hearts and minds is neither easy nor quick.

Relationships have to be cultivated and goodwill generated among the local population on a long-term basis beyond and above transactional levels. This requires patience, commitment, empathy and integrity on the part of security forces, which is sometimes lacking.

➤ **What can be learnt from an explosion?**

- There is simply no substitute for good, old routine investigation of crimes, including that of IED ambushes. An IED ambush is not an insular, standalone event. There is a whole ecosystem behind it, comprising of financiers, suppliers, transporters, builders and triggermen.
- It is pertinent to mention here that in just one year alone (2008-9) in Afghanistan, the U.S. forensic investigation teams picked up a mindboggling 5,000 finger prints from the remnants of IEDs and explosives, recovered from the scenes of bomb blasts. This enabled identification and detection of hundreds of suspects and accomplices involved in IED ambushes.
- Diligent and scientific investigation, establishment of linkages through meticulous collection and marshalling of evidence, framing of chargesheets, followed by speedy trials and conviction, serve as a strong deterrent to terrorism.

➤ **What are some of the other measures that need to be undertaken?**

- Several measures need to be undertaken at the government level, both at the Centre and States. These include collaboration with international organisations, NGOs, and other countries to share information, resources, and best practices for landmine and IED prevention, detection, and clearance; implementation and enforcement of national and international laws, policies, and regulations aimed at preventing the use, production, and trade of landmines and IEDs.
- Legislative measures are required for mandatory addition of odoriferous chemicals and/or biosensors to explosives used in industry and mining etc. for their easy detection during transport.
- Likewise, legislative measures are required for stricter controls on manufacture, supply and sale of explosives and detonators.
- Other countries have taken several counter-IED measures spending billions.
 - ✓ The U.S., for example, set up the Joint Improvised-Threat Defeat Organization to “prevent, identify and defeat IEDs” and has spent about \$20 billion on counter IED measures since 2005.
 - ✓ NATO’s Counter-IED Centre of Excellence is based in Madrid; a small unit exists in India under the National Security Guard.
- IEDs have been causing major setbacks to fighting militants in India, it is high time that an overarching agency is created under the Ministry of Home Affairs to coordinate the efforts of both the Government of India and the State governments, and to provide legislative, technological and procedural support to law enforcement agencies

ENVIRONMENT

❖ **What a total ban on diesel vehicles could mean in India**

➤ **CONTEXT: A panel formed by the Ministry of Petroleum and Natural Gas has recommended a ban on the use of diesel-powered four-wheel vehicles by 2027 in cities with a population of more than 1 million, and instead transition to electric and gas-fuelled vehicles.**

- The Energy Transition Advisory Committee, headed by former petroleum secretary Tarun Kapoor, has also recommended that city transport should be a mix of Metro trains and electric buses by 2030.
- ✓ Diesel-driven 4-wheelers may be eliminated as soon as possible. Therefore, a ban on diesel-powered four-wheelers in all Million Plus cities and all towns with high pollution has to be enforced in five years, i.e. by 2027,” the report says.
- ✓ commercial vehicles may transition to LNG in the short term”, and “no diesel city buses addition be allowed in urban areas, to drive towards transition towards clean fuel urban public transport in about 10 years.

➤ **What is the background of this proposal?**

- The panel’s recommendations come in the wake of the government’s stated aim to reduce greenhouse gas emissions, and to produce 40% of its electricity from renewables as part of its 2070 net zero goal.
 - ✓ Diesel currently accounts for about 40% of India’s petroleum products consumption, according to estimates by the Petroleum Planning & Analysis Cell.
- The proposed ban will have a significant footprint — a large number of cities in India have more than 1 million people, and include not just the metropolitan centres, but also smaller towns and cities such as Kota, Raipur, Dhanbad, Vijayawada, Jodhpur, and Amritsar.

➤ **Who makes diesel cars in India?**

- Maruti Suzuki, the country’s largest passenger vehicle manufacturer, stopped making diesel vehicles from April 1, 2020, and has signalled that it does not have plans to re-enter this segment.
- The diesel engine is, however, part of models sold by Hyundai and Kia, and Toyota Motor’s Innova Crysta range.
- Tata Motors, Mahindra, and Honda have discontinued production of 1.2-litre diesel engines; diesel variants are available only for 1.5-litre or higher engine capacity.
- Since 2020, most carmakers have taken significant steps towards deleveraging their diesel portfolios. As a result, the contribution of passenger vehicles to overall diesel vehicle demand has fallen to just 16.5%, compared to 28.5% in 2013.

➤ **What is the issue with the proposal?**

- It is not yet clear how the proposal for a ban, if accepted, will unfold and how practical it would be to implement. This is especially true in the case of medium and heavy commercial vehicles that are used for the transport of goods on highways, and for buses plying in most Indian cities, where diesel is the mainstay. Even if the ban on diesel for commercial vehicles were to have a longer transition time, significant disruption could still happen.
- Around 87% of diesel fuel sales are in the transport segment, with trucks and buses accounting for about 68%. Uttar Pradesh, Maharashtra, and Haryana make up almost 40% of the diesel sold in India. While it seems easier at the moment to convert diesel trucks to compressed natural gas (CNG), there are certain limitations including CNG being used for shorter distances, and its lower tonnage carrying capacity.
- Also, many auto industry players argue that carmakers having a presence in the diesel segment are already in compliance with current emission norms, and have invested heavily to transition their diesel fleet from BS-IV to BS-VI emission norms.

➤ **What is the reason people prefer diesel vehicles?**

- The higher fuel economy of diesel engines over petrol powertrains is one factor. This stems from the greater energy content per litre of diesel, and the inherent efficiency of the diesel engine.
- Diesel engines do not use high-voltage spark ignition (spark plugs), and thus use less fuel per kilometre, as they have higher compression ratios, making it the fuel of choice for heavy vehicles.
- Also, diesel engines offer more torque (rotational or turning force), and are less likely to stall as they are controlled by a mechanical or electronic governor, thereby proving to be better for haulage.

➤ **Why are carmakers moving away from diesel?**

- The higher compression ratio of diesel engines means there are increased emissions of oxides of nitrogen (NOx), which is one of the main drawbacks of diesel engines versus petrol. The biggest blow for diesel, though, has been an external trigger.
 - ✓ The Volkswagen emissions scandal, which led to an increase in the negative perception against diesel across markets, including India.
- Also, the reason why Maruti Suzuki and other carmakers announced an exit from the diesel segment was the rollout of the new BS-VI emission norms from April 1, 2020, and the prohibitively high cost of upgrading diesel engines to meet the new standard.
- The government's decision to leapfrog directly from BS-IV to BS-VI is the reason carmakers such as Maruti Suzuki cite for the unviability of retaining diesel in their portfolio.

➤ **Didn't petrol engines too need upgrades as a result of the shift to BS-VI?**

- While petrol vehicles needed upgrades for this transition, these were limited to catalysts and electronic control upgrades. But for diesel vehicles, the upgrades were more complicated and entailed higher costs.
 - ✓ Carmakers had to put three pieces of equipment (a diesel particulate filter, a selective catalytic reduction system, and an LNT (Lean NOx trap) to meet the BS-VI norms, all at the same time. This was vital to curb both PM (particulate matter) and NOx emissions as mandated under the BS-VI norms.
- For most carmakers, the economics of the conversion simply did not make it worthwhile to continue with the diesel option after the transition to BS-VI.

➤ **What about the buyers of diesel vehicles?**

- There is the issue of the price of diesel, and consequently, of running the car. The Indian carbuyer's romance with diesel powertrains lasted nearly a decade, with diesel cars accounting for 48% of passenger vehicle sales in the country in 2013. The main reason was the sharply lower price of diesel as compared to petrol — a yawning Rs 25 per litre at its peak.
- But this changed when the decontrol of fuel prices started in late 2014. The price difference has since come down to around Rs 7 per litre — the closest the two fuels have been in price since 1991. Consequently, diesel cars accounted for less than 20% of overall passenger vehicle sales in 2021-22, less than half the share they had five years ago.

➤ **So what is the upshot, overall, of this proposal?**

- A move towards a phasing out of diesel (and ultimately petrol as well) vehicles is in keeping with action by most federal governments across the world.
- In the case of India, however, automotive experts foresee difficulties in implementing a total ban on diesel because, (a) carmakers (and oil companies) have invested heavily in transitioning to BS-VI and all that investment could go down the drain if a complete ban were to be implemented and; (b) in the commercial vehicles segment, where diesel penetration is very high and alternative fuels options such as electric vehicles, CNG, liquified natural gas (LNG), and hydrogen are still only being explored, and a total ban would cause serious disruption.
- According to the Energy Transition Advisory Committee report LNG has the potential to replace both diesel and CNG in heavy-duty vehicles and thereby reduce GHG emissions. Its push in both medium and heavy-duty vehicles, despite cost constraints and higher payback periods, can be a gamechanger for the Indian logistics market", alongside a recommendation for an EV push and leveraging hydrogen as a motive fuel.
- Automakers have consistently maintained that the government's approach should be technology-agnostic, and that interventions should be restricted to prescribing stringent operational standards, including emission norms. According to some car company if a particular technology or fuel type is not able to meet the standards, then it should be phased out, rather than proposing a complete ban on a technology platform.

- Oil marketing companies claim that emission standards under BS-VI have necessitated oil refineries to substantially reduce the level of sulphur in diesel, and that the Bureau of Indian Standards (BIS) has brought out the specification for “diesel with 7 per cent biodiesel”, which further lowers the emission footprint of diesel.

PRELIMS

1. Yellow Fever

➤ **CONTEXT: The vaccine is administered at 50 centres in the country, including three in Tamil Nadu.**

- Yellow fever is an acute viral haemorrhagic disease transmitted by infected mosquitoes.
- The "yellow" in the name refers to the jaundice that affects some patients.
- **Causes and risk factors:** A flavivirus causes yellow fever. It is transmitted by mosquito bite, usually the *Aedes aegypti* mosquito. The mosquito becomes infected by biting an infected human or a monkey. An infected mosquito is a source of infection for the rest of its life. The flavivirus is endemic among monkeys that live in the tree tops of the jungle, known as the jungle canopy, in many parts of Africa and the Americas.
- **Symptoms:** Symptoms of yellow fever include fever, headache, jaundice, muscle pain, nausea, vomiting, fatigue, jaundice, which gives the skin and whites of the eyes a yellow tinge, kidney failure, liver failure, hemorrhage, bleeding from the nose, mouth, and eyes. Between 20 percent and 50 percent of people who develop toxic stage symptoms die within two weeks.
- **Treatment:** There is no effective antiviral medication to treat yellow fever, so treatment consists of supportive care in a hospital. This includes providing fluids, oxygen, making sure blood pressure is adequate, replacing lost blood, kidney dialysis if there is kidney failure, and treating any secondary infections.
- **Prevention:** In the middle of the 20th century, scientists developed a safe and effective vaccine that prevents yellow fever.

2. E-Cigarettes

➤ **CONTEXT: The Information & Broadcasting Ministry recently warned the print media, TV channels, OTT (over-the-top) platforms and digital media against directly or indirectly promoting electronic cigarettes.**

➤ **About**

- E-cigarettes are sometimes called “e-cigs,” “vapes,” “e-hookahs,” “vape pens,” and “Electronic Nicotine Delivery Systems (ENDS).”
- Some e-cigarettes look like regular cigarettes, cigars, or pipes. Some look like USB flash drives, pens, and other everyday items.
- Using an e-cigarette is sometimes called “vaping.”
- Potential Benefits: E-cigarettes have often been suggested as a potential means to help smokers quit.

➤ **What are the harmful effects?**

- E-cigarettes are not safe for youth, young adults, and pregnant women, as well as adults who do not currently use tobacco products.
- In 2016, the U.S. Surgeon General had concluded that “e-cigarette use among youths and young adults is a public health concern; exposure to nicotine during adolescence can cause addiction and can harm the developing adolescent brain.”
- Study of 2018: It found the use of e-cigarette daily was associated with a 79% increase in heart attack risk after other variables were taken into account.
- The Indian Council of Medical Research (ICMR): According to a white paper on e-cigarettes by the Indian Council of Medical Research (ICMR), depending on the battery output voltage used, nicotine solvents can release in varying amounts potential carcinogens such as acetaldehyde, formaldehyde and acetone.
- ✓ The liquid-vaporizing solutions also contain “toxic chemicals and metals that can cause several adverse health effects including cancers and diseases of the heart, lungs and brain”.
- Defective e-cigarette batteries have caused fires and explosions, some of which have resulted in serious injuries. Most explosions happened when the e-cigarette batteries were being charged.

➤ **Steps of Indian Government**

- Prohibition of Electronic Cigarettes Bill, 2019: It prohibits production, manufacture, import, export, transport, sale, distribution, storage and advertisement of e-cigarettes.
- Combating the menace of e-Cigarettes through a Statute on Prohibition of Electronic Cigarettes and like devices, regulation of display and use of tobacco products in films and television programs.
- Cigarettes Act, 1975: Tobacco control legislation in India dates back to the Cigarettes Act, 1975 which mandates the display of statutory health warnings in advertisements and on cartons and cigarette packages.
- Delhi Prohibition of Smoking and Non-Smokers Health Protection Act: It was passed in the Delhi assembly in 1997 and became the model for Central Legislation banning smoking in public places in 2002, on the directions of the Supreme Court.
- Cigarettes and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade, Commerce, Production, Supply and Distribution) Act (COTPA) 2003: The comprehensive tobacco control legislation aims to provide smoke-free public places and also places restrictions on tobacco advertising and promotion.
- Tobacco Quitline Services: These toll-free quitline services (1800-112-356) were initiated in 2016 and were expanded in September 2018. These are now available in 16 languages and other local dialects from 4 centres.

- National Health Policy 2017: It sets an ambitious target of reducing tobacco use by 30 per cent by 2025, which has been devised keeping in view the targets for control of NCDs.
- Ratification of the WHO Framework Convention on Tobacco Control (FCTC).
- National Tobacco Control Programme (NTCP): The Ministry of Health and Family Welfare launched the National Tobacco Control Programme (NTCP) in 2007- 08 in 42 districts of 21 States/Union Territories of the country.
- ✓ Currently, the Programme is being implemented in all States/Union Territories covering over 600 districts across the country.
- ✓ Objectives To bring about greater awareness about the harmful effects of tobacco use and Tobacco Control Laws.
- Other steps highlighted : Measures like the displaying large warnings covering 85% of the area on packs of tobacco products, the introduction of a dedicated helpline for assisting people to quit tobacco

ANSWER WRITING

Q. Tribal rights should not be disregarded in the pursuit of progress. In this context, explain what do you understand by tribal rights. What are the legislative measures taken by the state to protect the rights of tribal?

A tribe is an independent political division of a population with a common culture. The United Nations Declaration on the Rights of Indigenous People (UNDRIP), recognises Indigenous peoples’ rights to self-determination, autonomy or self-governance, and their right against forcible displacement and relocation from their lands or territories without free, prior and informed consent. In India, tribal rights flow from the constitution of India and other legal measures taken by the state. Therefore, tribal rights are a cluster of entitlements provided to protect and promote the quality of life, culture, and livelihood of tribals.

Provisions in the Constitution with respect to the protection of tribes:

- Part X of the Constitution contains special provisions relating to the administration of Scheduled Areas and Tribal Areas.
- Article 342 provides for the specification of tribes or tribal communities or parts of or groups within tribes or tribal communities which are deemed to be for the purposes of the Constitution, the Scheduled Tribes in relation to that State or Union Territory.
- Articles 15, 16, 19, and 46 of the Constitution provide for various educational, economic and public employment-related safeguards to scheduled tribes.
- Political safeguards are provided to scheduled tribes in the form of reservation of seats in the Lok Sabha, legislative assemblies and panchayats.

Other legislative measures for the protection of the rights of tribes in India:

- Forest Rights Act (FRA) 2006: The act recognizes the rights of the forest-dwelling tribal communities and other traditional forest dwellers to forest resources, on which these communities were dependent for a variety of needs, including livelihood, habitation and other socio-cultural needs. The main objectives of the act are:
 - ✓ To undo the historical injustice that occurred to the forest-dwelling communities.
 - ✓ To ensure land tenure, livelihood and food security of the forest-dwelling Scheduled Tribes and other traditional forest dwellers.
 - ✓ To strengthen the conservation regime of the forests by including the responsibilities and authority of Forest Rights holders for sustainable use, conservation of biodiversity and maintenance of ecological balance.
- Panchayat (Extension to Scheduled Areas) Act (or PESA), 1996: The fundamental spirit of the Panchayat Extension Act for tribal areas under the 5th Schedule is that it devolves power and authority to Gram Sabha and Panchayats and paves the way for participatory democracy. The Act gives Gram Sabhas the authority to play an important part in approving development plans and managing all social sectors.
- Scheduled Castes and Scheduled Tribes Act, 1989: The Act was passed to prevent the commission of offences of atrocities against the members of the Scheduled Castes and the Scheduled Tribes, to provide for Special Courts for the trial of such offences and for the relief and rehabilitation of the victims of such offences.
- Protection of the Civil Rights Act, 1955: The act prescribes punishment for preaching and practising untouchability. Under the act, “civil rights” meant “any right accruing to a person by reason of the abolition of ‘untouchability’ by Article 17 of the Constitution.”
- Formation of Tribal Co-operative Marketing Development Federation of India (TRIFED): It is a national-level cooperative body established under the multi-state co-operative societies act 1984. It was formed with the main objective of institutionalising the trade of Minor Forest products (MFP) and providing the tribals of India with a fair price for the surplus agricultural products produced by them.

While the legislations for the protection of the rights of tribal people are in place, they are regularly flouted as has been highlighted by the Xaxa Committee report of 2014. The committee recommended measures such as establishing agro-based training institutions and labour-intensive processing industries in tribal regions. Tribal farmers should be motivated to undertake organic farming and eco-forestry. Further State must also try to minimise displacement and follow a rights-based approach to rehabilitate them.

MCQs

1. Consider the following statements about E-cigarettes.
 1. E-cigarettes are handy battery-powered devices that emit doses of vaporized caffeine.
 2. Unlike regular cigarette, e-cigarettes do not produce smoke but produces an aerosol which is inaccurately referred to as vapour.
 3. Liquid solution used in E-cigarettes contains propylene glycol and glycerine.

Which of the above statement/s is/are correct?

- 1 and 2 only
 - 2 and 3 only**
 - 1 and 3 only
 - 1,2 and 3
2. With reference to yellow fever consider the following
- The yellow fever virus is transmitted by mosquitoes.
 - The virus is endemic in tropical areas of Africa and Central and South America.
 - Vaccination is the most important means of preventing yellow fever.

Which of the given above statement/s is/are correct?

- 1 and 2 only
 - 2 and 3 only
 - 1 and 3 only
 - d) 1,2 and 3**
3. Regarding Bharat Stage (BS-VI) vehicular emissions norms, choose the correct statements :
- BS (VI) emission norms are equivalent to Euro (VI) norms.
 - BS (VI) norms require the up-gradation of engine and emission control technology
 - BS (VI) norms are applicable to all categories of the vehicles including two, three and four-wheelers.
 - BS (VI) norms do not require any change in fuel quality

Choose the correct answer from the options given below

- 1 and 2 only
 - 2,3 and 4 only
 - 3 and 4 only
 - d) 1,2 and 3 only**
4. The Union government will soon launch a national mission to tackle Thalassemia, with reference to Thalassemia consider the following
- It is an inherited disorder of red blood cells.
 - It is not preventable.
 - There are two major types of thalassemia, alpha, and beta.
 - Thalassemia Bal Sewa Yojana under the National Health Mission aims to provide a one-time cure opportunity to all the underprivileged Thalassemia patients

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

- 1 only
 - 1 and 4 only
 - 2 and 3 only
 - d) 1 and 3 only**
5. Which one of the following situations best reflects "Indirect Transfers" often talked about in media recently with reference to India?
- An Indian company investing in a foreign enterprise and paying taxes to the foreign country on the profits arising out of its investment

- A foreign company investing in India and paying taxes to the country of its base on the profits arising out of its investment
- An Indian company purchases tangible assets in a foreign country and sells such assets after their value increases and transfers the proceeds to India
- A foreign company transfers shares and such shares derive their substantial value from assets located in India**

6. The Prime Minister has paid homage to Gopal Krishna Gokhale (GK Gokhale) on his birth anniversary, with reference to GK Gokhale consider the following

- Gokhale was one of the founders of the Servants of India Society in 1905.
- He was associated with the Extremist Group of Indian National Congress.
- Gokhale worked towards social empowerment, expansion of education, struggle for freedom in India for three decades and supported the use of reactionary or revolutionary ways.

Which of the above statement/s is/are correct?

- 1 only**
- 2 and 3 only
- 3 only
- 1 and 2 only

7. With reference to PM Suraksha Bima Yojna (PMSBY) consider the following

- PMSBY is an accidental insurance scheme offering coverage for disability only.
- Persons in the age group of 18-70 years having an individual bank or a post office account are entitled to enroll under the scheme.

Which of the above statement/s is/are correct?

- 1 only
- 2 only**
- Both 1 and 2
- Neither 1 nor 2

8. The term "two-state solution" is sometimes mentioned in the news in the context of the affairs of which of the following country?

- China
- Israel**
- Iraq
- Yemen

9. The term "Mentioning Hours" often mentioned in news is associated with which of the following?

- Supreme Court Proceedings**
- Parliamentary Proceedings
- Ceremonial Award in Rastrapati Bhawan
- Banking Transaction

10. The term "FluHorse" often mentioned in news is related to which of the following?

- Satellite
- Drone technology
- Military Exercise
- Malware