



Contact: 097418 69722

12 September 2018

Daily News Pedia

### **“Pradhan Mantri Annadata Aay SanraksHan Abhiyan” (PM-AASHA)**

Cabinet approves New Umbrella Scheme “Pradhan Mantri Annadata Aay SanraksHan Abhiyan” (PM-AASHA). It will provide MSP assurance to farmers a reflection of Government’s commitment to the “Annadata”

“Pradhan Mantri Annadata Aay SanraksHan Abhiyan’ (PM-AASHA). The Scheme is aimed at ensuring remunerative prices to the farmers for their produce as announced in the Union Budget for 2018.

Components of PM-AASHA: The new Umbrella Scheme includes the mechanism of ensuring remunerative prices to the farmers and is comprised of

- Price Support Scheme (PSS)
- Price Deficiency Payment Scheme (PDPS)
- Pilot of Private Procurement & Stockist Scheme (PPPS).

Source: PIB

### **Law to protect HIV/AIDS patients takes effect**

Human Immunodeficiency Virus and Acquired Immune Deficiency Syndrome (Prevention and Control) Act, 2017 has been notified by government, to be brought in force.

#### *Important facts*

- In India, 0.26% of the people, between the age group of 15 and 49 years, are HIV positive.
- 21 lakh people in India are currently HIV positive.
- India ranks third in the world in the number of HIV patients.

#### *Features of the Act*

- Propagation of hatred or physical violence against HIV person will get jail term of 2 years and Rs 1 lakh as fine.
- It will bring private institutions like health care facilities, educational institutions, and workplaces under its ambit.
- Even a private firm discriminating against a person living with HIV/AIDS can be taken to court.
- The act also makes a provision for a fine of Rs 1 lakh for disclosing the HIV status of a person, if done in the absence of any court order.
- The act guarantees several rights for the people living with HIV/AIDS, like the right to property, the right to employment, and the right to hold public offices.
- Ensures free treatment and counselling for all persons affected by AIDS

- The act puts the onus of implementing the act, controlling the spread of the disease, treating People living with HIV AIDS, and creating wellness schemes, on the States along with the Centre.

Source: The Hindu.

### **Number of people suffering from hunger increasing, UN report**

According to a UN report, there has been a rise in the number of people suffering from hunger. The analysis has revealed, in 2017 around 821 million people were undernourished.

“The report sends a clear message that climate variability and exposure to more complex, frequent and intense climate extremes are threatening to erode and even reverse the gains made in ending hunger and malnutrition,”

Source: The Hindu.

### **E-AarogyaBharati (e-VBAB) Network Project**

- Ministry of External Affairs (MEA) and the Telecommunications Consultants India Ltd (TCIL) have signed an Agreement for the implementation of e-VidyaBharati and e-AarogyaBharati (e-VBAB) Network Project.
- The project is hailed as a digital bridge of knowledge and health between India and Africa.

#### *e- VBAB Network project*

- E-VBAB Network Project is primarily a technological upgrade and extension of the Pan-African e-Network Project (Phase 1) which was implemented in 48 partner countries across Africa from 2009 till 2017.
- The Phase 1 of the Project successfully imparted tele-education (e-VidyaBharati) and tele-medicine (e-AarogyaBharti) by linking educational institutions and hospitals in India with those from the participating African countries.
- The e-VBAB Network Project will be completely funded by the Government of India for its entire duration and will be open for participation to all our partner countries in Africa.
- The Project will be another important milestone in our development partnership with Africa.

Source: PIB.

### **Model International Center for Transformative AI (ICTAI)**

NITI Aayog, Intel, and Tata Institute of Fundamental Research (TIFR) has the collaboration to set up a Model International Center for Transformative Artificial Intelligence (ICTAI) towards developing and deploying AI-led application-based research projects.

This initiative is part of NITI Aayog’s ‘National Strategy for Artificial Intelligence’ Discussion Paper that focuses on establishing ICTAI in the country through private sector collaboration.

#### *International Center for Transformative Artificial Intelligence (ICTAI)*

- Based in Bengaluru, the Model ICTAI aims to conduct advanced research to incubate AI-led solutions in three important areas – healthcare, agriculture and smart mobility – by bringing together the expertise of Intel and TIFR.

- It aims to experiment, discover and establish best practices in the domains of ICTAI governance, fundamental research, physical infrastructure, compute and service infrastructure needs, and talent acquisition.
- The model ICTAI is chartered to develop AI foundational frameworks, tools and assets, including curated datasets and unique AI algorithms.
- The intent is to develop standards and support policy development related to information technology such as data-storage, information security, privacy, and ethics for data capture and use.

#### Other focus areas

Another key area of its focus will be collaboration with industry leaders, start-ups, and AI services and product companies to productize technologies and IP that are developed at the model ICTAI. And finally, the goal is to support skilling and talent development for world-class AI talent. The learning and best practices developed through this model ICTAI will be used by NITI Aayog to set up the future ICTAIs across country.

Source: PIB.


### India's first missile tracking ship is readying for sea trials

## Making waves

- The ship will be equipped with a modern e-intelligence network
- It will be propelled by two 9,000 KW diesel engines
- 14 MW power is needed to activate the tracking radars
- The ship can move at an average speed of 21 knots

■ Since its inception, Hindustan shipyard has built 179 ships and repaired around 1,953 vessels. Of them, 22 ships were built for the defence sector

India's first missile tracking ship will begin trials in October. A look at the features of the vessel.



**Eye in the sea:** The ship, referred to as 'VC 11184', will be named after its induction into the Navy. ■ WIKIMEDIA COMMONS

- This will be the first of its kind ocean surveillance ship being built as part of the efforts to strengthen the country's strategic weapons programme.
- Its induction will put India in the elite of club of a few countries that have such a sophisticated ocean surveillance ship.
- It has the capacity to carry 300-strong crew with hi-tech gadgets and communication equipment, powered by two diesel engines, and a large deck capable of helicopter landing.
- The keel of the ship which was laid on June 30, 2014, is being built for the National Technical Research Organisation.
- This technical intelligence agency working directly under the supervision of the Prime Minister's Office and the National Security Adviser.

## *Strategic Weapons Programme*

Hindustan Shipyard Limited (HSL) is gearing up to undertake sea trials of India's first missile tracking ship by the first week of October.

Visakhapatnam is considered a strategic location on the East Coast for the Indian defence forces as it is home for Ship Building Centre to build nuclear powered submarine INS Arihant class.

### **EDITORIAL**

#### Designing the right urban mobility framework

---

Most urban commutes can be more efficient by having the wide variety of travel modes and seamless connectivity

A usable mobility framework must accommodate individual user needs. In addition to travel duration and economics, factors like convenience, safety, and ambience influence a user's choice of modes and routes. Like arteries in a human body, our cities need main high-density corridors as well as lower density peripheral lines. Urban mobility architecture must, therefore, effectively and optimally orchestrate the widest heterogeneity of modes possible. Towards this objective, policies and regulations must embrace the vibrant innovation one sees in mobility.

While inducting and encouraging relevant modes in a city, it is useful to take a structured approach, systematically adding capacity to modes that have favourable attributes and discouraging modes that have adverse impact. As in Europe, a lot of intra-city travel in India is over relatively short distances. Yet Indian cities have been indifferent to pavements and bike lanes. Despite population density being high, we have allowed the mushrooming of personal transport (cars and two-wheelers) even as mass transit investments have been slow.

While new app-hailed crowd-sourced van services are being celebrated in western cities, humble home-grown modes like share-autos are left to operate in unregulated fringes in India. We need to imaginatively repopulate a fuller spectrum of transport modes. After ensuring adequate heterogeneity, cities must address improving connectivity between travel modes. As a journey's length increases, a commuter typically traverses localities with different characteristics. A suburban resident, for example, commuting to a city centre workplace, travels through lower density suburbs and high-density city centre areas. Whereas the journey might ideally be accomplished with a suburban train efficiently connecting to a local bus-ride or a short walk, poor planning and neglect of connectivity causes many commuters to use a sub-optimal mode, such as a two-wheeler or worse, a car, for the entire journey, contributing to congestion and enduring unnecessary stress.

#### Enhance connectivity

Connectivity may be enhanced by investing in physical infrastructure — Singapore, for instance, has convenient integrated transport hubs to allow easy multi-modal connections. Increasingly, connectivity is also fostered through digital infrastructure. London's Oyster "smart" card is a good example, allowing a commuter to hop from one mode to another with minimal loss of time or effort. Most urban commutes can be more efficiently executed with a multi-modal journey where each journey segment uses the appropriate mode for the sake of convenience, efficiency and speed. But this requires a healthy variety of modes and seamless connectivity — something that is too often frustrated by poor coordination among various transit authorities (metros, suburban rail, buses, etc.).

When efficient connectivity is fostered, it gives rise to numerous possibilities — combinations of modes and routes — for undertaking each journey. A major source of transformation in urban mobility stems from the large number of travel apps that are inexpensive to use and can work across travel modes. Traffic delays, cost of travel and schedules can all be factored in selecting a mode or combination of modes. These apps leverage the interplay of three layers of system intelligence. The average Smartphone packs a lot of capabilities to filter and sort through choices. Likewise, vehicles (trains, buses, cars, two-wheelers) are increasingly connected and “smart”. Finally, as Indian cities deploy their smart city investments, these sensors add to the pool of information, allowing each commuter to make intelligent choices. Bringing all of this together, there is a pivotal role for policies and regulations, guided by socially relevant tenets, to underpin the framework. These policies need to be dynamically adjusted reflecting a fast-changing world. The rapid popularity of Uber in London, for example, was initially welcomed as a convenient and cost-effective solution. Soon, as many commuters, lured by convenience, switched from public transit to Uber, the city saw an equally rapid rise in traffic congestion. The well-established London taxicab operators cried foul, pointing to Uber’s violations of safety and labour laws. London has since moved quickly to redraft their policy regarding Uber, to effectively balance such issues so that they may continue to embrace innovation while appropriately protecting society. Well defined societal priorities help ensure that solutions are steered to maximise societal good while offering a consistent roadmap to innovators. Hence the framework must be grounded on objectives such as equity, inclusiveness, economics, space efficiency, environmental impact, and user convenience.

As has been demonstrated in Singapore, users are not prevented from using their personal cars. But they are obliged to pay a full and fair share of societal costs related to road-use, impact on air quality, and allocation of valuable real estate for parking. This results in rendering car use very expensive.

We have chosen to offer a framework rather than solutions, keeping in mind that each city has unique constraints and needs. A framework relying on heterogeneity, connectivity, intelligent systems and tools and policies can steer mobility architectures to be democratic, locally relevant, and dynamic, capable of inducting new innovations even as fundamental societal priorities are protected.

Deployment of aspects of this framework in cities like Singapore and London has proven promising. As India traverses the cusp of urbanisation and gains momentum with economic development, it is imperative that we steer our urban mobility architecture to be an asset and not a liability.



### **MAINS QUESTION**

**Q: Indian cities are characterized by increasing levels of congestion, pollution, road accidents and inequality in access to mobility. The need for better urban mobility in order to build inclusive, safer and more sustainable cities cannot be underestimated. Explain.**

## **PRELIMS QUESTIONS**

**1. Agreement for the implementation of e-VidyaBharati and e-AarogyaBharati (e-VBAB) Network Project has signed between the Telecommunications Consultants India Ltd (TCIL) and –**

- a. Ministry of External Affairs (MEA).
- b. Ministry of information and technology.
- c. Ministry of defence.
- d. Ministry of corporate affairs.

**Answer - A**

**2. VC 11184 is a –**

- a. Anti Radar System
- b. Scorpene Class Submarine
- c. Radar
- d. Missile Tracking Ship

**Answer - D**

**3. Choose the correct statement related to PM-AASHA**

- a. It is aimed at ensuring remunerative prices to the farmers for their produce as announced in the Union Budget for 2018.
- b. It will provide MSP assurance to farmers a reflection of Government's commitment to the "Annadata".
- c. Both a and b.
- d. None.

**Answer - C**