

EDITORIALS – 1ST JUL 2026

1. Indian and foreign

(GS Paper I Society, GS Paper II Governance)

This editorial 'Indian and foreign' was published in The Hindu on 1st Jul 2026, highlights the need for student-centred language policy balancing mother tongue, English and optional foreign-language learning.

Policy Contradiction and Implementation Risks

- NEP 2020 values English for STEM and law, yet its three-language formula effectively lowers English to foreign-language status.
- CBSE implemented three languages from Class 6, requiring Classes 7-9 to study two Bharatiya languages.
- Students taking English with French or Spanish would lose existing foreign-language choices and face unfamiliar languages before Class 10.
- The shift may weaken Board performance and waste school-level capacity built for foreign-language learning resources.
- After backlash, CBSE allowed temporary relief: Classes 7-9 need one Bharatiya language, with no third-language Board exam.
- These concessions are temporary because the three-language policy with two Bharatiya languages continues from Class 6.

Student Interest, Mobility and Future Skills

- Language policy should serve student interest, not symbolic preference, while supporting learning in mother tongue and English.
- NEP's call for bilingual textbooks in science and mathematics places mother tongue and English equally for STEM learning.
- Foreign languages such as Japanese and German support student mobility and align with India's global human capital goals.
- Education initiatives should be future-oriented, especially when CBSE often becomes a national template for schools.
- The better course is teaching mother tongue and English, while offering a third language choice where resources and demand exist.

Beyond Editorial

Linguistic Federalism as a Classroom Constraint

- Federal balance: Uniform CBSE rules can strain linguistic federalism, as Tamil Nadu's 2025 SEP retained Tamil-English two-language policy.
- Policy friction: Maharashtra withdrew Hindi compulsion and allowed any Indian third language, showing language policy needs state-sensitive design.
- Teacher gap: CBSE's reliance on retired teachers, Sahodaya clusters and hybrid teaching shows expansion needs staffing flexibility.
- Equity concern: UDISE+ 2024-25 still found over one lakh single-teacher schools, making compulsory language expansion harder for poorer schools.
- Learning support: CBSE's CwSN exemption under the RPwD Act 2016 shows rigid multilingual rules need disability-sensitive safeguards.
- Migrant continuity: CBSE allows inter-state migrant students to continue earlier language choices, showing mobility needs curricular flexibility.
- Balanced approach: NEP's multilingual vision should follow CBSE's "no student disadvantaged" principle, not convert language into compliance stress.

2. Data doubts

(GS Paper III Economy)

This editorial 'Data doubts' was published in The Hindu on 1st Jul 2026, highlights how India's strong IIP growth is clouded by demand-composition, methodology and measurement concerns.

Growth Composition and Demand Signals

- India's IIP growth hit 5.1% in May 2026, a five-month high after 4.9% in April.
- Manufacturing grew 5.5% in May, showing resilience after the West Asia crisis, though slower than April.

- Growth in consumer durables and non-durables suggests possible domestic demand revival, with durables performing strongly in April-May.
- Slower GST revenues from domestic transactions challenge the demand-revival view, implying exports may be driving higher production.
- Merchandise exports reached a four-year high in April and an all-time high in May, but weak domestic demand remains concerning.
- Global demand filling India's industrial capacity is welcome, but the domestic economy remains exposed in a hostile world market.

Methodology and Measurement Concerns

- MoSPI changed growth-computation methodology for some sectors, replacing the Wholesale Price Index with the Producer Price Index as deflator.
- The new methodology may be more accurate, but its delayed use after the June 1 data series signals weak systematic planning.
- Strong IIP growth conflicts with the Eight Core Sectors index, which grew at its second-slowest rate in 21 months in May.
- The core sector index is outdated while other major indices were recently upgraded, creating uncertainty over industrial measurement.

Beyond Editorial

When Output Growth Does Not Reveal Welfare

- Jobless growth: IIP gains may hide weak labour absorption, as IHD-ILO found manufacturing employment stagnant around 12-14%.
- Wage stagnation: Output growth becomes welfare-poor when real wages stagnate, as IHD-ILO noted for regular workers after 2012-22.
- MSME quality: ASUSE 2023-24 shows unincorporated enterprises employ over 12 crore workers, but such jobs need income tests.
- Informal economy: Industrial recovery remains incomplete when 82% workforce is in informal sector and nearly 90% is informally employed.

- Regional imbalance: ASI 2023–24 shows top five states hold about 55% of manufacturing employment, hiding weaker regions.
- Sector skew: ASI data shows basic metals lead GVA while food products lead employment, so output-heavy growth may not maximise jobs.
- Welfare test: Industrial recovery should be judged with PLFS, ASUSE and ASI indicators, not IIP alone.

3. Road ahead is electric, but it isn't easy (GS Paper III Economy)

This editorial 'Road ahead is electric, but it isn't easy' was published in The Indian Express on 1st Jul 2026, highlights Delhi's EV transition as a pollution-control opportunity constrained by infrastructure, supply-chain and implementation challenges.

Policy Shift and Pollution Rationale

- Delhi's EV policy moves from subsidies, tax concessions and awareness to phased transition with firm deadlines.
- From April 2028, new two-wheelers for residents will be electric-only, while commercial three-wheelers transition from January 1 next year.
- The policy reflects global urban transport electrification, where early-moving cities may gain investment and competitive advantages.
- Tailpipe emissions remain a major cause of Delhi's poor air, making two-wheelers central as they form two-thirds of the vehicle fleet.
- The policy also nudges four-wheeler users away from fossil fuels, linking cleaner mobility with broader air-quality governance.

Market Momentum and Scaling Challenges

- EVs form about 15% of Delhi's registered vehicles, making the 2030 greener-fleet push ambitious but not detached from market trends.

- Delhi is among India's fastest-growing EV markets, with January-May e-bike registrations up 70% and private e-cars up 95%.
- A successful Delhi transition could guide national green mobility, but EV dominance requires adequate charging infrastructure.
- India's battery supply chain depends on imported lithium cells and critical minerals, exposing manufacturers to geopolitical and commodity shocks.
- Concentrated mineral processing capacity, logistical constraints and technological gaps can disrupt supply while raising transition costs.

Beyond Editorial

Who Bears the Cost of Green Mobility?

- **Affordability burden:** EV mandates need targeted support, as PM E-DRIVE focuses incentives on e-2Ws, e-3Ws and commercial users.
- **Livelihood risk:** Delhi auto-rickshaw drivers fear charging delays and income loss, showing mandates need worker-sensitive transition support.
- **Charging divide:** Delhi's plan for over 30,000 charging points is essential, but location and uptime will decide user equity.
- **Repair ecosystem:** Roadside mechanics need EV reskilling, as WRI notes EV servicing differs sharply from ICE vehicle repair.
- **Battery cost:** India's ACC demand is still largely import-dependent, making battery prices vulnerable for low-income EV users.
- **Skill pathway:** DGT's Mechanic EV curriculum covers motors, batteries and BMS, showing reskilling can protect repair livelihoods.
- **Just transition:** Delhi's EV shift should protect workers and expand green public transport, not only subsidise private vehicle replacement.