



Sanskriti IAS



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SUMMARY OF IMPORTANT EDITORIALS

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TOPICS:-

- 1. India's post-LWE future, from red sun to new dawn**
(GS Paper III Security)
- 2. Beyond trade deals to building a new architecture**
(GS Paper III Economy)
- 3. Tracks to transformation: Modernisation is powering a safer, faster Indian Railways**
(GS Paper III Economy)

DELHI CENTRE:
636, Mukherjee Nagar
New Delhi-110009

PRAYAGRAJ CENTRE:
1/1/8A, Stanley Rd,
Maharana Pratap Chauraha,
Civil Lines, Prayagraj, UP - 211002

 **9555-124-124**
 **sanskritiias.com**

1. INDIA'S POST-LWE FUTURE, FROM RED SUN TO NEW DAWN

(GS Paper III Security)

This editorial 'India's post-LWE future, from red sun to new dawn' was published in **The Hindu** on 23rd Apr 2026, highlights India's need to **convert anti-LWE security gains** into inclusive, rights-based local transformation.

Security gains and the unfinished transition

- In **2009**, Prime Minister Manmohan Singh called **LWE** India's gravest internal security threat, and the 2010 Dantewada attack exposed its lethal scale and governance vacuum.
- The violence eroded everyday **legitimacy** by crippling routine **governance**, normalising fear of both guns and encounters across large affected regions.
- On March 30, **2026**, Amit Shah said India is free of Maoist **insurgency**, reflecting sustained political commitment, better coordination, and joint Centre-State planning.
- The editorial stresses that **security** success only opens space, while the real **peace dividend** comes from credible, empathetic, and focused governance.
- Area-based plans in **Jungle Mahal**, Saranda, Budha Pahad, Malkangiri, and Bastar showed a shift from episodic intervention to sustained reconstruction with reliable state presence.

Foundations of inclusive post-LWE reconstruction

- The next phase must deepen **livelihoods** through fair procurement, local processing, agroforestry, eco-tourism, and capital support for small and medium enterprises.
- Stable local **employment** near home, combined with safeguards, benefit-sharing, and genuine **ownership**, can reduce insecurity and fear.
- Economic transition will fail unless **administration** goes beyond strategic domination and delivers roads, schools, health care, banking, nutrition, and accountable frontline systems.
- The editorial demands patient **listening** and respectful **engagement**, treating people not as beneficiaries but as rights-bearing stakeholders.
- The core paradox of the **red corridor** is the invisibility of the tribal **citizen**, trapped between the state and non-state for decades.
- Policy language centred on incidents and districts misses lived **suffering**, where recruitment, weak hostels, pending land claims, and fear of both sides shape daily life.

- As violence recedes, the quieter risk is receding **attention**, even though durable **legitimacy** still needs sustained state presence and trust-building.

Framework for post-LWE transformation

- Policy in former **LWE areas** must strengthen rights, credible justice, functioning institutions, and visible **opportunity** anchored in dignity.
- Drawing on conflict **transformation**, the editorial argues broken relationships must be rebuilt through institutions, **trust**, and fairness, not just suppression.
- It proposes district- and block-specific **action plans**, jointly designed by the Union and States, with outcomes linked to financing.
- The problem is not lack of **schemes** but weak **convergence** and poor accountable delivery in difficult geographies, prompting the proposed AIEEEE governance framework.
- Focused convergence can use **Aspirational Districts**, Aspirational Blocks, PM-JANMAN, DAJGUA, Aadi Karmayogi Abhiyan, Article 275(1), TSP grants, and 16th Finance Commission-enabled devolution.
- The human state must begin with believable **justice** through humane policing, grievance redress, faster disposal, legal aid, and review of prolonged undertrial burdens on **SCs/STs**.
- Post-LWE strategy must consolidate **youth aspirations** through scholarships, residential schooling, skilling linked to local economies, and women-led **enterprise**.
- The final mile is as much **psychological** as administrative, requiring stronger **confidence** in the state, governance, and cooperative federalism.

BEYOND EDITORIAL

Democratic deepening in Scheduled Areas as the long-term antidote to extremism

- **Constitutional anchoring** Deeper use of the **Fifth Schedule** can build durable peace, because protected tribal autonomy often creates stronger legitimacy than security presence alone.
- **Gram Sabha centrality** Effective **PESA** implementation can make development more legitimate, as seen in **Niyamgiri**, where Gram Sabha consent shaped the mining outcome.
- **Forest rights justice** Better use of the **Forest Rights Act** can reduce alienation, as seen in **Mendha-Lekha**, where community control over bamboo strengthened local confidence.

- **Consent-based development** Projects in tribal belts need genuine consultation, because disputes like **Vedanta-Niyamgiri** show how opaque acquisition can deepen distrust and resistance.
- **Leadership from within** Greater tribal representation in local administration and welfare delivery can improve state credibility, especially in **Scheduled Areas** meant for self-governance protections.
- **Relapse prevention** Everyday democratic inclusion can act as a long-term stabiliser, because empowered local institutions reduce the appeal of renewed **extremist** mobilisation.

2. BEYOND TRADE DEALS TO BUILDING A NEW ARCHITECTURE

(GS Paper III Economy)

This editorial '**Beyond trade deals to building a new architecture**' was published in **The Hindu** on 23rd Apr 2026, highlights India's need to move **beyond bilateral trade deals** toward sectoral partnerships that build long-term strategic leverage.

Why trade deals are no longer enough

- India's recent **EU FTA** and **U.S. deal** are major gains, but they also expose a deeper breakdown of rules-based free trade.
- Access to **chips, APIs**, rare minerals and medical supplies now depends increasingly on geopolitical choices, not market efficiency alone.
- India's strengths in **software** and **pharmaceuticals** still rest on external dependence for advanced chips, chemical inputs, technology and capital.
- Earlier globalisation let countries buy from the cheapest source under broadly respected **rules** and **institutions**, enabling sectors like Indian pharma and South Korean tech.
- Today the **U.S.** and **China** selectively block critical goods and services, turning economic interdependence into political leverage.
- China's curbs after the **Galwan** clash showed its readiness to weaponise supply chains in **APIs**, electronics, solar panels and rare earths.
- The U.S. also used **tariffs** in August **2025** to punish India for buying Russian energy, causing economic disruption and investor exit.
- India once used **Russia** as a counterweight, but the **Ukraine war** and sanctions have narrowed that room for manoeuvre.
- Dependence on either **Washington** or **Beijing** for critical supply chains now creates unacceptable bilateral and political risks.

Sectoral plurilateralism as the alternative

- India's strategy of balancing all major powers without deeper alignment is no longer sufficient in a fragmented **geopolitical** and **trade** order.
- The proposed alternative is sectoral **plurilateralism** through smaller, focused **partnerships** with a few countries in specific domains.
- Such groups can help middle powers set **standards**, build **capabilities**, and create real interdependence on negotiated terms.
- The **1951** European Coal and Steel **Community** offers precedent, as supply-chain integration created trust before political union.
- This model turns India's **capabilities** into lasting **leverage**, unlike one-off tariff bargains or transactional negotiations.

Where India can build a new architecture

- India's **UPI**, **Aadhaar** and DigiLocker platforms show that digital public infrastructure can anchor shared open standards for developing countries.
- A digital coalition could offer an alternative to **China's model** and **U.S. big tech** in emerging markets.
- In **AI**, the world is divided between American foundational models and Chinese systems, creating space for a third collaborative architecture.
- France leads in **open-weight AI**, the **UAE** brings capital, Japan makes advanced chips, and India adds talent plus market scale.
- Together they could build and export an **open AI** system to Asian and African markets where neither U.S. nor Chinese options fit well.
- Early movers in **technical standards** usually retain long-term **advantage** across emerging sectors and markets.
- India should begin with three pilot **partnerships** in **space**, digital infrastructure and AI, where capability and partner demand already exist.
- These groups need real **authority** to certify supply chains or set sectoral rules without waiting for U.S.- or China-dominated institutions.
- Managing ties with big powers is a reactive **strategy**; building partnerships with equals is proactive **statecraft**.

BEYOND EDITORIAL

Domestic industrial capacity as the foundation of external economic statecraft

- **Internal strength first:** India's trade leverage will remain limited without stronger domestic manufacturing, even as **PLI** across 14 sectors has already expanded production capacity.
- **Technology resilience:** Greater self-reliance in semiconductors and electronics is essential, as the **India Semiconductor Mission** has already approved units in Gujarat and Assam.

- **Telecom depth:** Domestic telecom manufacturing matters strategically, since the **PLI telecom scheme** has raised sales, exports, and employment while reducing import dependence.
- **API security:** Pharma strength still needs deeper domestic inputs, which is why government initiatives now target **API capacity** and lower import dependence.
- **Standards power:** Countries shape standards better when market scale meets innovation, and India's rising **patent filings** show growing but still incomplete technological depth.
- **Supply-chain depth:** External partnerships deliver lasting gains only when backed by domestic ecosystems in logistics, testing, skills, and components, as recent **PLI expansion** underlines.
- **Strategic autonomy:** Real economic statecraft comes from combining external coalitions with internal competitiveness, because dependence-heavy integration creates vulnerability rather than durable **leverage**.

3. TRACKS TO TRANSFORMATION: MODERNISATION IS POWERING A SAFER, FASTER INDIAN RAILWAYS

(GS Paper III Economy)

This editorial 'Tracks to transformation: Modernisation is powering a safer, faster Indian Railways' was published in **Indian Express** on 23rd Apr 2026, highlights how sustained **track modernisation** has made Indian Railways **safer, faster, and more reliable**.

Track renewal and technological upgrading

- India runs over **25,000 trains** daily on **1,37,000 km** of track, making track condition central to safety, speed, and reliability.
- Over the last decade, Indian Railways expanded **track renewal**, machine-based maintenance, testing, inspection, and safety **fencing** as part of a broad modernisation drive.
- Since **2014**, about **55,000 km** of track has been renewed and around 44,000 km of 260-metre long rail panels laid, reducing joints and repairs.
- More than **80,000 track km** now use stronger **60-kg rails**, supporting heavier loads and higher operational speeds.
- **Ultrasonic Flaw Detection** covered over **36.2 lakh track km** and 2.25 crore welds, sharply improving crack detection before failure occurs.

- Rail and weld **failures** have fallen by about **90 per cent**, shifting maintenance from reactive repair to preventive monitoring.
- New tools such as **phased-array testing** and **GPS-enabled OMS** now identify weld defects and ride-quality issues more precisely.
- The **track machine fleet** doubled from 748 in 2014 to 1,785 in 2026, speeding tamping, ballast cleaning, screening, and rail grinding.

Speed, capacity and network performance

- Mechanised **ballast screening** improves drainage and vibration absorption, helping preserve **track stability** under constant traffic loads.
- Rail **grinding** over more than **1 lakh km** has reduced surface defects and improved both ride quality and safety.
- Wider use of **thick-web switches** and **CMS crossings** has improved durability and enabled smoother train movement.
- Wider, heavier **sleepers** adopted in **2019**, along with H-beam sleepers on bridges and in yards, further strengthened the network.
- Track fit for **130 kmph** and above rose from 6.3 per cent in 2014 to **22.5 per cent** in 2026.
- Track suitable for **110 kmph** and above increased from about 40 per cent to nearly **80 per cent**, expanding network speed potential.
- These upgrades reduced **journey time**, improved **punctuality**, and enabled semi-high-speed services such as Vande Bharat Express.
- A web-enabled **Track Management System** now integrates testing and geometry data, making planning and maintenance prioritisation more efficient.

Safety outcomes and wider impact

- More than **17,500 km** of **safety fencing** has been installed, especially on routes with trains running above 110 kmph.
- Combined **modernisation** measures reduced train **accidents** from 135 in 2014-15 to 16 in 2025-26.
- That amounts to about **89 per cent** decline, even as passenger and freight **traffic** continued to rise.
- The accident rate per million train kilometres improved from **0.11** to **0.01**, a near 90 per cent gain.
- Nearly **80 per cent** of the network now handles 110 kmph or above, while rail and weld failures have fallen by over **90 per cent**.
- For passengers and businesses, these changes mean smoother **journeys**, shorter **travel time**, and a more dependable freight network.
- The editorial argues that continued **investment** and steady **execution** have delivered visible public-infrastructure transformation.

BEYOND EDITORIAL

From track renewal to system-wide railway reform

- **Systems integration:** Track upgrades alone cannot sustain reform unless matched by modern signalling, as seen in expanding **Kavach** deployment and fresh 2026 approvals for signalling upgrades.
- **Passenger experience:** A modern railway must improve access and station quality too, as shown by the **Amrit Bharat Station Scheme** covering more than 1,300 stations.
- **Freight competitiveness:** Rail reform must increasingly focus on logistics efficiency, as **Dedicated Freight Corridors** and Gati Shakti cargo terminals are reducing freight bottlenecks and turnaround time.
- **Human factor:** Technology works best with skilled personnel, so training and frontline discipline remain vital even as **Kavach 4.0** and other advanced systems spread across the network.
- **Climate resilience:** Future railway modernisation must prepare for extreme weather, as Indian Railways is increasingly linking infrastructure planning with **sustainability** and network resilience.
- **Reform sustainability:** The next phase must combine capital investment with governance reform, because durable performance depends on institutions as much as engineering, as seen in integrated freight, station, and safety programmes.