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PIB Oct 31

MERA YUVA BHARAT

(Syllabus: GS Paper 2 – Government Schemes)

Prime Minister launches 'Mera Yuva Bharat (MY Bharat)' platform on the National Unity Day

Context: Recently, the **Prime Minister Shri of India launched the 'Mera Yuva Bharat** (MY Bharat)' platform for the youth of the country at **Kartavya Path** on National Unity Day.

Mera Yuva Bharat (MY Bharat)' Platform

- **About:** It is an **autonomous body that will** benefit the youth in the **age group of 15-29 years,** in line with the definition of 'Youth' in the National Youth Policy.
  - Mera Yuva Bharat (MY Bharat) is **'Phygital Platform' (physical + digital)** comprising physical activity along with an opportunity to connect digitally.
- **Aim of the platform**: to provide youth with an opportunity to play an active role in various Government programmes.
- **Vision:** 'Mera Yuva Bharat (MY Bharat)' is envisioned as a pivotal, technology-driven facilitator for youth development and youth-led development, with the overarching goal of providing equitable opportunities.
- It **envisions a framework where the youth of our country** can seamlessly connect with programs, mentors, and their local communities.

Objectives

- To make it a **whole Government platform dedicated to the advancement** of the youth. Its objectives include:
- **Leadership Development** in the Youth
- **Improve the leadership skills through experiential learning** by shifting from isolated physical interaction to programmatic skills
- Investing in **youth to make them social innovators,** and leaders in the communities

INDIAN EXPRESS Page 17

FISCAL DEFICIT REPORT
(Syllabus: GS Paper 3 - Economy)

Fiscal deficit widens to 39% of full-year target in Apr-Sept

ENS ECONOMIC BUREAU
NEW DELHI, OCTOBER 31

WITH A sharp pickup in capital expenditure and elevated subsidy spend on fertilisers, the U nion government's fiscal deficit during April-September widened to ₹7.02 lakh crore or 39.3 per cent of the full-year target of ₹17.87 lakh crore compared with ₹6.43 lakh crore in April-August. The government's fiscal position got support from a pickup in direct tax revenues, especially corporate tax collections, which rose by 26.6 per cent year-on-year in September, reflecting the payment of the second instalment of advance tax, data released by the Controller General of Accounts on Tuesday showed.

Capital expenditure continued to surge, with the government reaching 49 per cent or ₹4.9 lakh crore during April-September, the first of the half of the financial year, out of its overall Budget target of ₹10 lakh crore for 2023-24. At ₹1.17 lakh crore in September, it is the highest-ever monthly spending by the government on account of capital expenditure in the current fiscal.

While interest payments rose to ₹1.17 lakh crore in September, an increase of 19.1 per cent year-on-year and 72.6 per cent month-on-month, overall revenue deficit turned into revenue surplus for the second month in a row.

The Centre's fiscal deficit was also lower than the year-ago period for the second month in a row at ₹59,035 crore in September. A pickup in revenues supported the government's fiscal arithmetic. Total tax receipts recorded a growth of 9.3 per cent in September, with income tax collections rising 15.6 per cent to ₹91,247 crore in September.

Despite concerns about rise in borrowing costs with an increase in yields on government securities and possibility of strain on public expenditure amid global uncertainties, Centre is confident of meeting its stated fiscal deficit target of 5.9 per cent of the GDP for the current fiscal. The government had budgeted ₹10 lakh crore target for capital expenditure for the current fiscal, an increase of 36 per cent over the previous financial year.

Economists said even though there might be slippages on the disinvestment front, the government's fiscal position looks comfortable. "The fiscal position of the Central Government has been fairly comfortable during the first half of the current fiscal despite economic headwinds. Gross direct tax collection recovered in August and September after lagging in the first four months of FY24. Centre's non-tax collections have been better than anticipated, supported by higher than budgeted RBI dividend transfer. On the revenue front, while we foresee slippage on the disinvestment front, we remain optimistic about meeting the targeted revenue receipts supported by buoyancy in tax as well as non-tax collections," Rajani Sinha, Chief Economist, CareEdge Ratings said.

Context: Recently, **due to a noticeable increase in capital expenditure** and higher subsidies allocated to fertilizers, the **Union government's fiscal deficit for April-September** expanded to 7.02 lakh crore, which is 39.3 percent of the full-year target of 17.87 lakh crore, in contrast to 6.43 lakh crore in April-August.

- The **fiscal position of the Central Government** has been fairly comfortable during the first half of the current fiscal despite economic headwinds.

Fiscal Deficit

- **About:** It is the gap **between the government's overall income** (including taxes and non-debt capital receipts) and its total expenditure.
- **Fiscal Deficit** = Total expenditure of the government (capital and revenue expenditure) – Total income of the government (Revenue receipts + recovery of loans + other receipts).
- **Causes of fiscal deficit arise:** When **government spending surpasses** its income.
  - It represents the extent to which the government has spent more than its earnings, usually presented as a **percentage of the GDP**.
- The **Fiscal Responsibility and Budget Management (FRBM) Act** was established in 2003, aiming to establish targets for reducing fiscal deficits.
- **Reviewing the FRBM Act**: In May 2016, the government set up a committee under NK Singh to review the FRBM Act. The government believed the targets were too rigid.
- **Recommended fiscal deficit target:** The committee recommended that the government should target a fiscal deficit of 3 percent of the GDP in the years up to March 31, 2020 cut it to 2.8 per cent in 2020-21 and to 2.5 per cent by 2023.

THE HINDU

Page 1

AKHAURA-AGARTALA RAIL LINK

(Syllabus: GS Paper 2 – IR)

Akhaura-Agartala rail link to be inaugurated virtually by PM Modi, Sheikh Hasina today

Kallol Bhattacherjee
AGARTALA/NEW DELHI

In a historic move, Bangladesh and northeast India will re-establish rail connectivity through Tripura on Wednesday, after a gap of nearly seven and a half decades. The much-awaited Akhaura-Agartala rail link will be inaugurated virtually by Prime Minister Narendra Modi and his Bangladesh counterpart Sheikh Hasina at 11 a.m. on Wednesday, the Ministry of External Affairs (MEA) said.

This rail link is being seen as a first step to connect Tripura to Kolkata through Bangladesh. At present, trains to Agartala must run through a longer route via Guwahati and Jalpaiguri stations. The link will significantly reduce the time and distance needed to reach Tripura, southern Assam, and Mizoram from Kolkata. It will also help boost India-Bangladesh trade in agriculture products, tea, sugar, construction items, iron and steel, consumer items, besides people-to-people ties. The Akhaura-Agartala Cross-Border Rail Link project was supported by a grant aid of ₹392.52 crore extended to Bangladesh by the Indian government, according to an MEA statement.



A goods train entering Agartala during a trial run for the rail link. ANI

Connectivity boost

The rail link is 12.24 km, with a 6.78-km dual gauge line in Bangladesh and 5.46 km in Tripura. As part of the preparation, a goods train from Bangladesh carried out a trial run on Monday between the two stations. The Akhaura junction, located in Bangladesh's Brahmanbaria district, is part of the Chittagong division, and has a rich history of commercial and cultural ties with India's north-eastern region since the colonial era. One of the main drivers behind the initial construction of the junction in the late 19th century was the demand from Assam's tea industry, which wanted a connection to the Chittagong port. The project was revived in 2010, when Prime Minister Manmohan Singh signed an agreement to rebuild the connection during Ms. Hasina's visit to New Delhi.

M ND NDE

Context: Recently, in a historic development, **Bangladesh and northeast India re-established** rail connectivity **through Tripura, ending a nearly seven-and-a-half-decade** hiatus. The long-anticipated **Akhaura-Agartala rail connection** was virtually inaugurated by the Prime Minister of India and Bangladesh's Prime Minister.



Akhaura-Agartala Rail Link

- The rail link measures **12.24 km, comprising a 6.78-km** dual gauge line in Bangladesh and 5.46 km in Tripura
- The rail line **between Agartala in Tripura** and **Akhaura in Bangladesh** would pave the way for the first train to run from the northeastern region to Bangladesh
- The **link will connect Gangasagar in Bangladesh** to **Nischintapur in India** and from there to Agartala.
- The **Project was at standstill because** of the sharp increase in the cost of land for the sections in India.

ILLEGAL WILDLIFE TRADE
(Syllabus: GS Paper 3 – Env and Eco)

Wildlife trafficking, organised crime linked: Nonprofit's report sheds new light

Context: Recently, a **new report by the nonprofit Wildlife Justice Commission** (WJC) revealed fresh **evidence showing the convergence** of wildlife crime with other forms of organized crime, further underscoring the organization's efforts to dismantle these criminal networks.

Report on Wildlife Trafficking

- The commission has **observed close links of wildlife trade** with protection rackets, extortion, murder, money laundering, illicit drugs, tax evasion and corruption.
- The **sand is extracted from rivers, coastal or marine ecosystems** and has enormous environmental impacts — mining causes erosion and directly affects communities and their livelihoods.
- **Indiscriminate extraction negatively impacts aquifers,** reduces protection against storm surges, shrinks deltas, freshwater and marine fisheries, land-use changes and biodiversity.

Illegal Wildlife Trade

- **About**: Illegal wildlife trade refers to the illegal activities involving the capture, collection, transport, and trade of wildlife and their products, including live animals, animal parts, and derivatives.
- **In India**, trade in over 1,800 species of wild animals, plants and their derivatives, is **prohibited under the Wildlife (Protection) Act, 1972**.

Illegal Wildlife Trade Impact on Climate Change

- **Deforestation**: Illegal logging for timber and conversion of forests to agricultural land contribute to deforestation, releasing carbon dioxide and reducing carbon sinks.
- **Carbon Storage**: Large-bodied species targeted in the illegal wildlife trade, such as elephants, play a crucial role in carbon storage through their interactions with vegetation and soil.
- **Disrupted Ecosystems**: Illegal trade disrupts ecosystems, impacting their ability to sequester carbon and maintain ecological balance.

Wildlife Crime Control Bureau (WCCB)

- **About:** It is a statutory multi-disciplinary body, established by the Government of India under the Ministry of Environment and Forests, to combat organized wildlife crime in the country.
- **Headquarter:** New Delhi.
- **Function:** It collect and collate intelligence related to organized wildlife crime activities and to disseminate the same to the State and other enforcement agencies for immediate action so as to apprehend the criminals. It establish a centralized wildlife crime data bank. Etc.

PM GATI SHAKTI SCHEME

(Syllabus: GS Paper 2 – Economy)

PM GatiShakti Reduces DPR Preparation Time

Kirtika Suneja
@timesgroup.com

New Delhi: India has planned around 8,890 km of roads, 27,000 km of railway tracks and 920 km of petroleum and natgas pipelines based on PM GatiShakti National Master Plan, two years after it was launched. The platform has led to a sharp reduction in time taken by the road transport and highways ministry to prepare the detailed project report (DPR). The time is reduced to about 15 days from six months.

"PM GatiShakti has seen onboarding of central ministries and all states and UTs. Usage across infrastructure ministries and many states has showcased the strong benefits the PM GatiShakti principles are delivering," said Sumita Dawra, special secretary, logistics, Department for Promotion of Industry and Internal Trade (DPIIT). Similarly, the petroleum and natural gas ministry's Electronic Detailed Report Survey (e-DRS) tool generates DRS reports digitally in 24 hours, compared with six to nine months taken earlier when it was done manually without using the NMP.

Dawra said PM GatiShakti is emerging as a tool for economic and social planning across the country, with potential to become a global tool for planning.

Gati Shakti Master Plan

- **Launch:** On India's 75th Independence Day
- **About:** It is a digital platform — will bring **16 Ministries including Railways and Roadways** together for integrated planning and coordinated implementation of infrastructure connectivity projects.

Context: Two years after its launch, **India recently unveiled ambitious infrastructure plans**, including approximately **8,890 km of roads, 27,000 km** of railway tracks, and 920 km of petroleum and natural gas pipelines, **all in line with the PM GatiShakti National Master Plan.**

PM Gati Shakti Scheme

- **About:** It is a **multi-modal connectivity plan** with the goal of coordinating infrastructure project planning and execution to reduce logistics costs.
- **Establishment:** October 2021
- **Aim:** It is the first National Infrastructure Masterplan. The National Master Plan for Multi-modal Connectivity is essentially a digital platform to bring 16 Ministries includes Railways and Roadways and others.
  - To boost economic growth (Shakti) through infrastructure building.
  - To improve the productivity of industries and employment opportunities.
  - It is considered to be the government's integrated approach to developing modern railways, roadways, waterways and airways.
- **Method**: It breaks the inter-ministerial silos and to integrate the planning of infrastructure projects related to road, rail, air and waterways etc.
- **Integration**: It incorporates the infrastructure schemes of various Ministries and State Governments like Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN etc.
- **Pillars of PM Gati Shakti**: Comprehensiveness, Prioritization, Optimization, Synchronization, Analytical, Dynamic.

PIB

Oct 31

INTERNATIONAL SOLAR ALLIANCE
(Syllabus: GS Paper 2 – IR)

India hosts the 6th Session of the International Solar Alliance Assembly in New Delhi

Context: The Sixth Assembly of the **International Solar Alliance (ISA) was recently hosted** at Bharat Mandapam in **New Delhi.**

- **Around 80 percent of the global population,** totaling a staggering 6 billion people, reside in countries that **depend on fossil fuel imports**.
- Renewable energy sources have the potential to supply **65 percent of the world's total electricity by 2030** and decarbonise 90 percent of the power sector by 2050.



International Solar Alliance

- **About:** It is an **action-oriented, member-driven, collaborative platform** for increased deployment of solar energy technologies as a means for bringing energy access, ensuring energy security, and driving energy transition in its member countries.
- **Launched:** COP21 (2015), the UN climate meeting in Paris
- **Headquarter:** Gurugram, India
- **Vision:** Let us together make the sun brighter.
- **Mission:** Every home no matter how far away, will have a light at home.
- **Member Countries:** 94 countries

Objective

- Increase worldwide demand **to drive down solar energy** deployment costs.
- **Enhance research** and **development, focusing on efficient storage** systems.
- Advocate for standardised **equipment and electricity generation** processes.
- Standardisation will **lower manufacturing costs for hardware** and equipment.

ROAD ACCIDENTS IN INDIA

(Syllabus: GS Paper 2 – Government Scheme)

Road accident fatalities hit all-time high last yr

No. of mishaps rose 12% in 2022; these caused 168,491 deaths, says govt report

DHRUVAKSH SAHA
New Delhi, 31 October

Road accidents continue to show an alarming rise in India despite record government investments in infrastructure, with 2022 witnessing over 460,000 mishaps that resulted in the loss of 168,491 lives — an all time high.

According to the Ministry of Road Transport and Highways' annual report on road accidents released on Tuesday, the states and Union Territories (UTs) reported 461,312 incidents in 2022, which caused injuries to 443,366 people. The year marked an increase of 11.9 per cent in accidents, 9.4 per cent in fatalities, and 15.3 per cent in injuries compared to 2021.

"The report underscores the urgency of adopting a comprehensive approach to address the contributing factors to these accidents, including speeding, reckless driving, drunken driving, and non-compliance with traffic regulations. It is crucial that we strengthen enforcement mechanisms, enhance driver education and training programmes, and invest in improving the condition of roads and vehicles," the highways ministry said in a statement.

The matter has also brought attention to India's rising fatality ratio in such accidents. Twelve calendar years have recorded more road accidents than 2022, yet the latter saw more fatalities than ever. The second-highest number of deaths took place in 2019 — 10,000 fewer than 2022.

While deaths with respect to the number of vehicle registrations have reduced over the past decades, 2022 also saw the highest number of deaths vis-à-vis Indian population, with 12.2 casualties per one lakh people.

There has been little improvement in road safety metrics despite several interventions at the state and central levels. This has also been a thorn in the side of Road Transport and Highways Minister Nitin Gadkari.

The annual report is based on data sent by police departments of states/UTs in formats as provided by the United Nations Economic and Social Commission for Asia and the Pacific under the Asia Pacific Road Accident Database project.

It serves as the primary source for international monitoring of road safety parameters, where India ranks among the worst performing countries. India accounts for the highest number of road accident deaths in the world, although mishaps in the US are almost six times more than in India.

According to the report, 33 per cent of all road accidents and 35 per cent of fatal accidents took place on national highways and expressways. This is despite record investments in improving highway infrastructure. In FY24, the highways ministry has been provided the highest allocation from the Union Budget – ₹2.7 trillion.

In 2022, 106,682 accidents, which constitute 23 per cent of the total, took place on state highways and the remaining 202,633 (43.9 per cent) on other roads. In fatalities, national highways accounted for 36.2 per cent of the total, while state highways and other roads accounted for 24.3 per cent and 39.4 per cent.

The report also found that a large number of accidents remain attributable to human errors. In 2022, over speeding was a major cause, accounting for 71.2 per cent of the persons killed. It was followed by driving on the wrong side (5.4 per cent).

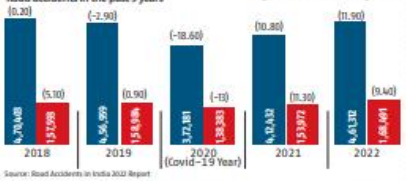
Besides the human cost of the accidents, experts and the Centre alike have talked about their economic cost. In a continuing trend, most victims of these accidents are young. Adults in the age group of 18 to 45 years made up 66.5 per cent of the victims in 2022 while those aged 18 to 60 years (working population) comprised 83.4 per cent of the overall fatalities.



MEAN STREETS

Road accidents in the past 5 years

Accidents Fatalities (in numbers) (Figures in brackets are YoY chg in %)



Source: Road Accidents in India 2022 Report

Context: According to the **recently released Ministry of Road Transport and Highways'** annual report on **road accidents, the states and Union Territories** (UTs) reported 461,312 incidents in 2022, leading to injuries for 443,366 people.

- **This year saw an increase of 11.9 percent** in accidents, 9.4 percent in fatalities, and 15.3 percent in injuries compared to 2021.

The Report

- The report underscores the urgency of adopting a comprehensive approach to address the contributing **factors to these accidents,** including speeding, r**eckless driving, drunken driving, and non-compliance** with traffic regulations.
- The **second-highest number of deaths** took place in 2019 — 10,000 fewer than 2022.
- **According to the report**, 33 per cent of all **road accidents and 35 per cent of fatal accidents** took place on national highways and expressways.
- **The report also found that a large number** of accidents remain **attributable to human errors**.
- In 2022, over speeding was a major cause, accounting for 71.2 per cent of the persons killed. **It was followed by driving on the wrong side** (5.4 per cent).

Road accidents in India

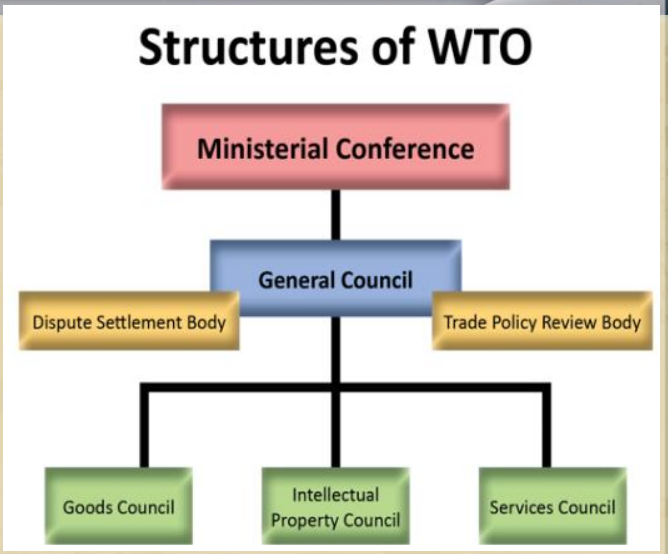
- **In a report by the World Bank**, India holds the top position for road accident deaths among 199 countries.
- Despite having **only 1 percent of the world's vehicles**, India contributes to 11 percent of global road accident fatalities, a record-high worldwide, as per the World Bank's findings.
- Shockingly, **India witnesses 53 road crashes every hour**, resulting in the loss of one life every 4 minutes.
- Annually, the **country registers approximately 4.5 lakh road accidents**, leading to the unfortunate demise of 1.5 lakh individuals.

FINANCIAL EXPRESS Oct 31

DISPUTE SETTLEMENT BODY

(Syllabus: GS Paper 2 – IR)

India seeks formal talks on dispute settlement reform at WTO



Context: As the World Trade Organization's **(WTO) ministerial conference** looms just four months away, **India has urged for the immediate commencement** of formal discussions to revive the dispute settlement system within the global organization.

- The **United States, responsible for the dysfunction** of the entire dispute settlement system, has initiated informal discussions **regarding reforms to the Dispute Settlement Body**.

Dispute Settlement Body

- The DSB of the World Trade Organization (WTO) **makes decisions on trade disputes** between governments **that are adjudicated by the Organization**.
- **Dispute Settlement Process**
  - Consultations between the parties;
  - Adjudication by panels and, if applicable, by the Appellate Body;
  - Implementation of the ruling, which includes the possibility of countermeasures in the event of failure by the losing party to implement the ruling.

Functions

- Formation of **dispute settlement panels**.
- **Referring issues to arbitration** and endorsing reports from panels, the Appellate Body, and arbitration.
- Monitoring the enforcement of **recommendations and rulings specified** in these reports.
- Granting approval for trade concessions suspension in cases of non-compliance with said recommendations and rulings.

HINDUSTAN TIMES

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LCA MARK 1A

(Syllabus: GS Paper 3 – Science and Technology)

Air force phases out another squadron of ageing MiG-21

Rahul Singh
letters@hindustantimes.com

NEW DELHI: The Indian Air Force (IAF) has retired one of its three remaining squadrons of the ageing MiG-21 fighters, which will gradually be replaced by the indigenous light combat aircraft (LCA) Mk-1A aircraft, officials said on Tuesday.

The latest MiG-21 Bisons to be phased out belong to the No. 4 Squadron based at Uttarlai in Rajasthan. The planes are being retired a year after IAF phased out the Bisons of the Srinagar-based No. 51 Squadron. The No. 4 Squadron has been operating the MiG-21 since 1966, and is now being re-equipped with the Sukhoi-30 MKI aircraft, an IAF spokesperson said on Tuesday. Wing Commander (now Group Captain) Abhinandan Varthaman, who was awarded Vir Chakra for shooting down a Pakistani F-16 during a dogfight over the Line of Control on February 27, 2019, was with the No. 51 squadron then. The dogfight took place a day after IAF bombed a terror facility in Pakistan's Balakot in response to the Pulwama terror attack in Kashmir in which 40 Central Reserve Police Force (CRPF) personnel were killed.



A Sukhoi-30 flanked by two MiG-21 Bisons, from the Uttarlai air base in Rajasthan, on their last flight. IAF PHOTO

The two remaining squadrons, based at Bikaner and Suratgarh in Rajasthan, will be phased out by 2025. Each squadron has 16 to 18 fighter planes.

"Marking an end of an era, the MiG-21 Bison aircraft were seen for the last time in the skies of Uttarlai in Barmer district of Rajasthan. The MiG-21 Bison flew alongside the Su-30 MKI to mark the occasion," the spokesperson of the Gandhinagar-based South Western Air Command posted on X (formerly Twitter) on Monday.

The Bison is IAF's most advanced MiG-21 variant.

Several MiG-21s have crashed in recent years, with the accidents turning the spotlight on India's longest-serving fighter plane, its safety record and IAF's plans to replace the aging jets with newer ones in the coming years. The air force got its first single-engine MiG-21 in 1963, and it went on to induct 874 of the Soviet-origin supersonic fighters to bolster its combat potential. More than 400 MiG-21s have been involved in accidents that have claimed the lives of around 200 pilots during the last six decades.

More MiG-21s have crashed than any other fighter planes because they formed the bulk of the fighter fleet in the IAF's inventory for a long time, and the air force had to keep its MiG-21 fleet flying longer than it would have liked because of delay in the induction of new aircraft. The LCA Mk-1As that will replace the MiG-21s will be inducted by IAF next year onwards.

MiG-21

- These aircraft are **single-engine, single-seater** multi-role fighter/ground attack planes.
- India has acquired **more than 700 MiG-21 aircraft** of various variants over the years, including the Type-77, Type-96, and the BIS.
- The **most recent variant is the MiG-21 Bison**, featuring upgrades like advanced missiles, radars, and improved avionics.
- **Range:** 1210 Km
- **Speed:** 2175 Km/h
- **Combat Radius**: 370 Km

Context: Recently, the **Indian Air Force (IAF)** retired one of its three remaining squadrons of the **ageing MiG-21 fighters,** and officials aware of the matter have noted that these aircraft will gradually be replaced by the **indigenous light combat aircraft (LCA) Mk-1A**.

LCA Mark 1A

- **Indigenous 4+ Generation Fighter:** The Light Combat Aircraft Mk-1A is a cutting-edge 4+ generation fighter aircraft, proudly designed, developed, and manufactured in India.
- **Superiority Over Previous Variants**: The Tejas LCA Mk-1A surpasses its predecessors in avionics, performance, and weapons capabilities, making it a formidable addition to the Indian Air Force.
- **Advanced Operational Capabilities**: This aircraft boasts crucial operational features including an Active Electronically Scanned Array (AESA) Radar, Beyond Visual Range (BVR) Missile capability, Electronic Warfare (EW) Suite, and Air to Air Refuelling (AAR) capability.
- **Various BVR Missiles**: It is highly adaptable, allowing for seamless hardware and software integration to accommodate a variety of **Beyond Visual Range (BVR)** missiles available in the Indian Air Force's inventory.

DTE Oct 31

OECD ASSESSMENT ON FARMING

(Syllabus: GS Paper 3 – Agriculture)

Indian farmers taxed $169 bn via export bans or restrictions in 2022: OECD report

Context: According to the **most recent assessment** by the Organisation for Economic Co-operation and Development **(OECD)**, Indian **farmers incurred an implicit tax of $169 billion in 2022 t**hrough export bans, duties, or permits on commodities **such as wheat and rice.**

Key Findings

- **India's negative MPS policy taxation** constituted over **80 per cent** of all such taxes globally in 2022. **Among 54 countries analysed in the report**, implicit taxation to farmers was about $200 billion.
- **In India's case,** different **budgetary transfers to farmers in the form of** large subsidies for variable input use, such as **fertilisers, electricity,** and irrigation water, **PM-KISAN**, did not offset the price-depressing effect of domestic marketing regulations and trade policy measures.
- The **international measure of a government's budgetary** and other subsidies to farmers is the Producer Support Estimate (PSE), developed by OECD that **uses this for its annual tracking of global agriculture** supports.

Organisation for Economic Co-operation and Development (OECD)

- **About**: It is an international organisation with 38 member countries.
- **Founded in**: 1961 to stimulate economic progress and world trade.
- **Headquarter at**: Paris, France.
- **Members**: The majority of OECD members are high-income economies with a very high Human Development Index (HDI)and are regarded as developed countries.
- **Aim**: Fostering economic development and cooperation and fighting poverty through the promotion of economic stability.

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