

Newspaper Clips

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NGT slams Centre for IIT report, extends ban on diesel vehicles

POLLUTION WATCH Green court said study was conducted in less traffic, only referred to private vehicles



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NEW DELHI: The National Green Tribunal (NGT) extended the ban on diesel vehicles by a week on Monday but criticised the Union government for submitting an IIT report that said vehicular pollution by old vehicles was negligible.

The tribunal said the study was not comprehensive and did not use recent data.

"IIT has no businesses commenting on the NGT order. Why don't they do what they are supposed to? Just because you are IIT, you can't always be correct. What is the basis of this report? It is not comprehensive enough. They have taken samples from RK Puram, which is one of the best areas in Delhi," said the bench. The Centre on Monday supported the ban on vehicles older than 15 years but said that 10-year-old diesel vehicles don't really pollute the city.

The tribunal pointed out that the study was conducted on days when traffic was less in the city and only referred to private vehicles.

"The study does not talk about commercial vehicles. Do you know how many trucks enter Delhi enroute to other places? The base data has to be correct taking into consideration all kinds of vehicles moving or stationary. You have not associated anybody with the research and you have relied on old data. We are ready to listen to your point of view and your arguments but don't try to tell us our order is wrong. There has to be proper reasoning to what you are saying," the bench said.

The bench gave the Central government and the Delhi government the freedom to file more reports and replies but said that it should, by next week, also file a report on the scrapping of vehicles, car pooling policy and ways



■ The Centre supported the diesel ban but said 10-year-old diesel vehicles didn't really pollute the city. ARUN SHARMA/HT FILE PHOTO

CENTRE FAVOURS BAN

NEW DELHI: The Centre on Monday told the National Green Tribunal (NGT) it favours banning of all diesel vehicles, which are older than 15 years from plying in Delhi-NCR.

Additional Solicitor General Pinky Anand, appearing for the ministry of road transport and highways, told a bench headed by NGT chairperson Justice Swatanter Kumar "all diesel transport vehicles, on attaining 15 years should be banned from plying in Delhi and NCR," which has also been ordered by the SC earlier.

"Atleast, you agree something should be banned.

That's so nice...SC orders are kept in almirah for archive purposes. SC had thought of this ban years ago but the government opposed it," the bench remarked and asked the Delhi government to submit its stand on this issue.

The ministry said that contribution of private vehicles towards PM 2.5 is insignificant and gave data on its levels in RK Puram which said that on Sundays or holidays despite traffic being very low the Particulate Matter at 2.5 remained high.

The bench then said, "R K Puram is no area to have pollution analysis. It is one of the best parts of Delhi". **PTI**

to decongest the city.

The bench gave the Centre the option of coming back to it with clarifications on the quoted study - Benchmarking vehicle and passenger travel characteristics in Delhi for on Road Emissions Analysis.

LEAF BURNING BAN

The gardener working at BJP MP Jagdambika Pal's official residence was, on Monday, asked to appear before the tribunal for allegedly burning leaves at the MP's official bungalow at Teen Murti Marg. The bench also sought a response from the Horticulture Department of Central Public

REQUIRED

The tribunal has asked ministry of transport for a report on:

- Capping total number of vehicles
- Scrapping of old vehicles
- Car pooling policy
- Incentives to those who want to dispose their old vehicles

Works Department by July 13. The bench asked the New Delhi Municipal Council to make all its composting pits functional.

Gaps in IIT emission study: NGT

Extends Stay On Order Banning Polluting Diesel Vehicles

TIMES NEWS NETWORK

New Delhi: National Green Tribunal (NGT) on Monday pulled up the Union road transport ministry for not submitting a "well reasoned" and "comprehensive" report on how much air pollution do more than 10-year-old diesel vehicles contribute to in the city. An NGT bench headed by justice Swatanter Kumar also slammed IIT Delhi scientists, who had drafted the report for the ministry, for not doing proper research in this regard.

The bench extended the stay on its ban on more than 10-year-old diesel vehicles till May 25, while seeking the Centre's response to scrapping of old vehicles and other issues.

Additional solicitor general Pinky Anand who represented the transport ministry submitted in an affidavit that more than 10-year-old old diesel cars contribute to less than 1% of total PM 2.5 (fine, respirable particles) emissions and that the contribution from the transport sector is not as high. The NGT bench found a number of gaps in the IIT study. For instance, it wanted to know why IIT Delhi didn't consider the role of commercial diesel vehicles that ply through the city every night in polluting Delhi's air.

IIT Delhi scientists—Dinesh Mohan, Rahul Goyal and Sarath Guttikunda—in a paper called, "Understanding role of transport in PM 2.5 emissions in Delhi" claimed the actual number of cars on the city roads is only half the official number registered with

WHAT ALL WAS SAID IN THE TRIBUNAL

WHAT IIT DELHI SUBMITS IN NGT

► Actual number of cars on roads in Delhi is about **half the officially registered number**

► PUC data indicates that there are about **11,000 to 19,000 diesel cars more than 10 years old**, which drive about 9,000km per year

► IIT Team used **PM 2.5 data for RK Puram for 2013 and 2014 to compare levels on Sundays and working days**. It also compared levels on transport strike days vis-a-vis regular days

► Found **significant reduction in traffic on holidays and strike days** but it hardly made any difference to PM2.5 levels

► It concludes that **a ban on these diesel cars—7% of the car fleet—will mean less than 1% reduction in atmospheric PM2.5 pollution**



Cars more than 15 years old are only 1% of the fleet in Delhi, and those 10 to 15 years old 6%

► Refers to an emission inventory by Sarath Guttikunda and G Calori which found that **transport department is responsible for 17% of PM2.5 emissions**, domestic sector (coal, biomass, kerosene and LPG) for 12%, brick kilns for 15%

HOW NGT REACTS

► Why isn't there any reduction in PM2.5 emissions on holidays? **Why hasn't the IIT team analysed what contributes to pollution on holidays?**

► Are commercial heavy vehicles such as **inter-state diesel trucks responsible for high PM2.5 levels?**

► Why does study cover only private cars?

► **Findings contrary to a 2010 study by Central Pollution Control Board which found that over 60% air pollution is caused by vehicles more than 10 years old**

government and that only 6% of cars in Delhi are in the age-group of 10-15 years.

They also documented the PM 2.5 levels at RK Puram for two years—2013 and 2014—to compare the pollution levels on Sundays with weekdays. The same exercise was repeated comparing pollution levels on days when there was a transport strike with that of regular days. But the team found that reduction in traffic did not make any significant difference to PM 2.5 levels on Sundays. For instance on April

30, 2015 when there was a strike by transport workers, most autos, buses and taxis were not operating but they found on



LET DELHI BREATHE

April 30, during the morning hours, PM 2.5 levels were even higher than April 29 and May 1.

NGT judges wanted to

know why didn't the PM 2.5 levels reduce when traffic was low. Is it because heavy commercial vehicles from other states were using Delhi's roads? "What is the basis of this report? This report is not comprehensive enough. Merely because you are IIT, you can't be always right," the bench said.

It also said the IIT study seems to be only trying to prove that NGT's order was ineffective. "Don't try to tell us our order is wrong. The whole IIT report is tilted towards proving

YOU alone can stop Delhi's future from going up in smoke



POLLUTION HORROR

AIR QUALITY INDEX PM2.5

| | | |
|---|-----|------|
| Delhi | 212 | Poor |
| Tomorrow | 229 | Poor |
| Pune | 75 | Good |
| Tomorrow | 69 | Good |
| Source: SAFAR @ MoES-IITM-IMD (10 stations) | | |
| Hyderabad | 62 | Good |
| Kolkata | 25 | Good |
| Mumbai | 33 | Good |

US Embassy data calculated as per Indian standards by SAFAR@MoES-IITM-IMD
Based on 1 Station Data Per City at 4pm

that the ban order is bad. There has to be proper reasoning to what you are saying," the bench added.

NGT also sought clarity on the fact that IIT's findings contradict CPCB's study that had found more than 60% of pollution is caused by 10-year-old vehicles. "Get these issues clarified by the scientists," the bench said. It also sought the ministry's views on capping total number of vehicles, scrapping of old vehicles, car pooling and incentives to those who want to dispose old cars.

POLLUTION DEBATE

Green tribunal sees red over IIT report against diesel car ban

By SHREEJA SEN
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NEW DELHI

The National Green Tribunal (NGT) on Monday rejected the government's argument against its order banning diesel vehicles older than 10 years from the roads of Delhi and the national capital region, which was based on a report by the Indian Institute of Technology (IIT), Delhi.

The tribunal said that the report failed to incorporate all aspects of vehicular pollution.

"You have placed 100 pages before us without proper analysis, proper study and also without considering what the basis for this finding is," NGT's principal bench, headed by chairman

and former Supreme Court judge Swatanter Kumar told the government.

The IIT Delhi study had contended that vehicles more than 10 years old give rise to only a "negligible" amount of air pollution. It said that even on Sundays and strike days, when there are fewer vehicles on the road, pollution levels aren't affected.

But the NGT asked the government to clarify on what basis the report had arrived at such a conclusion and posted the next hearing on 25 May. The stay on the NGT's 7

April ban order shall continue till then.

The government, represented by additional solicitor general Pinky Anand, told the tribunal

that it was in favour of a ban on vehicles older than 15 years.

However the tribunal said that the base data for the report had to be correct, and a s k e d

whether all cars in Delhi, whether passing through or in Delhi, and the trucks passing through the city had been considered.

The tribunal also sought clarification from the transport ministry on several issues regarding the disposal of older vehicles.

The government has to now respond on how it determines the age of a vehicle, whether it has identified dump sites for old vehicles, whether the government will compensate those willing to give up their vehicles and whether these cars will be shifted to another state where pollution levels are lower.

"We have to start somewhere. This is just the beginning. Vehicles are just one component of pollution—there are other components to follow. And these are identified components—construction sites, road cleaning, burning leaves. I don't know why people are fixated on vehicles alone. We have to built up the infrastructure to deal with these issues. But the more crucial question is are these orders (from the NGT) bringing about a certain amount of awareness among the people?" asked Raj Panjwani, a senior environmental lawyer.

Study failed to incorporate all aspects of vehicular pollution in Delhi, says NGT bench

BAN ON DIESEL VEHICLES

NGT fumes at poor govt response: 'Merely because it is IIT, it can't always be right'

Govt quoted IIT-Delhi studies to argue against age cap

EXPRESS NEWS SERVICE
NEW DELHI, MAY 18

WHILE EXTENDING the stay on the ban on plying of 10-year-old vehicles until May 25, the National Green Tribunal (NGT) pulled up the Centre and a team of scientists from IIT-Delhi, for submitting a report that was "not comprehensive" and lacked proper research.

Additional Solicitor General Pinky Anand, appearing for the Ministry of Road Transport, quoted research papers published by IIT-Delhi, and said all vehicles older than 10 years contribute only a "negligible" amount to air pollution and argued that age can't be considered the prime factor for Delhi's air pollution.

The Centre contended that it was in favour of banning diesel vehicles older than 15 years. The NGT asked the Delhi government for its view on the issue. The green body also directed the Ministry of Road Transport to submit its views on capping total number of vehicles, scrapping of old vehicles, car pooling and incentives to those who want to dispose their old vehicles.

The ministry, while quoting

the studies by IIT-Delhi, on Monday argued that surveying the age profile of cars in Delhi shows that "cars above 15 years contribute only 1 per cent and cars between 11-15 years old only 6 per cent of the traffic on the roads". Thus, it said, "emissions calculated on the basis of official number of vehicles will overestimate the pollution load from traffic".

But the NGT pulled up the Centre for submitting a report, it said, was without "basis" and "not comprehensive".

The bench added that "base data has to be correct taking into consideration all kinds of vehicles moving or stationary. You have not associated anybody with the research and you have relied on old data".

The Tribunal also noted that while the studies by IIT-Delhi, refers to private vehicles, it remains silent on air pollution caused by commercial vehicles, including trucks entering the capital



The NGT extended the stay on its ban on plying of diesel vehicles older than 10 years in the capital till May 25. *Archive*

The Tribunal also said "merely because you are IIT you can't always be right". It also observed that "the whole IIT report is tilted towards proving that the ban order is bad".

The NGT also noted that while the studies by IIT refers to private vehicles, it remains silent on air pollution caused by commercial vehicles, including trucks entering the city.

It noted that the study gave data on PM 2.5 levels at RK Puram and found that on Sunday, or other holidays, PM 2.5 levels remained high despite it being a holiday.

The NGT bench asked IIT's explanation for this and asked, "Why are the levels high? Is it because trucks and commercial vehicles are plying at night?"

When the Centre told the NGT that it was in favour of banning all diesel vehicles older than 15 years, reiterating the earlier order by Supreme Court on the issue, the bench responded, "At least you agree something should be banned".

"The Supreme Court orders are kept in the almirah for archive purposes. Supreme Court had thought of this ban years ago but the government

opposed it," the bench said.

The ministry also contended that in order to maintain "stricter emission norms" in NCR, 10-year-old private diesel vehicles, including BS-IV compliant vehicles" and diesel transport vehicles, should obtain PUC after every six months.

The Ministry had also suggested that the state transport departments of Delhi and NCR should check the authenticity through scientific random sampling process, with a large sample size to reduce errors and check the authenticity of issued PUC certificates.

NGT FINES 3 HOTELS FOR RAINWATER SYSTEMS

New Delhi: The NGT has slapped a fine of Rs 9 lakh on three five-star hotels after they were found having "unsatisfactory" rainwater harvesting systems. The NGT noted that these hotels had not taken steps to install the systems despite several reminders. In some cases, the rainwater systems were found choked with garbage.

The Tribunal imposed a fine of Rs 5 lakh on Hotel Excelsior (Shangri-La) while Eros Resorts Hotels (Double Tree by Hilton) and Crowne Plaza (Mayur Vihar) were asked to pay Rs 2 lakh each.

The NGT was hearing a plea by activist Vikrant Kumar Tongad who had sought directions to DMRC to "install rainwater systems" on all its existing as well as proposed and under-construction Metro stations and depots. The NGT had widened the ambit of the plea to include hospitals, hotels and malls. *ENS*

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NGT की फटकार

■ वरिष्ठ संवाददाता, नई दिल्ली

नैशनल ग्रीन ट्रिब्यूनल (एनजीटी) ने दिल्ली-एनसीआर में 10 साल से ज्यादा पुराने डीजल वाहनों को बैन करने के अपने आदेश पर रोक 25 मई तक बढ़ा दी है। एनजीटी ने केंद्र सरकार की भी खिंचाई की है, जिसने बैन के आदेश पर स्टे की मांग की थी और आईआईटी दिल्ली की एक रिपोर्ट के आधार पर दावा किया था कि 10 साल पुरानी गाड़ियों से नाममात्र का ही प्रदूषण हुआ है। एनजीटी ने केंद्रीय सड़क परिवहन मंत्रालय और आईआईटी दिल्ली को बिना पर्याप्त रिसर्च किए रिपोर्ट दाखिल करने पर फटकार लगाई। बेंच ने पूछा कि इस रिपोर्ट का



IIT रिपोर्ट खारिज

केंद्र ने बैन के आदेश पर स्टे की मांग की थी और आईआईटी दिल्ली की एक रिपोर्ट के आधार पर दावा किया था कि 10 साल पुरानी गाड़ियों से नाममात्र का ही प्रदूषण हुआ है।

आधार क्या है? आईआईटी इस मसले पर कमेंट करने वाली कौन होती है? आपने बिना स्टडी किए 100 पेज की रिपोर्ट पेश कर दी। कहीं से सैंपल तक नहीं लिए। सिर्फ आईआईटी होने के कारण आप हमेशा सही नहीं हो सकते। आईआईटी ने सिर्फ प्राइवेट गाड़ियों की स्टडी की। ▶▶ पेज 4

IIT की रिपोर्ट हमेशा सही नहीं हो सकती : एनजीटी

■ वरिष्ठ संवाददाता, नई दिल्ली

एनजीटी ने आईआईटी (दिल्ली) की उस रिपोर्ट को लेकर केंद्र की खिंचाई की जिसके आधार पर वह ट्रिब्यूनल के पुरानी गाड़ियों पर बैन वाले आदेश पर रोक लगाने की मांग कर रही थी। रिपोर्ट में कहा गया था कि पॉल्यूशन में 10 साल से पुरानी गाड़ियों की भूमिका बहुत कम होती है।

एनजीटी अध्यक्ष जस्टिस स्वतंत्र कुमार की बेंच ने यह कहते हुए मिनिस्ट्री ऑफ रोड ट्रांसपोर्ट को फटकार लगाई कि उसने एक ऐसी रिपोर्ट दाखिल की जिसमें ढंग से कोई रिसर्च नहीं की गई थी जबकि राजधानी में पॉल्यूशन कम करने के मुद्दे पर एक डिटेल रिपोर्ट देने के लिए कहा गया था। बेंच ने कहा, इस रिपोर्ट का



आधार क्या है? आईआईटी इस पर टिप्पणी करने वाली कौन होती है। उन्होंने रिसर्च के लिए किसी जगह से कोई सैंपल नहीं लिया। वह इससे बेहतर काम कर सकती थी। आपने बिना स्टडी किए एक 100 पेज की रिपोर्ट पेश कर दी। सिर्फ इसीलिए की वह आईआईटी है, वह हमेशा सही नहीं हो

सकती। ट्रिब्यूनल ने कहा कि आईआईटी की स्टडी में सिर्फ प्राइवेट गाड़ियों का जिक्र है, इसमें दिल्ली में आने वाले ट्रकों समेत कमर्शियल गाड़ियों के बारे में कुछ नहीं कहा गया है। ट्रिब्यूनल ने नाराजगी जाहिर करते हुए कहा कि हमें न बताएं कि हमारा बैन गलत है। रिपोर्ट में जो भी हो उसकी पूरी डिटेल होनी चाहिए। मिनिस्ट्री ने आईआईटी दिल्ली के चार प्रोफेसर्स की ओर से 'बेंचमार्किंग व्हीकल और पैसेंजर ट्रेवल करैक्टरिस्टिक्स इन दिल्ली फॉर ऑन रोड एमिशन एनालिसिस' के विषय पर लिखे गए आर्टिकल दायर किया था और कहा था कि दिल्ली एनसीआर में पॉल्यूशन के लिए गाड़ियों की उम्र को ही प्रमुख वजह नहीं माना जा सकता।

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‘हिन्दुस्तान’ के खुलासे के बाद सीबीएसई ने मामले की जांच कराने का लिया फैसला

जेईई मेन का गोपनीय डाटा हुआ लीक

हिन्दुस्तान

एक्सक्लूसिव

जोएडा | प्रभात उपाध्याय

जेईई मेन (ज्वाइंट इंटरनेशनल एग्जामिनेशन) के परीक्षार्थियों का गोपनीय डाटा लीक हो गया है। कंसलटेंसी फर्म चलाने वाले इसे प्राइवेट इंजीनियरिंग कॉलेजों को पैसे लेकर बेच रहे हैं। ‘हिन्दुस्तान’ के खुलासे के बाद सीबीएसई ने मामले की जांच कराने का फैसला किया है।

आईआईटी, एनआईटी और देश के प्रमुख इंजीनियरिंग कॉलेजों में दाखिले के लिए जेईई-मेन 2015 की परीक्षा में शामिल 13 लाख छात्रों का डाटा कंसलटेंसी फर्म और दलालों के पास है। इस डाटा में छात्र का नाम, माता-पिता का

नाम, पंजीकरण नंबर, जन्म-तिथि, मोबाइल नंबर, ई-मेल आईडी, राज्य का नाम और पिन कोड मौजूद है। दलाल प्राइवेट इंजीनियरिंग कॉलेज संचालकों को ई-मेल और फोन पर पैसे लेकर छात्रों का ब्योरा देने को कह रहे हैं। एक छात्र के ब्योरा के लिए 5 रुपये मांगा जा रहा है। यदि कोई सारे छात्रों का डाटा लेना चाहता है तो उसे 65 हजार देने होंगे। वहीं दिल्ली-एनसीआर के छात्रों के डाटा के लिए 7 हजार की मांग की जा रही है।

डाटा लीक होने से क्या होगा नुकसान : जेईई मेन में शामिल अभ्यर्थियों का ब्योरा प्राइवेट इंजीनियरिंग कॉलेजों के हाथ लगने पर वे इसका फायदा उठा सकते हैं। उत्तर प्रदेश समेत कई राज्यों के प्राइवेट इंजीनियरिंग कॉलेजों में जेईई मेन के स्कोर के आधार पर दाखिले के लिए सीटें आरक्षित हैं।

सजा और 5 लाख रुपये जुर्माना हो सकता है

आईटी एक्ट की धारा 43-बी के अनुसार यदि कोई भी गोपनीय डाटा को बेचता या खरीदता है तो उसे 3 साल की कैद और 5 लाख तक का जुर्माना हो सकता है। जिसके पास डाटा को संरक्षित और रखरखाव करने की जिम्मेदारी है उसे आईटी एक्ट की धारा 67-सी के तहत तीन साल की सजा हो

सकती है। साइबर विशेषज्ञ अनुज अग्रवाल कहते हैं कि जो डाटा लीक हुआ है उसमें छात्र का मोबाइल नंबर भी है। ऐसे में यह छात्र की निजता (प्राइवैसी) से भी जुड़ा है। आईटी एक्ट के तहत निजता से जुड़े ब्योरे को सार्वजनिक करने पर भी 3 साल की सजा और 2 लाख रुपये के जुर्माना का प्रावधान है।

गोपनीयता हुई है भंग

छात्रों से संबंधित डाटा को न्यूनतम तीन साल तक गोपनीय रखना होता है। कई मामलों में यह अवधि न्यूनतम 8 साल भी है। ऐसे में परीक्षा के दो महीने के अंदर ही छात्रों का ब्योरा लीक होने पर विशेषज्ञों ने सवाल उठाया है।

पहले भी डाटा हुआ लीक

यूपी के इंजीनियरिंग और प्रबंधन कॉलेजों में दाखिले के लिए राज्य प्रवेश परीक्षा (यूपीएसईई) का डाटा भी लीक हो चुका है। ब्योरा लेकर कॉलेजों ने छात्रों को प्रलोभन देना शुरू कर दिया है। यूपीटीयू इसकी जांच कर रहा है।

गड़बड़झाला

13 लाख छात्रों का गोपनीय डाटा कंसलटेंसी फर्म और दलालों के पास

03 साल तक की सजा डाटा लीक करने पर हो सकती है कर्मचारी को

5 छात्रों का ब्योरा पूरी तरह गोपनीय होता है। यदि कोई पैसे लेकर इसे बेच रहा है तो यह अपराध है। डाटा बाहर कैसे पहुंचा इसकी जांच की जाएगी।

—राजबीर सिंह, कार्यकारी निदेशक, जेईई मेन (जेब)

Business Standard ND 17/05/2015 P-8

Asian groups accuse Harvard of racial bias

PRESS TRUST OF INDIA
New York, 16 May

Four Indian-American groups are among a coalition of 64 organisations that have filed a complaint against Harvard University and other Ivy League schools alleging “racial-bias” against high-scoring Asian-Americans in their admission process.

The 50-page complaint, filed before the US departments of Education and Justice, alleged that “Harvard University has engaged illegally in direct discrimination against Asian-American applicants by using stereotypes and racial bias in its subjective ‘Holistic Evaluation Approach’ and racial quota/rebalancing.”

The complaint further alleged that Harvard University is discriminating against Asian-American applicants by using race as a major factor beyond what is allowed by

relevant Supreme Court decisions. “Consequently, Asian-American applicants have become the largest group of victims of Harvard’s racially based admissions practices,” they alleged.

Among the 64 organisations of Chinese, Korean and Pakistani students, there are four Indian-American groups.

The complaint urged the federal government to ask Harvard to immediately “cease and desist from using stereotypes, racial biases and other discriminatory means in evaluating Asian-American applicants during its admission process”.

The complaint also asks Harvard to disclose the qualifications of its applicant pool, at least at a level comparable to such data disclosed by elite public universities, given that Harvard, too, is the recipient of significant federal funding.

“We believe that a racially based admission process has played a

major role in Harvard and other Ivy League colleges’ discrimination against Asian-American applicants,” it alleged, and cited the example of Microsoft CEO Satya Nadella, Pepsi CEO Indra Nooyi to illustrate that Asian-Americans have managed to rise to the top and emerge as role models.

Many Asian-American organisations and individual students have voiced their rejection of such an unfair treatment in the past as well. Most significantly, on November 17, 2014, Students for Fair Admissions, filed a federal lawsuit against Harvard.

The Harvard University claims that its approach to admissions has been found to be “fully compliant with federal law” and the percentage of Asian-American students admitted to the undergraduate school has risen to 21 per cent from less than 18 per cent in the past decade.



A file photo of prospective students and their parents getting a tour of Harvard University in Cambridge

IISc researchers devise all-digital circuits

[Aparajita Ray](#), TNN | May 18, 2015, 08.27 PM IST

<http://timesofindia.indiatimes.com/city/bengaluru/IISc-researchers-devise-all-digital-circuits/articleshow/47332272.cms>

BENGALURU: The student and professor duo from Indian Institute of Science (IISc) has come up with a novel method facilitating miniaturization of Very Large Scale Integration (VLSI) devices, which has an effective usage in baby monitors and heart rate monitors.

This innovative all- digital circuit manages power better and considerably reduces the power consumed by the device and is efficient, reliable and produces a hundred fold improvement for certain operating conditions.

Sagar Gubbi, a PhD student and Bharadwaj Amrutur, an associate professor from the Department of Electrical and Communication Engineering have proposed an entirely digital circuit, a tiny square side of 30 microns to achieve this.

This new all-digital method does not depend on analog voltage measurements. The optimizing circuit can be integrated into a circuit forming a part of the miniature that controls supply voltage to parts of a bigger system like a mobile phone, claims Sagar.

Its advantage over analog circuits can be seen from simulations performed and reported which show that in case of digital circuits, minimum energy point to an error is about 5% compared to analog circuits that have an error of 500%.

Sagar said, "Just as software eats the world, digital circuits are eating

Financial Express ND 19/05/2015 P-8

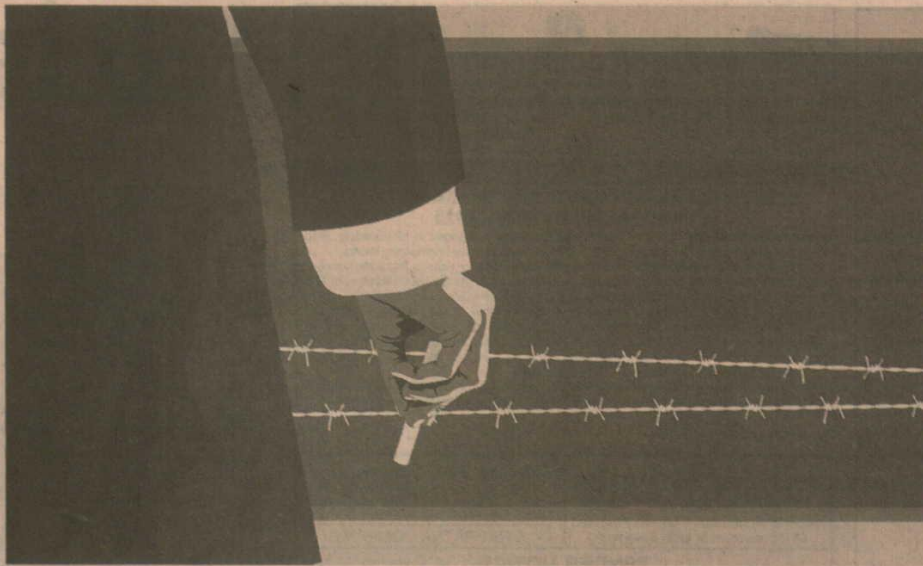
SCIENCE SUPERPOWER

Despite rapid advances, India is yet to realise its potential in science research



India has taken rapid strides in science in the past few decades. At the dawn of the 21st century, in terms of research publications per year, India lagged countries like Russia, France, Italy and Canada. Now, as per the cover story of the latest issue of *Nature* magazine, it has outstripped these nations, and is quickly closing in on Japan. Yet, it doesn't figure high in repute in global science. Despite advancements and immense potential in the form of a large base of human resource and a fast-growing economy, Indian scientific publications generate far fewer citations than other nations with a science-focus—the scholarly citation figure for India in 2013 was nearly 30% lesser than the world average, says *Nature*, citing UNESCO data. Similarly, even though the country's scholarly output has grown four-fold since 2000, it is still outpaced by Brazil and China, two emerging economies of the BRICS grouping which India is also part of.

Consider the density of scientific researchers; India, with 4 researchers per 10,000 in the labour force, is behind Kenya (6), Brazil (14) and China (18). And as far as patent strength is concerned, measured as the number of domestic and international patents filed per million population, in 2013, India (17) was behind Brazil (34), Russia (237), China (541) while Japan and South Korea were at the deep end of the pool with 3,716 and 4,451 patents, respectively. With poor investment in R&D—even as Brazil and Russia spend nearly 1.7% of their GDP on R&D while China spent nearly 2%—India has flatlined at 0.8-0.9% since 2000 onwards. Getting more private investment into R&D will help, and that, thankfully, is starting to happen. Also, given the rich dividends agri- and pharmabiotech could pay off in the country—at the moment, research on cheap vaccines for many diseases, from hepatitis to rotavirus, has started to yield results—the government encouraging these areas of research, as stated by Union science minister Harsh Vardhan, is also a welcome sign.



Hard times on campus

The American university, once the envy of the world, is in crisis

What are you up to nowadays?" I asked my American friend when I called her on a recent visit to New York.

"Trying to organise a union," she answered, not sounding quite as cheerful as she normally does.

"Union as in 'trade union'?" I asked, not sure if I had heard right. She was an academic, a teacher in her early 30s with a Ph D from one of America's renowned universities, and teaching at an equally renowned American public university; I did not remember her being drawn to marching to the support of fast-food workers nor did I remember her saying anything in support of things like Occupy Wall Street when that was a fashionable cause five years ago. But she is an idealist. She could have found a new cause.

"Who are these poor creatures to whose support you are rushing?" I asked.

"Ourselves, people like me, adjunct professors in our university," she replied. "We are demanding that we get medical benefits, like the full-time professors at our university."

When I got off the call I was puzzled. A four-year undergraduate programme in a university like the one where my friend teaches can cost the student at least \$100,000. Why were such universities denying their adjunct professors such basic things like medical assistance, considering how expensive medical care in America is?

American universities are seen as the high-water mark of higher education worldwide. I know more than a few Indian parents who have mortgaged their ancestral home, taken bank loans at 14 per cent plus

interest for hundreds of thousands of dollars and sent their children to these universities with the firm conviction that education will open not only the door to a great job but also open their children's minds with a great educational experience. Many countries try and persuade these well-known American universities to set up local campuses so more of their young people gain the educational experience that only these universities seem to provide.

Above all, when you think of an American university, you conjure up an image where professors occupy "tenured" positions — which means a "job for life" from which you need to retire only when you want to, with sufficient time for research. The American system of "tenure" is the envy of professors elsewhere in the world. Tenure, as Professor Simon Batterbury explains in an article in the journal, *Policy Futures in Education*, "originated as a legitimate response by universities to attacks on freedom of speech. These attacks date to the 19th century, but gained momentum during the McCarthy era after World War II. The American

Association of University Professors and the Association of American College's joint Statement of Principles on Academic Freedom and Tenure was issued in 1940, and is seen as a benchmark in establishing the existing system of tenure as '... a means to certain ends; specifically: (1) freedom of teaching and research and of extramural activities, and (2) a sufficient degree of economic security to make the profession attractive to men and women of ability'".

A little research told me that the reality was something else. Of the 1.5 million university professors in

the United States today, nearly a million, that is to say two-third, are adjunct professors, or "adjuncts". These adjuncts, who have at least a master's degree and often a Ph D, are hired one semester at a time and have no job security, nor do they have a fixed monthly salary — they get paid per class that they teach. Adjuncts typically make about \$25,000 a year; by way of comparison, a doorman in a typical New York building makes about \$35,000 a year. Recently, *The New York Times* carried a heart-rending story of Mary-Faith Cerasoli, an adjunct professor, who publicly protested her working conditions on the steps of New York Department of Education wearing a shirt with the words "Homeless Prof" written on it. Apparently, she had been reduced to "sleeping in her car, showering at college athletic centers and applying for food stamps".

When you ask around in America as to the larger meaning of this situation and its longer-term consequences, you get different answers depending on who you ask. University administrators say that substantial cuts in state funds to universities in the last two decades have made university finances so precarious that the only way out is the use of adjuncts, who cost a third or half of what full-time "tenured" professors cost. Others blame it on the trend in recent years of American universities expanding the number of executives in administrative functions at private sector-level salaries. All this co-exists with another phenomenon: college tuition is so high that students, after graduation, struggle to repay their loans from the earnings they are able to get from their jobs.

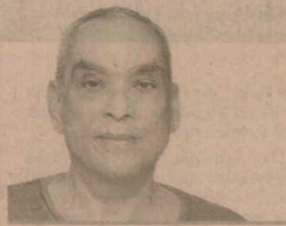
So you now have a paradoxical situation: students struggling to afford an education and professors working as adjuncts not making enough to get by. On another dimension, Elizabeth Segran, writing in *The Atlantic*, worries that with the vast majority of American college professors being now "adjuncts" fighting to eke out a living by scrambling between multiple poorly paid teaching jobs, the much vaunted research output of American universities may be at risk: producing scholarship is a luxury that these adjuncts cannot afford.

When I called my young friend again to see what she felt about these larger worries, she was much more cheerful: "Don't worry, our union has strong supporters. It has become affiliated to the UAW."

"Isn't UAW, the United Autoworkers Union, the union that represents assembly-line workers in American car manufacturing companies like Ford and General Motors?"

"That's right," she said. "The UAW wants more members and are happy to have us adjunct professors as their members. And we could use their expertise to negotiate with university administrators."

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AJIT BALAKRISHNAN

It's Indian Science First for ICHR

Y SUDERSHAN RAO There is a need to review history writing of traditional Indian knowledge systems

Revisiting Ancient Science

Some ancient scientific achievements ICHR would like to highlight through its research:

Mathematics Advances in number systems, trigonometry, algebra and foundations of calculus

Astronomy development of precise & correctible algorithms to calculate the positions of planets, sun & moon as well as eclipses

Agriculture methods for preparation of the land, biopesticides and biofertilizers (over 80% of those methods have been scientifically validated)

Metalurgy lost-wax bronze casting (right from Harappan times), wootz steel, rust-resistant iron, downward distillation of zinc

Medicine Ayurveda & other systems, with elaborate theories & practices (including surgery, pharmacopoeias, lifestyle prescriptions)

Water Management various structures (checkdams, channels, stepwells, ponds, reservoirs...) for effective water harvesting and management



Ritika.Chopra@timesgroup.com

New Delhi: The history of science and technology in India starting from the ancient era up to the colonial rule will be among the top focus areas of the Indian Council of Historical Research (ICHR), chairman Y Sudershan Rao told ET in an interview recently.

"There is a need to review history writing of traditional Indian knowledge systems. For instance, Chemistry, or Rasayan as it was known back then, was one of the advanced subjects of ancient times and this needs to be highlighted. ICHR will help in documenting the comprehensive history of the development

of science and technology in the country through the ages," Rao said when asked about the priorities of the newly constituted Council under the NDA government.

The chairman added that there enough material in ancient manuscripts in Sanskrit to document the scientific progress and achievements in fields such as astronomy, mathematics, agriculture, metallurgy, among other things. "ICHR can either take this up on its own or fund a project," he said. Indian achievements in the field of science and technology have recently been at the centre of a heated debate when Prime Minister Narendra Modi used examples from Mahabharata to illustrate

the country's scientific temperament in ancient times.

ICHR member and historian Michel Danino, however, feels that Rao's proposal has merit. "Ancient India's achievements in mathematics, astronomy, chemistry, metallurgy, medicine, water management, etc., are an integral part of our history yet have been overlooked by most historians and are absent from our history syllabi. This vacuum has encouraged wild exaggeration. I hope ICHR will promote genuine scholarship in the field," he told ET over email.

Apart from science, Rao said, will also focus on compiling a "descriptive bibliography" of historical research on the "Aryan theory".

ईरानी की सोच से उलट BJP की स्टूडेंट इकाई की 'चिंता'

■ एबीवीपी ने सीबीसीएस को केवल पोस्ट ग्रेजुएट लेवल तक सीमित रखने को कहा है, क्योंकि ज्यादातर स्टेट और सेंट्रल यूनिवर्सिटीज अंडरग्रेजुएट कोर्स में बड़े बदलाव करने की स्थिति में नहीं हैं



हायर एजुकेशन की कार्या पलटने से जुड़ी एचआरडी मंत्रिस्तर की महत्वाकांक्षी योजनाओं पर फिर सकता है पानी

रिखिका चोपड़ा | नई दिल्ली

बीजेपी से संबद्ध अखिल भारतीय विद्यार्थी परिषद (ABVP) ने आने वाले शैक्षणिक सत्र से सभी राज्य और केंद्रीय विश्वविद्यालयों में चांस-वेस्ट क्रेडिट सिस्टम (सीबीसीएस) की प्रस्तावित शुरूआत को लेकर आशंका जताई है। यह डिवेलपमेंट हायर एजुकेशन को कार्या पलटने से जुड़ी एचआरडी मंत्रिस्तर स्मृति ईरानी की महत्वाकांक्षी योजनाओं पर पानी फेर सकता है। ऐसी रिपोर्ट है कि एबीवीपी ने 'अनौपचारिक रूप' से सरकार से सीबीसीएस को केवल पोस्ट ग्रेजुएट लेवल तक सीमित

रखने को कहा है, क्योंकि ज्यादातर स्टेट और सेंट्रल यूनिवर्सिटीज अंडरग्रेजुएट कोर्स में बड़े बदलाव करने की स्थिति में नहीं है। एबीवीपी के एक राष्ट्रीय स्तर के परिपत्र कार्यालयों ने बताया, 'अगले महिने मिनिस्ट्री और यूजीसी को एक औपचारिक नोट दिया जाएगा।' चांस-वेस्ट क्रेडिट सिस्टम एजुकेशन के 'कैफेरेरिया ट्राएण' या बहुविधयक दृष्टिकोण को पेश करता है, जिसमें स्टूडेंट्स अपनी मर्जी के कोर्स ले सकते हैं, अपनी रफ्तार से चीजें सीख सकते हैं और जरूरी क्रेडिट्स से ज्यादा हासिल कर सकते हैं। ऐसे में आर्ट्स के स्टूडेंट्स वैकल्पिक विषय के रूप में साइंस ले सकते हैं। सीबीसीएस स्टूडेंट्स को एक से ज्यादा यूनिवर्सिटीज में पढ़ने की इजाजत देगा।

फिलहाल, नेशनल फेडरेशन ऑफ सेंट्रल यूनिवर्सिटी टीचर्स इस स्कीम का विरोध कर रही है और उसने इसके खिलाफ देश-व्यापी प्रदर्शन की धमकी दी है। फेडरेशन का मानना है कि इस स्कीम को जल्दबाजी में पुरा किया गया है। वहाँ, एबीवीपी ने अभी तक इस मुद्दे

पर अपने रुख का खुलासा नहीं किया है। हालाँकि, अभी यह स्पष्ट नहीं है कि बीजेपी का स्टूडेंट विंग टीचर्स के विरोध प्रदर्शन में शामिल होगी या नहीं। इस स्कीम के खिलाफ एबीवीपी का विरोध सरकार को परेशानी में डाल सकता है।

एबीवीपी के नेशनल जनरल सेक्रेटरी श्रीहरि बोरकर ने ईटी को बताया कि चांस-वेस्ट क्रेडिट सिस्टम सैद्धांतिक रूप से स्वीकार्य है, लेकिन कई विश्वविद्यालयों में मजबूत स्टूडेंट-टीचर रेशियो जैसी बाधागत जरूरतों की कमी है, जिससे अंडरग्रेजुएट लेवल पर इसे सफलतापूर्वक लागू करने में बाधाएं दिक्कत हैं। उन्होंने बताया, 'दिल्ली यूनिवर्सिटी में उदाहरण के तौर पर लाखों अंडरग्रेजुएट स्टूडेंट्स हैं। यह सिस्टम भी सीबीसीएस को ज्यादा सपोर्ट नहीं करेगा।' क्रेडिट-वेस्ट सिस्टम स्मृति ईरानी के तहत आने वाली एचआरडी मिनिस्ट्री की बड़ी घोषणाओं में से एक है और सरकार इस स्कीम को लागू करने में तेजी से आगे बढ़ेगी।

**Deccan Herald ND
19/05/2015 P-2**

DU planning to offer 'open day' sessions in digital mode

NEW DELHI, PTI: Students applying to DU for undergraduate admissions can now turn to its website for clearing any doubts regarding the process as the varsity is planning to make its 'Open Days' counselling sessions available digitally.

Every year before the admission process begins for its undergraduate courses, Delhi University conducts 'Open Days', or sessions where queries of applicants are addressed. Students and parents are invited for these sessions to get their admission-related queries addressed by DU staff.

"There are a lot of outstation students who visit the campus prior to admissions for application and counselling purposes. Now that online application is possible and students may opt not to attend the 'Open Days', we are planning to digitise the same," said DU's Deputy Dean of Students' Welfare, Gurpreet Singh Tuteja.

The proposed 'e-Open Days' – a web-based assistance service for students – will be made available 24X7 on the university website.

There will be a 40-minute presentation, he said.

The Open Days for the upcoming academic session will be held from May 21-30 at the varsity's North Campus.

"Besides the presentation, the recordings of the sessions conducted here will also be made available online so aspirants can have a fair idea about the process," Tuteja said.

Ericsson ranks alcohol sniffing helmet, women safety device among top IIT innovations

PTI | May 18, 2015, 02.44 PM IST

<http://timesofindia.indiatimes.com/tech/tech-news/Ericsson-ranks-alcohol-sniffing-helmet-women-safety-device-among-top-IIT-innovations/articleshow/47327827.cms>

NEW DELHI: A helmet that lets bikers start their vehicles only after analysing the alcohol content of their breath and a safety device for women are among several innovative projects created by students from various IITs.

Out of 67 student projects submitted, only five made the cut to the finals for the 'Ericsson Innovation Awards' held recently at the Indian Institute of Technology Delhi here.

Inaugurated last year, the awards, which are presented by Ericsson in association with the Foundation for Innovation and Technology Transfer, seek to promote and recognise the spirit of innovation within the IITs.

Advanced Breath-analyser Helmet by IIT (BHU), which works on bluetooth encryption technology, was designed keeping in mind increased incidents of drunk driving and bike thefts.

"It makes it mandatory for the driver to wear his helmet and have a tolerable alcohol level in his breath so as to start his vehicle," says a student innovator.

"The helmet analyses the alcohol content in the driver's breath and directs the vehicle through a wireless signal to start or stop accordingly."

A safety device for women 'Guardian' was the winning project by IIT Delhi.

The device addresses the problem that came along with almost every women safety application launched following the infamous December 16 gangrape incident - all of them were dependent on the availability of internet connection.

None of the applications suggested what was to be done if one was attacked in an area where there was no internet connection.