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## Left wing extremism



- Recently, during the Question Hour in the Lok Sabha, the Ministry of Home Affairs has provided data related to Left Wing Extremism in India.

### Key Data Facts:

- Incidents of Naxal violence in the country have come down by 77 percent between 2009 and 2021, while Maoist violence in Chhattisgarh has more than doubled the number of security forces killed in the last three years.
- Similarly the resulting deaths (civilians + security forces) have come down 85% from an all-time high of 1,005 in 2010 to 147 in 2021.
- In the year 2021, 90 percent (45 out of 50) of total security personnel deaths in the country were in Chhattisgarh. Jharkhand is the only state which recorded the death (5) of security personnel apart from Chhattisgarh in the year 2021.
- Geographical spread of violence has decreased as only 46 districts reported Left Wing Extremism-related violence in 2021, compared to 96 districts in 2010.
- Due to this the number of districts covered under the Security Related Expenditure (SRE) scheme has come down from 126 to 90 in 2018 and 70 in 2021.

- Similarly, the number of districts, which are classified as 'most LWE affected districts', which contribute about 90 percent of LWE violence, decreased from 35 in 2018 to 30 and 25 in 2021.

### **Left Wing Extremism:**

- Left-wing extremist organizations are groups that seek to bring about change through violent revolution. They are against democratic institutions and use violence to destroy democratic processes at the grassroots.
- These groups block development processes in the least developed areas of the country and try to mislead people by keeping them ignorant of current events.

### **Cause:**

#### **Tribal Discontent:**

- The Forest (Conservation) Act, 1980 also debar the tribals, who depend on forest produce for their livelihood, from cutting a tree branch.
- Massive displacement of tribal population in Naxal affected states due to development projects, mining operations and other reasons.

#### **Easy target for Maoists:**

- Such people who have no source of livelihood involve them in Maoist, Naxalite activities.
- Maoists provide arms, ammunition and money to such people.
- Gaps in the socio-economic system of the country.
- The government is measuring its success on the basis of the number of violent attacks rather than the development done in the Naxal-affected areas.
- Lack of strong technical intelligence to fight Naxalites.
- Infrastructural problems for example, some villages are not yet properly connected to any communication network.
- No follow-up action from the administration: It is seen that even after the capture of an area by the police, the administration fails to provide essential services to the people of that area.
- Confusion over dealing with Naxalism as a social issue or as a security threat.
- The state governments are considering Naxalism as an issue of the central government and thus are not taking any initiative to fight it.

#### **Government Initiatives to Control Left Wing Extremism:**

- The SAMADHAN Principle: It is the only solution to the problem of Left Wing Extremism. It includes the entire strategy of the government from short term policy to long term policy prepared at various levels.

#### **Solution means-**

- **S-** Smart Leadership.
- **A-** Offensive strategy.
- **M-** Motivation and Training.
- **A-** Actionable Intelligence.

- **D-** Dashboard based Key Performance Indicators (KPIs) and Key Results Areas (KRAs)
- **H-** Harnessing Technology.
- **A-** Action plan for each theatre/drama.
- **N-** No access to N-financing.
- The National Strategy was formulated in the year 2015 as a multi-pronged approach to combat Left Wing Extremism. Its main objective was, inter alia, to protect the rights of the local tribals and ensure their participation.
- Intelligence sharing and a separate 66th Indian Reserve Battalion (IRB) was formed by the government to counter the threat of LWE organizations.

### **National Policy and Action Plan in 2015:**

- It includes a multi-pronged approach to safeguards, development initiatives and ensuring the rights of local communities.
- Ministry of Home Affairs (MHA) is providing comprehensive support to State Governments through deployment of Central Armed Police Forces (CAPF) battalions, helicopters and UAVs and clearance of Indian Reserve Battalions (IRBs)/Special India Reserve Battalions (SIRBs).
- Funds are provided for the modernization and training of the State Police under the Modernization of Police Force (MPF), Security Related Expenditure (SRE) and Special Infrastructure Scheme (SIS).
- Several development initiatives have been implemented for construction of roads, installation of mobile towers, skill development, improving the network of banks and post offices, health and education facilities.
- Development funds are also provided to most of the Left Wing Extremism Affected (LWE) districts under the Special Central Assistance (SCA) scheme.
- **Greyhounds:** It was established in the year 1989 as an elite anti-Naxal force.
- **Operation Green Hunt:** It was started in the year 2009-10 and there was heavy deployment of security forces in the Naxal affected areas.

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# Jawaharlal Nehru Port First Major Port with Landlord Model



- Recently Jawaharlal Nehru Port has become the first major port in India to have 100% Landlord Model, with all berths operating on Public-Private Partnership model.

## **Landlord Port:**

- In this model the publicly governed port authority acts as a regulatory body and a landlord, while private companies operate the port which mainly involves cargo-handling activities.
- In this model, the port authority owns the port, while the infrastructure is leased out to private firms, who themselves provide and maintain the port's superstructure and have their own resources to handle the cargo.
- In return, the landlord port continues to receive a portion of the revenue from the private entity.

## **Service Port Model:**

- In the service port model, the port authority administers and conducts port activities.
- Port operations include providing shipping services, warehouse facilities, cranes and skilled workers/labourers. It is the responsibility of the port authority to build infrastructure, provide superstructure and staff.
- Even if the port serves the public interest, the full ownership of the port remains with the state or the government.
- Service port models run at a loss due to inefficiency in most cases. Since the port belongs to the state and the port authority has its operational control, the workers go on strike for their demands.

## **Jawaharlal Nehru Port (JNP):**

- It is located in Navi Mumbai, which is the major container handling port in India, with about 50% of the total containerized cargo volume in the major ports of India.

- It was commissioned in the year 1989 and in three decades of its operation the JNP Bulk Cargo Terminal has become the major container port of the country.

#### **Brief overview:**

- It is one of the leading container ports in the country and ranks 26th among the top 100 global ports (as per Lloyd's List Top 100 Ports 2021 report).
- JNP meets all international standards with its state-of-the-art facilities, user friendly environment, as well as excellent connectivity to hinterland by rail and road.
- It is currently handling 9000 Twenty-Foot Equivalent Units TEU capacity and with upgrades it can also handle 12200 TEU capacity ships.

#### **PPP Model:**

- Public-private partnerships involve collaboration between a government agency and a private sector company that can be used to finance, build and operate projects such as public transportation networks, parks and convention centers.

#### **Indian Perspective:**

- PPP is considered as an effective tool for attracting investment in the port sector. So far 86 projects worth Rs 55,000 crore have been approved under PPP.
- Major projects on PPP basis include Dockyard, Mechanization, Development of Oil Jetty, Development of Container Jetties, Development of O-&M of Container Terminal, Development of O-&M of International Cruise Terminal, Non-Major of PPP System Commercialization of assets, development of tourism projects, such as development of ports, islands, so as to promote tourism.
- The volume of cargo is also expected to increase, due to which this increase will increase from 1.7 percent in 2020 to double by 2020. The percentage of cargo unloading at major ports by PPPs or other operators is expected to reach 85 percent by 2030.

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