

Newspaper Clips

April 3, 2012

Dainik Bhasker ND 03/04/2012 p-16

आईआईटी को मनाने के लिए बैठक

एकल प्रवेश परीक्षा के लिए निदेशक, बीओजी चेरमैन और फैकल्टी से मिलेंगे सिब्बल
नेशनल ब्यूरो। नई दिल्ली

इंजीनियरिंग में एकल प्रवेश परीक्षा पर आईआईटी का विरोध देखते हुए मानव संसाधन मंत्री कपिल सिब्बल ने आईआईटी निदेशकों, आईआईटी बोर्ड ऑफ गवर्नर के चेरमैन और चुनिंदा फैकल्टी की एक बैठक बुलाई है। 11 अप्रैल को होने वाली इस बैठक में सिब्बल विरोध के सुर शांत करके आईआईटी को एकल प्रवेश परीक्षा के लिए राजी करने का प्रयास करेंगे। सिंगल

प्रवेश परीक्षा का सुझाव कई राज्यों को रास नहीं आया है। वहीं आईआईटी से जुड़ी फैकल्टी ने प्रवेश परीक्षा के प्रस्तावित प्रारूप को लेकर कई तरह के सवाल उठाए हैं। विभिन्न शिक्षा बोर्ड के अंक किस तरह से बराबर और नॉर्मलाइज होंगे इसे लेकर आईआईटी ने सवाल पूछे हैं। वहीं आईआईटी के स्टैंडर्ड को लेकर भी संस्थानों की ओर से चिंता जाहिर की गई है। सिब्बल चाहते हैं कि अप्रैल अंत में प्रस्तावित केंद्रीय शिक्षा सलाहकार बोर्ड की बैठक के पहले सहमति का खाका तैयार हो जाए।

Economic Times ND 3/04/2012 p-3

Central Scheme for Higher Education on Cards

Move aims at increasing enrolment to 30% by 2020; Centre to bear three fourths of the programme cost



Proposed scheme will subsume the current scheme of setting up model degree colleges in 374 educationally backward districts of the country

OUR POLITICAL BUREAU
NEW DELHI

The central government is planning a scheme to incentivise states to improve higher education. The proposed Rashtriya Uchchar Shiksha Abhiyan (RUSA) is part of the government effort to increase enrolment in higher education institutions to 30% by 2020.

The proposed scheme, RUSA, aims to expand the institutional base of higher education by creating additional capacity in existing institutions, establishing new institutions and incentivising state

governments. It will focus on providing higher education opportunities to socially deprived communities, address disparities by promoting inclusion of women, minorities, SC/STs and differently-abled persons. It will also seek to remove regional imbalances in access to higher education by setting up institutions in unserved and underserved areas.

To this end it will subsume the current scheme of setting up model degree colleges in 374 educationally backward districts of the country. Though announced in 2007, the programme's financial

architecture was only finalised in 2010. Till date only 142 proposals for the 374 model colleges have been received from the state, 78 have been approved and another 31 are under consideration.

Three-fourth of the cost of this programme will be borne by the Centre while the states will contribute the rest. For special category states the funding ratio will be 90:10. As much as 50% of the state share could be mobilised through public private partnerships. The balance funds, including recurring cost of the institutions, will be met by the state governments.

Land for the institution will be provided free of cost by the state government. The scheme will be taken up for further discussion at the state education secretaries meet in mid-April.

LUNCH WITH BS ▶ DINESH MOHAN, VOLVO CHAIR PROFESSOR EMERITUS AT IIT, DELHI

One for the road

The transport expert on why critics of the controversial BRT corridor have got it all wrong

What is this about?" Dinesh Mohan asks after we've briskly placed our orders at Basil & Thyme, the peerless restaurant for European food in one of Delhi's most fashionable shopping complexes. The Volvo Chair Professor Emeritus at IIT, Delhi and one of India's respected transport experts has reason to be mildly suspicious. He's rarely emerged unscathed from encounters with the press ever since his association with the Bus Rapid Transit (BRT) corridor, the experiment that was expected to revolutionise public transport in India's congested cities, writes **Kanika Datta**.

Today, that experiment lies all but abandoned following a welter of public criticism about design and safety. I nervously explain that given the Delhi High Court ordering a feasibility study and allowing cars and auto-rickshaws to ply, on an experimental basis, on part of the 5.8-km BRT for six weeks, I was, er, wondering what he had to say and, er...

Instead of an explosion of wrath, I get a business-like assessment of why his critics have it wrong. "It's nothing to do with design or implementation. The issue is a very ill-informed discussion by people who should know better, actual lies spread by the press and, third, using personalised attacks to prove a point." He tackles each issue methodically.

People, he says, are disputing issues that were "settled more than 100 years ago, including in India". Take the question of why the bus lane is in the middle of the road. "That's been done for the past 100 years; every tramway in every major city - European, Japanese, Australian - is in the middle of the road and with good reason. If you put public transport on the side, that's where taxis stop, people alight from their cars, come out of driveways. So it is bad for safety and for car drivers because they keep getting obstructed every time the bus stops."

He is surprised that newspaper and TV editors who "travel so much, don't even know what they see in other parts of the world". Everyone talks about Bogota (the Colombian city that has successfully implemented the BRT concept), he adds, but that's a recent introduction and the only reason it's mentioned is that it uses buses instead of trams.

He also ascribes the criticism to an indifference to global warming. Since this point involved BRT versus metro-rail arguments, I take the opportunity to ask whether he believed, as some did,

that the anti-BRT campaign was encouraged by supporters of the Delhi Metro, now the city's showpiece. "You can't prove it," he agrees, "but in most countries there has been a tremendous antipathy from metro suppliers - boring agencies and equipment makers - because investments are huge. If a cheaper alternative becomes available, then what do those multinationals do?"

As far as comparable costs and pollution go, he explains the concept of life-cycle costs. "In India today, we only manage emissions on the basis of what the vehicle does. But model studies in most parts of the world show that any system - transport, housing, garbage collection - that uses a lot of infrastructure in addition to the service consumes more power and, therefore, more resources.

So, he reasons, if you have a transport system that operates underground or is elevated there are huge amounts in investments in tunnels, bridges and so on. Much more cement, concrete, electricity (for air-conditioning, lighting and so on) gets used, all of which is related to life-cycle costs in which "anything that uses more infrastructure comes off worse".

Therefore, since most of energy in India is from coal, the carbon emission and energy consumption per passenger in the metro is higher than a bus. "It's a very expensive proposition - in terms of social costing, wherever power is produced by coal or gas, the metro is worse than a bus."

Mohan has ordered coriander and lemon soup to start and we share a portion of liver pâté. The latter is easily Basil & Thyme's *pièce de résistance* and I am anxious not to out-eat my guest in my enthusiasm for it.

I point out that part of the antipathy to the BRT has been the result of slower speeds for the cars. "Door-to-door speed has not changed in 70 or 80 years, no matter what you do," he counters asking me how long it took to travel to the restaurant in my car. Twenty minutes, I say, and he mentally calculates that my average speed would have been 20 km an hour. For a comparable journey on the metro, he provides a detailed break-up from the time it would take to walk to the station and concludes it would have taken me half an hour. "So using a metro is not time-saving, it's time-wasting. It's only when you go more than 20 km to work that the higher speed of the train makes up."



ILLUSTRATION: BINAY SINHA

Our main courses arrive - grilled prawns for him, moussaka, a Greek lamb dish, for me. His portion looks too frugal (plus I am guilty of healthy incursions into the pâté) but he insists that this was more than he usually eats for lunch.

I raise the issue of safety, which has dominated the public discourse ("Killer BRT" being a standard descriptor). His answer is matter of fact: "Before the construction of the BRT corridor, that stretch of road had an accident rate as high as 17 per year. During construction it was less than 10 per year."

In 2008, when the BRT became operational, there were four deaths, which were attributed to some buses travelling at high speeds. After that, bus speeds were controlled by placing rumble strips in the bus lanes and there were zero deaths in 2009. These rumble strips were removed or were worn out in 2010 and accidents increased in 2010 and 2011, many of them involving cars at high speeds at night. "The latter type of crash-

es can occur on any good road when it's empty unless speeds are controlled by policing and appropriate road design," he points out.

Given the fate of the Delhi BRT, how come a similar project in Ahmedabad worked smoothly? Because, Mohan replies acerbically, "after the Delhi experience, Mr Modi had the BRT built where there is not much traffic. If I build the BRT in the desert it will be perfectly successful! The argument that the BRT should be built where you don't have too many cars is opposite of what transportation planners say all over the world."

I suggest that a change in the duration of the signal on BRT might help traffic flow. "I have no problem discussing the operational issues but I have a problem when people tell lies," he replies spiritedly. Lies? Yes, one paper wrote that the BRT has 2.5 metres for bicycle lanes and only 3 metres for cars. You can see that that's wrong." He is as exercised over the personal attacks. "One paper actually

asked me where I got the money to buy my Mercedes!" he recalls.

That is laughable since his Merc is of 1982 vintage, but he is not amused. "Even if the car was new, how I bought it is the income tax department and Institute's problem. Sure, if I am corrupt that is an important issue but it is separate from the design of the corridor!"

Mohan is also a member of the committee on National Transport Development Policy, which is headed by his brother, former RBI Deputy Governor Rakesh Mohan. How far had that progressed? The sectoral reports are in and will be considered sometime this year, he replies, but the subject provokes another assessment of India's serious knowledge deficiencies.

"Think about it. We don't have one internationally-recognised transport economist in the country! All of us function like economists without knowing the subject. Then, there is no - not one! - IT expert on transportation in any academic institution in the country. And there are three experts who are trained for safety - you have to have 2,000."

He recently did a search on studies published on all aspects of transportation in India, China, Brazil and, as an extreme, the US. "India turns out to be by far the worst. In Railways alone, China published 1,600 studies in the last five years, or about 300 per year. India published 16."

"How does China produce those studies? It turns out that just the ministry of railways has three research institutes outside the ministry employing more than 3,000 people each. We have Research, Design and Standards Organisation under the railway ministry, which employs some 20 people."

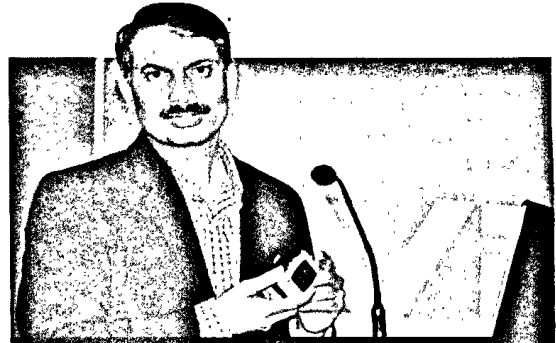
Meal over, we settle for coffee. I complain to Mohan, who retired from IIT last year but continues to teach there, that there is little information about him on the Web. Perhaps that is because, like his brother, public service runs in the family and he doesn't feel the need to highlight it. His grandfather retired as chief engineer of undivided Punjab (that is, Haryana, Punjab, Himachal) and his father worked in the Uttar Pradesh PWD, retiring as the first managing director of the UP State Bridge Corporation.

His own education is interestingly varied: from schooling in Doon School (Rajiv Gandhi's batch) to a mechanical engineering degree from IIT, Bombay to a Masters in aerospace engineering at the University of Delaware to a PhD in biomedical engineering from the University of Michigan. He did a stint in Washington with the Institute of Highway Safety before coming back to India. "I always knew I would come back - that was never a decision for me," he says as we part ways and he summons his ancient Mercedes.

The complete version can be read at: <http://business-standard.com/469823/>

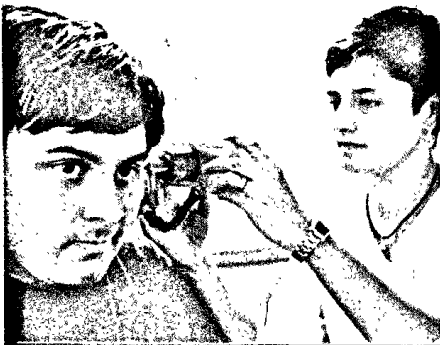
Mail Today, ND 3/04/2012 P-12

Innovators who have given India reasons to cheer



Name: RAJENDRA SADHU

INNOVATION: Vesag, a health watch that can be worn on the wrist or as a pendant. It monitors pulse, ECG, body weight, blood sugar and blood pressure through a wireless system



Name: SAPNA BEHAR

INSTITUTE: IIT-POWAI

INNOVATION: A low-cost, battery operated portable endoscope for ear, nose and throat. The device can record and store diagnostic video images for future reference

By Savita Verma in New Delhi

HAD THERE been a robot which could go into the hotels where terrorists held guests hostage during the 26/11 attack and sent images from inside, the security forces could have perhaps handled the situation better and the casualties would have been limited.

That's the idea which inspired Akash Sinha, a Delhi Technology University graduate, to develop a remote operated lightweight vehicle that can be controlled from a distance of a kilometre. The robot has a camera and is driven by wireless control. It can move at a speed of 10 km per hour on all surfaces and can also climb stairs.

The unit is equipped with a robotic arm — which is capable of lifting weights up to 30 pounds — and sensors operated through remote control. Thus, the robot can sniff out explosives and lift them to take to a safe place.

The National Security Guard and police forces have shown interest in the robot which can be used for border surveillance and even landmine detection. In fact, a prototype has already been supplied to the Defence Research Development Organisation.

"I and my wife Jyoti have been working on this for the past one-and-a-half years. Earlier, I made robots for the US army during my

association with an American company," said Sinha, who has been selected for the DST-Lockheed Martin Indian Innovation Award, which gives an opportunity for the innovation to be commercialised globally.

About 30 selections were made out of 800 applications this year under the Indian Innovation Growth Program, that was launched in March 2007 by Lockheed Martin, FICCI and the University of Texas. "India has been an innovative nation. There is now a need to commercialise and scale our innovations. The DST-Lockheed Martin India Innovation Growth Program precisely aims to

do that," Dr T Ramasami, secretary in the department of science and technology, said.

Another small innovation that can make a big contribution in improving health services is a low-

NSG has shown interest In Akash Sinha's robot

cost, battery operated portable endoscope for ear, nose and throat by IIT alumnus Sapna Behar.

The endoscope, of the size of a small camera, is mainly meant for the ill-equipped primary health centres in the country which still

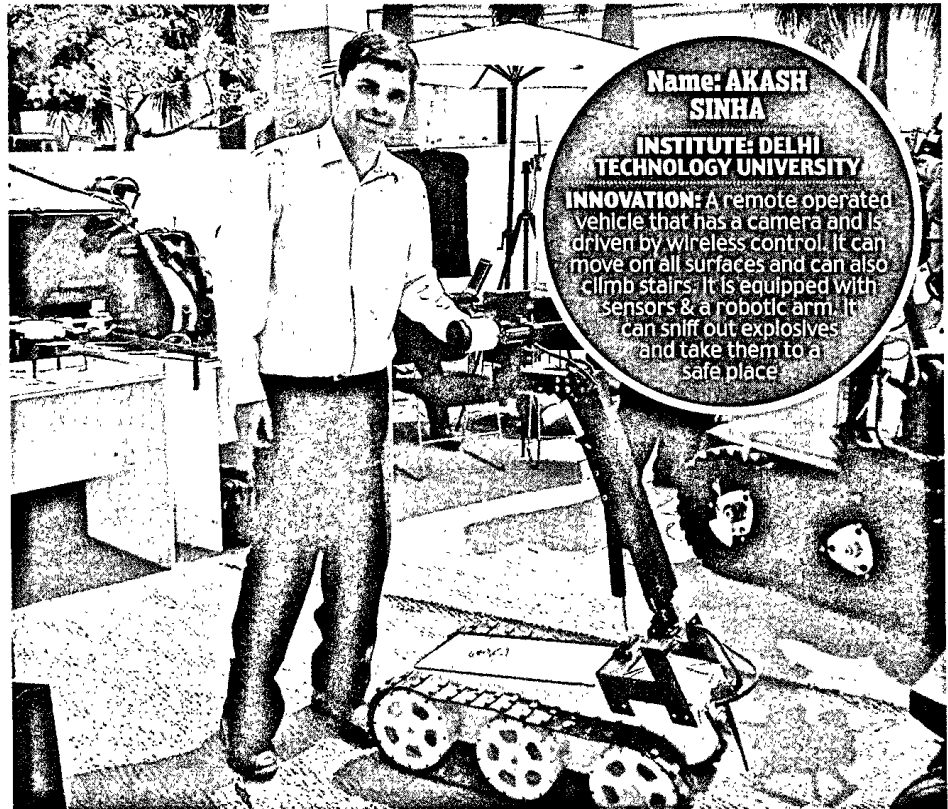
use devices such as otoscopes, tongue depressors and head lights. The device can record and store diagnostic video images for future reference. Behar has identified two-three hospitals in Bangalore for trials of the device.

Concern for the well-being of his ageing parents in Hyderabad led US-based Rajendra Sadhu to develop Vesag, a health watch that can be worn on the wrist or as a pendant. It monitors parameters such as pulse, ECG, body weight, blood sugar and blood pressure through a wireless system which interacts with health devices such as the chest belt and body scale.

The watch has a SIM card which

sends data to a server located in the US, and is fitted with an emergency button which, if pressed, alerts the families of the users through the server. Caregivers who are given a password can access the data related to the watch user using their cell phone or computer.

Sadhu has patented the technology in the US, India and China. The device is being widely used in India, Lebanon, Brazil and Russia. It has found a market among families of Alzheimer's patients as it is fitted with GPS. "Since these patients tend to be forgetful, families want to be able to track them," Sadhu explained.



Name: AKASH SINHA

INSTITUTE: DELHI TECHNOLOGY UNIVERSITY

INNOVATION: A remote operated vehicle that has a camera and is driven by wireless control. It can move on all surfaces and can also climb stairs. It is equipped with sensors & a robotic arm. It can sniff out explosives and take them to a safe place

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Sibal Blames Oppn for Slow Reforms in Education Sector

14 education-related Bills are pending in Parliament for 2 yrs; 4 held up by Congress

OUR POLITICAL BUREAU
NEW DELHI

Human resource development minister Kapil Sibal has blamed the Opposition for lack of progress in structural and administrative reforms in the education sector.

As many as 14 education-related legislations are pending in Parliament. "They are all pending in Parliament, and for two years. Nobody wishes to debate them, nobody wishes to put them on the agenda. We (UPA) don't have majority in the Rajya Sabha. So if somebody says we will not allow the bill to come on the agenda what can we do? So if the policy framework becomes paralysed, because the political processes don't allow the education to be looked at elaborately, then how do we move forward?" Sibal said.

While Sibal would like to blame the opposition, four bills including the reform oriented educational tribunal bill, have been held up on account of opposition from Congress members. Resulting in a major effort last year by the minister and HRD officials to reach out to members of the Congress and their allies. However, even these efforts did not yield any result as the parties like the BJP made it clear that they would oppose legislations like the Education Tribunal Bill and the Architects (Amendment) Bill.

BJP MP in the Rajya Sabha Chandan Mitra said, "the BJP is totally opposed to the education tribunal bill. It is an infringement on the rights private education institutions. This Congress government has a strong centralizing tendency, which evident clearly in the HRD bills. Such centralizing legislations run

roughshod over the rights of the states, and are not constitutionally valid."

Sibal has reached out to BJP leaders like Arun Jaitley, and Nitin Gadakari to ensure that the principal opposition party lends its support to important reform bills like the legislation prohibiting unlawful practices in higher education institutes.

The HRD minister sought to impress on members of Parliament that holding up key education bills would impede India's progress. "By 2020, 100 million additional people will be part of the workforce from India only. By 2030 one third of world's workforce will be provided by India. It's going to be demand driven, and they are going to ask what we did," Sibal said.

Sibal has now decided to rework his legislative plans for structural and administrative reforms. Sibal's new strategy includes amending Bills, dropping contentious clauses and frontloading the non-controversial Bills for parliamentary consideration. This, the minister hopes will ensure the passage of education Bills in the post-recess Budget session.

To begin with, the minister has decided to push through the non-controversial bills such as the Indian Institute of Information Technology, Design and Manufacturing, Kancheepuram Bill, 2011, The Institutes of Technology (Amendment) Bill, 2011 and the National Institutes of Technology (Amendment) Bill, 2011. Once Parliament passes these bills, institutes, like the IITDM, Kancheepuram and Indian Institutes of Science Education and Research, would have the power to award degrees to their graduating students. These bills having pending after failing to pass muster in the Rajya Sabha in last year's Monsoon Session. Amendments to the Right to Education will be taken up as there is no objection to the special provisions introduced for disabled children or for the specific non-inclusion of madarsas and vedic schools under the ambit of the Act.

Aakash 2 launch may be delayed

fe Bureau

Kolkata, April 2: The launch of the second version of the sub-\$40 Android tablet Aakash will likely be delayed by a month, human resource development minister Kapil Sibal indicated on Monday. Version 1 of the tablet ran into controversies after complaints from users started pouring in since its launch in 2011.

Sibal on Monday said, "It (Aakash 2) is going to be great. It will be unveiled sometime in May." He had earlier announced that the upgraded version of the tablet will be launched in April.

The government has also

decided to run pilot projects for the tablet, touted to be the world's cheapest, for feedback before its commercial launch.

Last month, while responding to questions in the

to comment on the number of the upgraded version to be shipped to India and said that the project will go through a test run first.

"Aakash version 2 will also

It (Aakash 2) is going to be great. It will be unveiled sometime in May... We are in the testing stage and there is no commercial production at present

Kapil Sibal, human resource development minister

Lok Sabha, Sibal had said that Datawind, the company that manufactures the Aakash, will supply 100,000 high-speed tablets with longer battery life and better screens. The minister on Monday refused

to be tested and it is only when we feel that the quality is superior and accepted by children will it be commercially launched," he said at an interactive session organised by the Indian Chamber of Commerce.

The second version of Aakash will have higher specifications with the 366 MHz ARM11 processor being replaced by a 700 MHz Cortex A8 processor and a 3200 mAH battery with three-hour usage time being used in place of the 2100 mAh battery. The operating system will also be changed to Android 2.3 Gingerbread from Android 2.2 Froyo in the earlier version.

"We are in the testing stage and there is no commercial production of Aakash at present. We want to give out a quality product ultimately. Therefore, we are going through different versions of Aakash," Sibal explained.

Political & Business Daily ND 3/04/2012 p-4

Modified Aakash tablet to be launched in May

PBD BUREAU/PTI

KOLKATA, APRIL 2

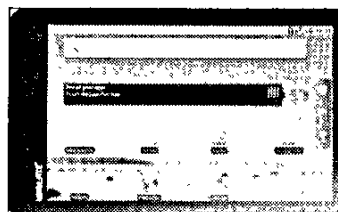
A faster and enhanced version of low-cost tablet PC, Aakash, would be launched on trial basis in May, Human Resources Development Minister Kapil Sibal said here today.

"The second version of Aakash will be launched some time in May," Sibal said on the sidelines of an ICC organized higher education conclave.

He said the tablet PC was being tested and based on feedback from students commercial pro-

duction would be taken up.

The new tablet would have a better 3200m AH battery with a three hour battery backup, a 700 MHz Cortex A8 processor and a capacitive touch screen which



would get over the earlier issues observed in the tablets, Sibal had

said earlier.

The first stage of 100,000 tablets was aimed for students of higher technical educational institutions, he had said recently.

Asked whether the optional examination in Class X would be extended across the country like CBSE, Sibal said a few state boards were planning to adopt the model.

Stating that he expected introduction of the National Vocational Qualification Framework in the 2012 academic year, he said it was likely to be placed before Cabinet in the next three to four weeks.

It would have different levels

and could go up to graduation level and would cover different industrial sector skills.

The minister said he wanted structural, decentralised, administrative reform and collaborative approach for development of the education sector for flexibility and mobility of students from one place to another across the country.

When told that West Bengal was opposed to introducing a common national examination for undergraduate engineering courses across the country, Sibal said, "We will consult everybody (every state)".

Placements dispel worries over new IIMs

BY PRASHANT K. NANDA

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NEW DELHI

An IIM is an IIM, no matter where it is. (Well, almost.)

That seems the message from placements at the three Indian Institutes of Management (IIMs) at Raipur, Ranchi and Rohtak that will see their first batch of students graduating this year, with companies offering salaries that are just a little lower than those offered at the handful of B-schools that follow the older IIMs in any listing of India's top management institutes.

Officials at the three business schools said all their students who sought jobs had received offers in a year that has seen business sentiment dip and the economy slow. That doesn't seem to have affected the three schools, which still operate from temporary campuses.

It wasn't easy, admits M. Kannadhasan, chairman (career development and placement office) at IIM Raipur (which abbreviates as IIM-Rp). "It was a challenge, but we did a good job," he said.

IIM-Rp said the average annual salary offered to its stu-

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Placements dispel worries over new IIMs

► FROM PAGE 1

dents was ₹12.5 lakh; IIM Ranchi (which abbreviates as IIM-Ra) ₹13.23 lakh; and IIM Rohtak (IIM-R) ₹12.22 lakh.

These numbers (provided by the respective schools) compare favourably with ₹12.1 lakh at the Indian Institute of Foreign Trade, although they are lower than the ₹13.87 lakh at Gurgaon's Management Development Institute and ₹16.34 lakh at New Delhi's Faculty of Management Studies.

Average salaries offered to the graduating batches at IIM Ahmedabad (IIM-A), IIM Bangalore (IIM-B) and IIM Calcutta (IIM-C) weren't immediately available, although they are likely to be significantly higher. According to media reports, last year, the average salary at IIM-C was around ₹17.5 lakh. At IIM-A (which follows a stringent reporting standard for salaries), the number, as disclosed by the school, was ₹16.36 lakh.

Next year may be better at IIM-Ra, said a student who will graduate in 2013. "If this is the response for the first batch, then we can expect a better show next year," said Yash Aggarwal, a student of the second batch at IIM-Ra, who confessed that when his batch joined, they weren't sure about the school, given its age and location.

Such anxiety, the tag of being a "new" IIM, and India's economic worries were only some of the challenges faced, said P. Rameshan, director at IIM-R. The school also had to ensure its placement record was befitting of an IIM.

Some firms said they will only consider recruiting from the

school in the future, he admitted, but there was no shortage of companies willing to hire students from the first batch. It helped that Rohtak is close to Delhi and its environs, he said. Still, the school took no chances, with the director tapping his contacts from 15 years spent teaching at IIM Lucknow and IIM Kozhikode, and also hiring a "specialist recruitment officer".

IIM-R was the first of the three new IIMs to complete its placements, according to Rameshan. At least 27 companies participated in the process and made 58 offers to a batch of 47 students. Several students received domestic offers exceeding ₹25 lakh a year, said the B-school's website.

IIM-Rp said it will release details next week.

At IIM-Ra, 30 recruiters made 65 offers to 43 students, and the highest salary on offer for a job in India was ₹23 lakh.

The recruiters will "measure the performance of the first batch", said Bharat Gulia, senior manager of education practice at audit firm Ernst and Young, and base their hiring next year on that.

Still, "achieving 100% placement with no permanent campus and an economic slowdown on is noteworthy", he added.

Until the early 1990s, India had four IIMs (at Ahmedabad, Kolkata, Bangalore and Lucknow). In 1996, it added two more, at Kozhikode and Indore. In 2007, it added one at Shillong. IIM-R, IIM-Ra and IIM-Rp started operating in 2010, and in 2011, IIMs at Tiruchirappalli, Udaipur and Kashipur admitted their first batch of students.

शिक्षा के क्षेत्र में मिल कर बढ़ेंगे भारत-इजरायल

पंकज कुमार पांडेय। नई दिल्ली

इजरायल से बढ़ती गर्मजोशी को लेकर उठते सवालनों के बावजूद भारत आपसी संबंधों को आगे बढ़ाने के लिए शिक्षा के क्षेत्र में भी महत्वपूर्ण समझौते करने जा रहा है। भारत-इजरायल मिलकर दस मिलियन डॉलर का संयुक्त शोध फंड बनाएंगे। इसमें पांच-पांच मिलियन डॉलर की साझेदारी दोनों देशों की होगी।

उच्च शिक्षा से जुड़े अन्य क्षेत्रों में भी दोनों देशों के संस्थान आपस में हाथ मिलाएंगे। मानव संसाधन मंत्री कपिल सिब्बल इजरायल के दौर पर मंगलवार को खाना हो रहे हैं। उनके साथ अधिकारियों का एक प्रतिनिधिमंडल भी होगा। वहां वे संचार के क्षेत्र में महत्वपूर्ण समझौते तो करेंगे लेकिन शिक्षा के लिहाज से यह दौरा बहुत अहम होगा।

सामरिक लिहाज से इजरायल भारत को अपना महत्वपूर्ण सहयोगी मान रहा है। दोनों देश आपसी कूटनीतिक रिश्तों को महत्व दे रहे हैं। अब इजरायल भारत से सामाजिक क्षेत्रों और इन्फ्रास्ट्रक्चर में संबंधों को मजबूती देकर आपसी संबंधों को परवान चढ़ाना चाहता है।

इन क्षेत्रों में सहयोग

मंत्रालय सूत्रों ने कहा कि नए उभरते हुए क्षेत्रों और कृषि से जुड़े विषयों पर शोध के लिहाज से दोनों देशों की भागीदारी महत्वपूर्ण होगी। आने वाले दिनों में दोनों देश मिलकर उच्च शिक्षा में भागीदारी के नए रास्तों की तलाश करेंगे। मंत्रालय में शीर्ष अधिकारी ने कहा कि हम उच्च शिक्षा में कई देशों के साथ अपने संबंधों को आगे बढ़ा रहे हैं।

इनोवेशन युनिवर्सिटी में होगा साथ

मानव संसाधन मंत्री देश में प्रस्तावित इनोवेशन विश्वविद्यालय के प्रस्ताव में भी दुनिया के अलग अलग देशों का साथ चाहते हैं। अमेरिका यात्रा के दौरान उन्होंने वहां के प्रतिष्ठित संस्थानों के साथ बातचीत कर इनोवेशन युनिवर्सिटी में भागीदारी के लिए आमंत्रित किया था। अधिकारियों के मुताबिक इजरायल से फिलहाल समझौता शोध के क्षेत्रों में ही होगा लेकिन उच्च शिक्षा में भी सहयोग के लिए दोनों देश बात करेंगे।

अफगानिस्तान में भी भारतीय मॉडल

शिक्षा से जुड़े भारत के शीर्ष अधिकारियों का एक

प्रतिनिधिमंडल 13 अप्रैल को अफगानिस्तान की यात्रा पर जाएगा। भारतीय अधिकारी वहां जाकर भारत के मॉडल पर साक्षरता की संभावनाओं को टटोलेंगे।

अफगानिस्तान शिक्षा व साक्षरता के भारतीय मॉडल को अपने देश में लागू करने के लिए भारत का सहयोग चाहता है। 21-22 मार्च को अफगान अधिकारियों का एक दल भारत आया था।

साक्षरता के मॉडल ने अफगान अधिकारियों को खासा प्रभावित किया है। गौरतलब है कि पिछले साल दिसंबर में दोनों देशों ने शिक्षा के क्षेत्र में एक एमओयू पर हस्ताक्षर भी किए थे। इसका फोकस साक्षरता और टीचर्स एजुकेशन को बढ़ावा देना था। साक्षरता के क्षेत्र में भारतीयों का मॉडल अब अफगानिस्तान के राजनयिकों को लुभा रहा है।

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डीयू बीटेक में सिर्फ 'अपनों' को एंट्री!

पहले दिल्ली के किसी कॉलेज में एडमिशन लो, फिर दे सकोगे एंट्रेंस

भूपेंद्र ॥ नॉर्थ कैंपस

दिल्ली यूनिवर्सिटी के बीटेक/ बीएस (इनोवेशन विद मैथमैटिक्स एंड आईटी) कोर्स के एंट्रेंस टेस्ट में वही स्टूडेंट्स बैठ सकेंगे, जिन्होंने डीयू के किसी कॉलेज में एडमिशन लिया होगा। यानी कॉलेज के स्टूडेंट्स को ही बीटेक कोर्स में एडमिशन का मौका मिलेगा। बीटेक कोर्स के लिए एंट्रेंस टेस्ट जुलाई के पहले हफ्ते में होने की संभावना है। उसके बाद काउंसलिंग शुरू होगी। 21 जुलाई से पढ़ाई शुरू होगी।

सूत्रों के मुताबिक यूनिवर्सिटी इस बारे में स्टूडेंट्स के लिए जल्द ही सूचना जारी करेगी, जिसमें बताया जाएगा कि स्टूडेंट्स कॉलेज में एडमिशन के साथ-साथ बीटेक कोर्स के लिए भी अप्लाई कर सकते हैं। एंट्रेंस टेस्ट के लिए एडमिट कार्ड उन्हीं स्टूडेंट्स को दिया जाएगा, जिन्होंने किसी कॉलेज में अपनी सीट सिक्वोर कर ली होगी।

दरअसल, यूनिवर्सिटी बीटेक कोर्स के लिए बड़े स्तर पर एंट्रेंस टेस्ट कंडक्ट करना नहीं चाहती। इस कोर्स में करीब 42 सीटें हैं और इन सीटों के लिए डीयू स्टूडेंट्स के लिए ही एंट्रेंस टेस्ट कंडक्ट किया जाएगा। डीयू के कॉलेजों में फर्स्ट ईयर में 50 हजार से कुछ अधिक स्टूडेंट्स

एडमिशन लेते हैं और इनमें से वे स्टूडेंट्स अप्लाई कर पाएंगे, जिनका 12वीं क्लास में एक लैंग्वेज और तीन इलेक्टिव सबजेक्ट का अग्रीगेट कम से कम 60 परसेंट होगा। 12वीं में मैथ्स और

इंग्लिश पढ़ा होना जरूरी है और मैथ्स में भी कम से कम

60 परसेंट मार्क्स होने

चाहिए। हालांकि

यूनिवर्सिटी के

जानकारों का कहना है

कि इस कोर्स के लिए

नैशनल लेवल पर टेस्ट

होना चाहिए। लेकिन

यूनिवर्सिटी का कहना है

कि सीटों की संख्या बढ़ाए

जाने के बाद ही इस बारे

में सोचा जा सकता है।

बीटेक/ बीएस

(इनोवेशन विद

मैथमैटिक्स एंड आईटी) का

यह यूनीक कोर्स है और इस

कोर्स को करने के बाद स्टूडेंट्स

जेनेटिक, मॉलीक्यूलर बायोलॉजी,

इलेक्ट्रॉनिक्स इंजीनियरिंग, कंप्यूटर

इंजीनियरिंग, फाइनैस समेत कई फील्ड में

आगे बढ़ सकते हैं और पीएचडी कर सकते हैं। आईआईटी के भी एक्सपर्ट स्टूडेंट्स को गाइड करेंगे। इस कोर्स में सिर्फ साइंस के स्टूडेंट ही नहीं बल्कि दूसरी स्ट्रीम के स्टूडेंट भी अप्लाई कर सकते हैं।

लेकिन मैथ्स पढ़े होने की शर्त पूरी करनी होगी। सिलेक्शन के लिए दो घंटे का ऐप्टीट्यूड टेस्ट होगा, जिसके बेस पर मेरिट बनेगी। इस कोर्स में ग्रेडिंग सिस्टम लागू किया गया है। 91-100 परसेंट वाले स्टूडेंट्स को ए+ मिलेगा। 81-90 के बीच मार्क्स लाने वालों को ए, 71-80 पर बी+, 60-70 के लिए बी, 50-60 मार्क्स पर सी, 40-50 मार्क्स पर डी और 40 से कम मार्क्स लाने पर पी यानी पुअर ग्रेड मिलेगा।

अजीबोगरीब शर्त

- ▶ यूनिवर्सिटी अपने बीटेक के एंट्रेंस टेस्ट को बड़े लेवल पर नहीं आयोजित करना चाहती
- ▶ अगर यह शर्त न हो तो देश भर से बड़ी तादाद में स्टूडेंट्स कर देंगे इसके लिए अप्लाई
- ▶ पिछले साल बीटेक/ बीएस (इनोवेशन विद मैथमैटिक्स एंड आईटी) शुरू किया गया था

