

IN THE HIGH COURT OF KARNATAKA AT BANGALORE

ORIGINAL JURISDICTION

WRIT PETITION No. \_\_\_\_\_/2016

PRESENTATION FORM

Serial No.

**Address for service**

Poovayya & Co.  
Nalina Mayegowda  
Advocates and Solicitors  
The Estate, Level One,  
No. 121, Dickenson Road,  
Bangalore- 560 042  
9845172446

**BETWEEN**

Namma Bengaluru Foundation

**AND**

State of Karnataka and others

| Sl.No | Description of Paper Presented   | Court fees<br>Affixed on the<br>Paper |  |
|-------|--|---------------------------------------|--|
| 1.    | On Memorandum of Writ Petition filed under Article 226 of the Constitution of India. |                                       |  |
| 2.    | On Process Fee   |                                       |  |
| 3.    | On Vakalath  |                                       |  |
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Bengaluru

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**Date:06.10.2016**

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IN THE HIGH COURT OF KARNATAKA AT BANGALORE

Writ Petition No. / 2016

**BETWEEN:**

Namma Bengaluru  
Foundation

....Petitioner

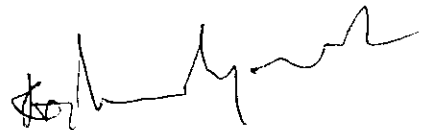
**And**

State of Karnataka and  
others

...Respondent

**LIST OF DATES**

| Sl. No. | Date           | Event   |
|---------|----------------|---|
| 1.      | March 2014     | Karnataka state government announces construction of steel fly over in its 2014-15 budget.  |
| 2.      | September 2015 | A tender floated by Bangalore Development Authority for identifying and appointing an enterprise for the construction of the Steel flyover the project. |
| 3.      | 08.01.2016     | Hon'ble Chief minister writes a letter to Urban Development, Housing and Urban Poverty Alleviation to sanction funds for steel flyover.                 |
| 4.      | 25.01.2016     | Hon'ble Urban Development Minister replies to the Hon'ble Chief Minister letter dated 08.01.2016.   |
| 5.      | 14.07.2016     | RTI applications made by the petitioner to  |




|    |                |   |
|----|----------------|---|
|    |                | furnish information regarding the steel fly over.               |
| 6. | 18.07.2016     | Reply by UDD to RTI applications.                               |
| 7. | September 2016 | Appeal filed to RTI response by the UDD.                        |
| 8. | October 2016   | Prospective date for foundation ceremony of the Steel Fly over. |

### **BRIEF FACTS**

The Petitioner has filed this writ petition, in public interest, challenging the actions the Respondents in proposing the construction of six lane elevated road from Basaveshwara Circle to Hebbal flyover (to be constructed in Steel) via Le- Meridian and Mekhri Circle, in the city of Bengaluru, by Bangalore Development Authority at an estimated cost of over Rs. 1800 Crores (herein after, the "Project"; elaborated in detail below), as per public domain information. However, the Respondents have not kept available the information pertaining to the Project inasmuch that critical information regarding the Project such as the Detailed Project Report, Feasibility Report and details regarding the financing for the Project etc., for scrutiny by citizenry. This is notwithstanding the lack of public consultation on the Project and concerns as to feasibility raised by the several experts in Urban Planning. Being apprehensive of arbitrary and improper administrative actions being initiated by the Respondents at the cost of State's natural resources and public monies, the Petitioner has preferred the instant writ petition.

**Bengaluru**

**Date: 06.10.2016**

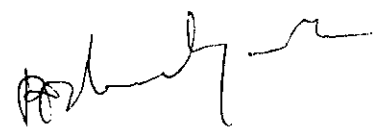
  
**Advocate for Petitioner**

**IN THE HIGH COURT OF KARNATAKA AT BANGALORE****(Original Jurisdiction)****Writ Petition No. / 2016****Between:**

Namma Bengaluru Foundation  
A registered public charitable trust  
Having its registered office at  
No. 3J, N.A. Chambers  
7<sup>th</sup> C Main, 3<sup>rd</sup> Cross, 3<sup>rd</sup> Block  
Koramangala,  
Bengaluru- 560 034  
Represented by its Authorised Signatory  
Shri. Sridhar Pabbisetty

**Petitioner****And:**

1. State of Karnataka  
Represented by the Chief Secretary to Government  
Vidhana Soudha  
Dr. Ambedkar Veedhi  
Bangalore 560 001
2. The Principal Secretary to Government  
Urban Development Department  
Vikasa Soudha  
Dr. Ambedkar Veedhi  
Bangalore 560 001
3. The Commissioner  
Bangalore Development Authority  
T. Chowdaiah Road  
Kumarapark West  
Bengaluru - 560020
4. Bruhat Bengaluru Mahanagara Palike  
Corporation Building, NR Square  
Bangalore-560 002  
Represented by its Commissioner
5. Engineer-in-Chief



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Bruhat Bengaluru Mahanagara Palike  
Corporation Building, NR Square  
Bangalore-560 002

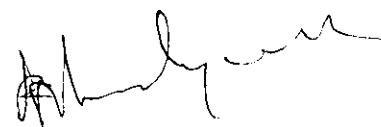
6. Comptroller and Auditor General of India  
Pocket – 9, Deen Dayal  
Upadhyay Marg  
New Delhi- 1101024

**Respondents**

**MEMORANDUM OF WRIT PETITION UNDER ARTICLE 226 OF  
THE CONSTITUTION OF INDIA**

The Petitioners above named most respectfully submit as follows:

1. The Petitioner has filed this writ petition, in public interest, invoking the Public Trust Doctrine, assailing the actions the Respondents in proposing the construction of six lane elevated road from Basaveshwara Circle to Hebbal flyover (to be constructed in Steel) via Le- Meridian and Mekhri Circle, in the city of Bengaluru, by Bangalore Development Authority at an estimated cost of over Rs. 1,800 Crores (herein after, the "**Project**"; elaborated in detail below), as per public domain information. The Petitioner is particularly aggrieved by the apparent and unrequited secrecy maintained by the Respondents inasmuch that critical information regarding the Project such as the Detailed Project Report, Feasibility Report and details regarding the financing for the Project etc., are not made available for scrutiny by citizenry. The Petitioner is further aggrieved by actions taken by Respondent towards implementing the Project, which evidently appear to be illegal, arbitrary and irrational, and hit by procedural impropriety.



2. The Petitioner, Namma Bengaluru Foundation, is a public charitable trust with the objectives of, *inter alia*, assisting and participating in developmental activities for the general public of Bengaluru. The Petitioner aims to serve the people by proactively participating in and addressing various problems faced by Bangalore and its citizens, through advocacy, partnership and activism. The Petitioner is actively involved in hosting various public awareness programmes such as fire safety awareness, water conservation awareness, garbage segregation and waste management, etc. to promote civic awareness amongst general public. The Petitioner has also filed various public interest litigations before this Hon'ble Court pertaining to rampant encroachment of public lands in the city of Bangalore and the State of Karnataka and also pertaining to illegal occupation and developments in and around the lakes in the city of Bangalore, causing deleterious effect to such lakes and to the general well being of the public.

### **The Project**

3. The Petitioner understands that the Cabinet of Ministers, Government of Karnataka, have recently accorded their approval for the construction of a 6.7-kilometre-long steel flyover from Basaveshwara Circle to Hebbal, to connect Kempegowda International Airport and other areas of the city. The estimated cost of the project is about Rs.1,800/- crore (an increase from the initial budget of Rs. 1,350/- Crores) and is expected to be completed within 24 months from the date of commencement of the Project. It is further reported that the flyover will be built using about 55,000 tonnes of steel. As per public domain information, the state



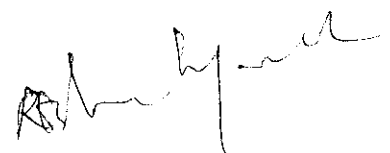
objective of the Project is to ease the vehicular traffic congestion en route the Kempegowda International Airport, at Hebbal. A compilation of newspaper reports describing the Project is produced herewith as **Annexure A Series**.

4. The Petitioner further understands from public domain information that pursuant to a tender floated by Bangalore Development Authority, Respondent No.3 herein, in September 2015 to identify and appoint an enterprise for the construction of the said flyover, Larsen and Toubro Ltd (L&T) has been declared the successful bidder for the Project.

#### **Concerns regarding the Project**

5. It is submitted that the proposed steel flyover or the Project, suffers from lack of public consultation and has not been pursued by the Respondents in a democratic/transparent manner. An illustrative list of the chief concerns of the Petitioner regarding the Project are as follows:

- a. **Lack of access to information:** Although public domain information is replete with statements given by office bearers regarding the Project, critical details such as feasibility, financial viability and practicality of the Project are not available for public examination. The Petitioner learns from publications made in the media that in fact, an email id that was allegedly advertised by Respondent No.3 for receiving comments on the Project from members of public has been erroneous, effectively scuttling the process of public debate on the Project. In this regard, the

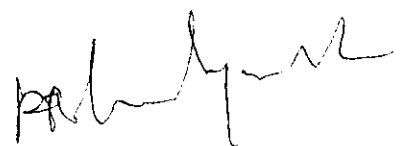




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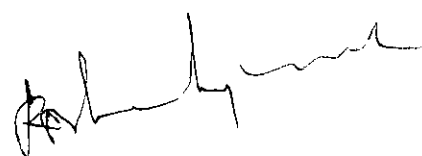
Petitioner submits that the Petitioner had made three(3) specific applications to the Authority Concerned, under the Right to Information Act, 2005 on 14.07.2016, seeking details relating to the Project such as Feasibility Report, Detailed Project Report, Details of Public Discussions, details of Environment Impact Assessments conducted in regard to the Project, details of notice inviting tender or decisions on tender published and work orders (if any), to name a few. Copies of the RTI Applications made by the Petitioner dated 14.07.2016 are produced herewith as **Annexure B**, **Annexure C** and **Annexure D**, respectively. However, despite specific queries made by the Petitioner, the Authority Concerned has refused to respond to each of them on evasive grounds. Copies of the Responses afforded by the Competent Authority dated 18.07.2016 is produced herewith as **Annexure E**, **Annexure F** and **Annexure G**, respectively.

- b. **Feasibility of the Project:** It is submitted that ever since the announcement of the Project; the same has attracted substantial objections from general public and experts in the field of infrastructure developments. The fact that there is no material available in public domain to indicate consideration of alternative options or efficiency of the Project raises serious questions as to the feasibility of the Project. Further, a section of the society has raised concerns regarding the potential adverse impact to the environment as there are reliable reports in



newsprint to indicate a potential uprooting of about 812 trees in the route, where the steel flyover is planned. The proposed steel flyover is being constructed against the advisory of the Directorate of Urban Land Transport (DULT) with regard to building of elevated corridors. No material is made available by the Respondents relating to consultation of experts on the subject. Needless to mention, the vigorous attempt made by the State of Karnataka to expend exorbitant sums of money in what turns out to be perhaps an *ad hoc* transpiration arrangement seems to be demonstrably excessive and arbitrary. Further, public domain information suggests that projects similar to the Project under discussion, have not been significantly cost-effective and therefore, there has is nothing that is disclosed by the Respondents to indicate a fair, objective and reasoned consideration for the implementation of the Project. A compilation of news paper reports that have recorded public dissent to the Project, including independent representations submitted in this regard, is produced herewith as **Annexure H Series**.

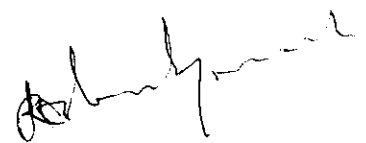
- c. **Economic repercussions for the Project:** At an estimated cost of Rs. 1800 crores, it appears that the State Government does not have a clear funding plan for the Project. Pursuant to a separate RTI application requesting for records from BDA on the Project, it has emerged that a request made by the Chief Minister, Government of Karnataka to the Ministry of Urban Development, Government of India to undertake partial burden of the Project cost has



been turned down by the Government of India. A copy of the letter sent by the Chief Minister, Government of Karnataka to the Ministry of Urban Development, Government of India dated 08.01.2016 is produced herewith as **Annexure J**. A copy of the letter sent in reply by the Ministry of Urban Development, Government of India to the Chief Minister, Government of Karnataka dated 25.01.2016 is produced herewith as **Annexure K**. Notwithstanding the above, certain experts have opined that the Project cost has overpriced and the same Project could be implemented at a cost 40% less than the estimated cost. Given the lack of certainty on the funding system to be adopted by the Respondents for the Project and an evident increase in the cost of the Project from its original plan, has certainly raised concerns as to transparency and accountability of the State in implementing the Project, when the larger public discourse, albeit reported as public statements, seem to suggest that the entire Project is being steered by the Steel lobby.

d. **Logistics and practical issues/arbitrary approach:**

The Petitioner learns that the Respondents have identified certain parcels of land appurtenant to the proposed flyover for acquisition, for the installation of the Steel Bridge. However, despite the tender for construction being awarded to an enterprise, lands as required for the project have not been acquired and history has indicated that invariably, in most infrastructure projects where the land required for

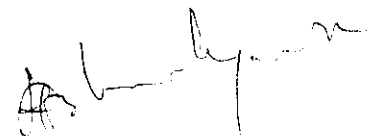


acquisition is not acquired at the time of commencement of the project, such projects are eventually abandoned only leading to a situation of excessive state spending of tax payers' money for no real/tangible benefit.

- e. **Aesthetics of the existing city plan to be adversely affected:** As the Project appears to require lands across the Central Business District of Bengaluru, it would not only impair the existing aesthetics of structures such as *Vidan Soudha*, palace road, historical buildings and may also affect the clear view of the Basaweshwara statue at basaweshwara circle etc., to name a few.

The Petitioner craves leave of this Hon'ble Court to produce material in support of the above concerns and more, that are likely to rise, during the course of the proceedings.

6. It is submitted that given the substantial Project cost indicated by Respondents, and in view of the unyielding secrecy maintained by the Respondents in debating the Project in public domain, it is only natural for the citizenry to be apprehensive about the responsible expending of the Project cost, necessarily warranting higher scrutiny of the accounts maintained by the State, particularly by an independent agency such as the Comptroller and Auditor General of India.
7. The Petitioner further learns that the Project has not been subjected to the scrutiny of independent and constitutional authorities such as the Bengaluru Metropolitan Planning



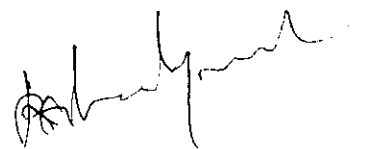
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Committee (BMPC) but has, however, been placed before the Bangalore Vision Group, an independent arbitrarily elected body for town planning, whose constitution, among others, is challenged by this Petitioner and another in WP No. 31791/2016 before this Hon'ble Court and is pending consideration of this Hon'ble Court.

8. It is in this background and the overwhelming lack of clarity around the Project, involving substantial public money, that the Petitioner has moved this Hon'ble Court for the reliefs claimed here under, apprehending the suggested commencement of the Project during October 2016.

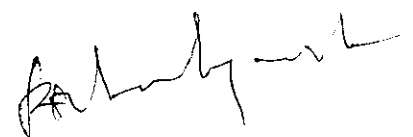
### **GROUND**

9. That it is trite law that administrative action is subject to judicial review on three grounds, namely, (i) illegality, (ii) irrationality, and (iii) procedural impropriety. Where the allegation is that the public authority is guilty of non-performance of its public duty and it is shown that it has failed to perform its constitutional or statutory duty in rational manner, this Hon'ble Court can issue a mandamus to compel performance of a duty and can also examine the propriety and correctness of the decision making process of the administrative wing of the State.
10. That in the absence of public consultation and debate on matters of public development and significance undertaken by the State, any action taken by the State ought to necessarily be subject to higher thresholds to check for



arbitrariness and malice. In the instant Petition, the proceedings initiated by the Respondents, particularly Respondent No.1 and 3, Project has been apparently taken in haste is severely hit by impropriety and arbitrariness, as demonstrated *supra*.

11. That in order to avoid scrutiny of the Project by the Bengaluru Metropolitan Planning Committee (BMPC), established under the Constitution of India, the Respondents have deemed it prudent to place the Project for discussion and debate by the Bangalore Vision Group or the Bangalore Blue Print Action Group, that comprises of mostly private members, nominated without any democratic method of elections. Therefore, subjecting a project of this magnitude to the scrutiny of an extra-constitutional authority and not placing it before the BMPC, grievously undermines the democratic mandate and the Constitution of India.
12. That the Supreme Court of India in *Star Enterprises v. CIDC* (1990) 3 SCC 280 has held that the State or its instrumentality entering commercial field must act in consonance with rule of law.
13. That although the project that is being developed by Respondents is ostensibly a flyover, it is, in reality, nothing but a large real estate project. It is noted that the project is not beneficial to the day to day commuters but it is just a project which benefits the steel manufacturing company and the company to which the tender has been allotted. The lack of transparency in the Project, only compels one to believe that the natural resources, i.e., the roads and

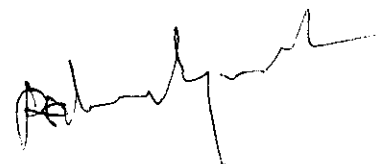


other public lands that are to be acquired for the project, are being blatantly misused by the State, detrimental to public interest. As a consequence, it is only appropriate that the Project is scrapped out in its entirety to weed out the vice.

14. That the Supreme Court of India in *Centre for Public Interest Litigation* [(2012) 3 SCC 1] referring to the intrinsic worth of spectrum stated as follows:

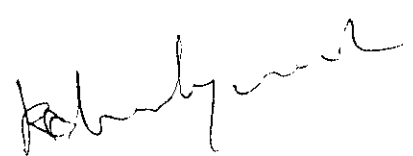
*"75. The State is empowered to distribute natural resources. However, as they constitute public property/national asset, while distributing natural resources the State is bound to act in consonance with the principles of equality and public trust and ensure that no action is taken which may be detrimental to public interest. Like any other State action, constitutionalism must be reflected at every stage of the distribution of natural resources. In Article 39(b) of the Constitution it has been provided that the ownership and control of the material resources of the community should be so distributed so as to best subserve the common good, but no comprehensive legislation has been enacted to generally define natural resources and a framework for their protection. Of course, environment laws enacted by Parliament and State Legislatures deal with specific natural resources i.e. forest, air, water, coastal zones,"*

15. That in view of the apprehensions regarding transparency and propriety of the Project, the Petitioner duly lodged applications under the Right to Information Act, 2005 in order to ascertain the factual background surrounding the Project. However, despite the efforts taken by the Petitioner in ascertaining the factual background, the same has been



rendered ineffective, as the competent authority has rejected the applications on evasive and ill-founded grounds. Therefore, the refusal to share information pertaining to the Project has increased the Petitioner's concerns regarding the Project.

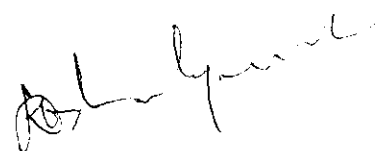
16. That the Respondents, before going about with the project ought to have extensively consulted with members of general public considered the consequence and adverse impact on the environment and traffic congestion at different junctions due the said project. That the Supreme Court of India in *Dinesh Trivedi v. Union of India*, (1997) 4 SCC 306 has held that in modern constitutional democracies, it is axiomatic that citizens have a right to know about the affairs of the Government which, having been elected by them, seeks to formulate sound policies of governance aimed at their welfare.
17. That in the case of *S.P. Gupta v. Union of India* [1981 Supp SCC 87], decided by a seven-Judge Constitution Bench of the Supreme Court of India, the Apex Court added a fresh, liberal dimension to the need for increased disclosure in matters relating to public affairs. In that case, the consensus that emerged amongst the Judges was that in regard to the functioning of Government, disclosure of information must be the ordinary rule while secrecy must be an exception, justifiable only when it is demanded by the requirement of public interest. The Court held that the disclosure of documents relating to the affairs of State involves two competing dimensions of public interest, namely, the right of the citizen to obtain disclosure of





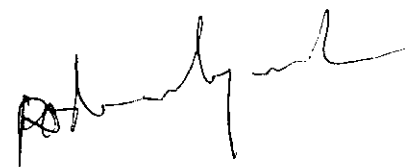
information, which competes with the right of the State to protect the information relating to its crucial affairs.

18. That the Supreme Court of India in *Dinesh Trivedi v. Union of India*, (1997) 4 SCC 306 has held that to ensure the continued participation of the people in the democratic process, they must be kept informed of the vital decisions taken by the Government and the basis thereof. The Apex Court further held in this decision that democracy, therefore, expects openness and openness is a concomitant of a free society.
19. That the Supreme Court of India in *S. Subramaniam Balaji v. State of T.N.*, (2013) 9 SCC 659 while considering whether the Comptroller and Auditor General of India has a duty to examine expenditures even before they are deployed held that the Comptroller and Auditor General of India is a constitutional functionary appointed under Article 148 of the Constitution and his main role is to audit the income and expenditure of the Governments, government bodies and State-run corporations. The Apex Court has further held that the CAG also examines the propriety, legality and validity of all expenses incurred by the Government.
20. That a constitutional bench of the Hon'ble Supreme Court of India in its decision rendered in *Supreme Court Advocates-on-Record Assn. v. Union of India*, (1993) 4 SCC 441 has held that Courts will be extremely slow in exercising its extraordinary powers to issue a writ of mandamus compelling performance of a certain duty unless it is fully satisfied that the executive has totally



omitted to pay attention to its constitutional obligation and needs to be awakened from its slumber.

21. That the doctrine of "full faith and credit", which holds that the acts done by the officers and presumptive evidence of regularity of official acts done or performed, is apposite in faithful discharge of duties to elongate public purpose and to be in accordance with the procedure prescribed.
22. That the Supreme Court of India has in *Supreme Court Advocates-on-Record Assn. v. Union of India*, (1993) 4 SCC 441 held that the judiciary, under the Constitution, is designed to be an intermediary body between the people on the one side and the executive on the other. It has further held that in order to keep the executive/legislature within the limits assigned to their authority under the Constitution, the interpretation of laws is the proper and peculiar province of the judiciary. It is trite law that the Constitution is the "will" of the people whereas the statutory laws are the creation of the legislators who are the elected representatives of the people. Where the will of the legislature — declared in the statutes — stands in opposition to that of the people — declared in the Constitution — *the will of the people must prevail*.
23. That the respondents have other viable routes which can be developed at the less cost and will serve the airport and the people better.
24. That without prejudice, the authority of the Respondent No.3 to issue such a Notification, for the construction of the steel flyover is bad in law and in excess of its powers.



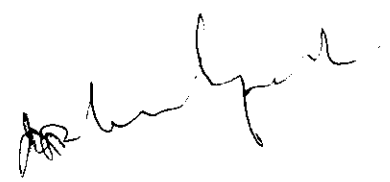
25. The above grounds are urged without prejudice to one another. The Petitioners crave leave of this Hon'ble Court to urge additional grounds at the time of hearing.

**GROUND FOR INTERIM PRAYERS**

26. That the Petitioner has already made an application under the RTI Act to the Competent Authority for necessary information and the same has been unreasonably refused by the Competent Authority. As mentioned *supra*, the Petitioner has already preferred a statutory appeal against the said order. Given that the refusal to share information on the Project appears to be *prima facie* motivated by lack of transparency, in the event the interim reliefs as sought for in the Writ Petition are not granted, the same may both frustrate the final prayer in the Writ Petition and the Petitioner's attempt to pursue the Appeal under the RTI Act and procure necessary information.

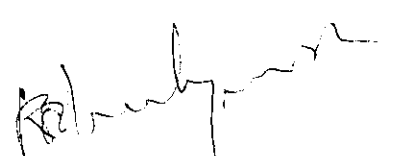
27. That if the steep escalation of the Project cost even before the implementation of the Project is any indication, in view of there being a successful bidder identified for the Project, commencement of the Project would certainly indicate immediate disbursement of public funds, to the detriment of public interest.

28. That the construction of the flyover is scheduled to start from in the month of October 2016. However, no specific date is made available by the Respondents. Given the overwhelming doubts as regards transparency in the Project, should the construction of the flyover commence,



the same would lead to significant loss of public money, without any scope for recovery.

29. That in case the construction/acquisition of lands by the Respondent is not stayed, the same would result in irreparable damage to the environment, change in topography of the area, traffic congestion, destruction of existing underpass and overpass, critically affect the aesthetic value of the city and also affect all to the residents of Bengaluru.
30. The Petitioners crave leave to raise additional grounds at the time of hearing and submits that the aforesaid grounds are raised without prejudice to one another.
31. No writ or any other proceedings have been initiated by the Petitioner on the same cause of action before this Hon'ble Court or any other Court, Forum or Tribunal.
32. Court fees of Rs. 100/- has been paid on this petition.
33. That this Hon'ble High Court has the necessary jurisdiction to entertain the present writ petition since, the project and land in question is lying within the jurisdiction of this Hon'ble Court.
34. The Petitioner submits that for the reliefs sought in the instant Petition, the Petitioner does not have any alternative, efficacious remedy apart to this Petition.



**PRAYER**

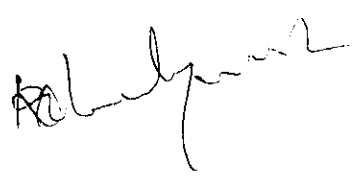
WHEREFORE, the Petitioners most respectfully pray that this Hon'ble Court, in public interest, may be pleased to:

- (a) Issue a writ of certiorari or any other appropriate writ or order, the Project, i.e., the construction of six lane elevated road from Basaveshwara Circle to Hebbal flyover (to be constructed in Steel) via Le- Meridian and Mekhri Circle, in the city of Bengaluru, by Bangalore Development Authority.
- (b) Pass such other orders and further orders as may be deemed necessary in the facts and in the circumstances of the case.

**INTERIM PRAYERS**

Pending consideration of this writ petition, this Hon'ble Court be pleased to:


- (a) Pass an order staying all activity under and pursuant to the Project, i.e., the construction of six lane elevated road from Basaveshwara Circle to Hebbal flyover (to be constructed in Steel) via Le- Meridian and Mekhri Circle, in the city of Bengaluru, by Bangalore Development Authority;
- (b) Direct Respondent No.3 to forthwith call for a due, deliberate and effective public consultation on the Project and submit a report on the recommendations recorded in the public consultation, before this Hon'ble Court; and
- (c) Direct Respondent No.6 to forthwith conduct an audit of the books of account of Respondent No.3,



particularly with regard to monies received and cost incurred by Respondent No.3, in respect of the Project, i.e., the construction of six lane elevated road from Basaveshwara Circle to Hebbal flyover (to be constructed in Steel) via Le- Meridian and Mekhri Circle, in the city of Bengaluru, by Bangalore Development Authority, and submit

- (d) Pass such other orders and further orders as may be deemed necessary in the facts and in the circumstances of the case.

**Bengaluru**  
**06.10.2016**

  
**Advocate for Petitioner**  
*for* **Nalina Mayegowda**

Address for service:  
Poovayya & Co.  
Advocates & Solicitors  
The Estate – Level One  
121 Dickenson Road  
Bangalore 560 042  
080-41156777

**IN THE HIGH COURT OF KARNATAKA AT BENGALURU**  
**(Original Jurisdiction)**

**Writ Petition No. \_\_\_\_\_/2016**

**BETWEEN:**

Namma Bengaluru Foundation

**PETITIONER**

**AND**

State of Karnataka & Ors.

**RESPONDENTS**

**VERIFYING AFFIDAVIT**

I, Sridhar Pabbisetty, son of P S Adilakshmi Narayana, aged 37 years, residing at 282, 11<sup>th</sup> B Cross 3<sup>rd</sup> Main, 1<sup>st</sup> Block, BEL Layout, Vidyaranyapura, Bengaluru - 560097, Karnataka do hereby solemnly affirm and state as under:-

1. That I am the authorized signatory of the Petitioner herein, in the writ petition and I am well acquainted with all the facts and circumstances of the case and as such I am competent to swear to this affidavit.
2. I state that the contents of the Writ Petition in paragraphs nos. 1 to 34 are true to my knowledge derived from the records of the case and last paragraph is prayer to this Hon'ble Court.
3. I state that the Annexures "A" to k annexed to the Writ Petition are true copies of their respective originals.

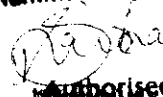
**Verification**

I, the deponent herein, do hereby verify and declare that this is my true name and signature and what is stated above are true and correct to the best of my knowledge, information and belief.

**Bangalore**

**Date:** 06/10/16

For Namma Bengaluru Foundation

  
**Authorised Signatory**  
**Deponent**

**Identified by me**

  
**Advocate**

ANNEXURE - 'A'

- 22 -

## BDA to call tenders for steel flyover

Bosky Khanna Bengaluru Sep 2 2015, DHNS

Tenders for the most awaited and talked about project of Bangalore Development Authority (BDA), the Chalukya Circle steel flyover, will be called for within a week's time.

The BDA had kept the tendering process on hold following protocol after Bruhat Bengaluru Mahanagara Palike (BBMP) elections were announced. The civic body had aimed to start the construction in May 2015, but has been struggling with the finance.

"We will be calling for tenders for the project within a week's time. It was earlier delayed because of the BBMP elections. The delay will not affect the cost of the project and it will be same as the government has taken a decision on this," BDA Engineer Member P N Nayak told Deccan Herald.

This is one of the most ambitious projects of the BDA as it is the first of its kind in the City. The BDA has prepared the maps for the flyover and is presently getting its papers in order for the tender process. They have estimated a cost of Rs 1,200 crore for the 6.9 kilometre-long steel flyover.

The BDA will be acquiring 55,000 tonne of steel for this project and the two existing magic boxes on Sankey Road will be removed. Traffic from the Indira Gandhi Musical Fountain, Vidhana Soudha, Golf Club, High Grounds, Freedom Park, Sankey Road and surrounding areas will move towards Hebbal to ensure smooth connectivity to the international airport.

The BDA was hoping for funds under the Jawaharlal Nehru National Urban Renewal Mission (JnNURM), which did not materialise, causing further delay, Nayak added. The authority then decided to call for tenders. The file was also sent to the Union government in January 2015 as the Centre had shown interest in the project.



# Steeling for a Singapore-like makeover

THE FLYOVER LEADING TO THE AIRPORT WILL USE AN ELECTRONIC TOLL SYSTEM, LIKE IN SEVERAL OTHER HI-TECH CITIES

Atul Chaturvedi  
@atulchaturvedi  
@timesgroup.com  
TWELIS @atulchaturvedi

Former chief minister, SM Krishna's dream of turning Bengaluru into a Singapore might finally come true, but it all hinges on the completion of the steel flyover from Chalukya circle to Hebbal flyover.

The flyover, leading to the international airport, will use an electronic toll system, also used in Singapore and Tokyo.

The system will do away with queuing near the toll booth but rather keep traffic flowing. Officials at the Bangalore Development Authority (BDA) are holding discussions to see how to implement toll collection. "We are mulling how to collect the toll without stopping cars. We are still studying the concept as it would be the most hi-tech method adopted in any Indian city," said an officer.

But the method is expensive, which means it may be used only by those travelling to the airport. "Though the concept of a steel flyover is a good one, the introduction of toll on this stretch will mean common road users may not use this flyover," said one motorist who stays near Yelahanka.

The BDA, which has almost decided on the electronic toll system, has yet to decide on the toll value. People visiting the airport

are already paying ₹120 as toll near the airport trumpet on their journey into the city. Now the electronic toll will burn more holes in users' pockets.

Traffic movement on Kempegowda International Airport road is around 2 lakh PCU (passenger car units). Nearly ₹1,350 crore will be spent on the 6.9-km steel flyover project and the lowest bidder, Larsen and Toubro, has quoted 41 per cent more than the actual cost.

Speaking to Bangalore Mirror, BDA's engineering member PN Nayak, said, "We have already made a presentation before CM Siddaramaiah and Bengaluru Development minister KJ George. The project is still under discussion and everything is in the pipeline. The project details would be discussed in a board meeting to be held shortly. All details will be shared with stakeholders and later it will be put forth before the state cabinet seeking their approval."

Actually, Siddaramaiah promised to construct the elevated road from High Grounds to Hebbal flyover at an estimated cost of ₹1,000 crore in the state budget FY15, but that never materialised. He then directed the BDA to prepare a Detailed Project Report (DPR) which pegged the project cost at ₹1,350 crore, a spurt of 40 per cent. The DPR is prepared by STUP Consultants.



## EXIT AND ENTRY

- Up and down ramp towards Maharani College ■ Down ramp towards Race Course
- Up and down ramp towards Yeshwanthpura (Mekhri Circle)
- Up and down ramp towards Jayamahal ■ Down ramp at Vasanthnagar
- Down ramp at Sanjay Nagar ■ Up ramp near Mekhri Circle towards KIA

## BBMP NOT FAR BEHIND

Though the BDA will be the first to introduce a state-of-the-art toll system in the city, the BBMP is not far behind. It is contemplating introducing a toll system for vehicles entering the CBD.



The CM approved the miniature model of the flyover on June 16

## JUST THE NUMBERS

Total extent of government land required:

3 acre 28.07 gunta  
(14,986 sqm)

Private land required:

1 acre 0.74 gunta  
(4,124 sqm)

## WHO WILL LOSE LAND

CID centre (380 sqm)

Balabroovi guest home  
(3,171 sqm)

Jawaharalal Nehru Planetarium  
(2,920 sqm)

BWSSB (309 sqm)

RC college (526 sqm)

Bangalore Golf Club  
(4,337 sqm)

Air Force land, near Mekhri circle  
(3,183 sqm)

Palace ground (4,094 sqm)

Chalukya Hotel (16 sqm)

Indira Gandhi Musical Fountain  
(34 sqm)

# Metro

## Roza timings



IFTAR: 6:47 PM (FRI)  
SEHRI: 4:30 AM (SAT)

## In brief

### First KG Layout site list out

The Bangalore Development Authority (BDA) will release the first list of 5,000 allottees on Thursday night and Friday morning for Kempegowda layout. This is the first list being released after a gap of 12 years. BDA Engineer Member P N Nayak told *Deccan Herald* that after this, people will have 15 days to file their objections.

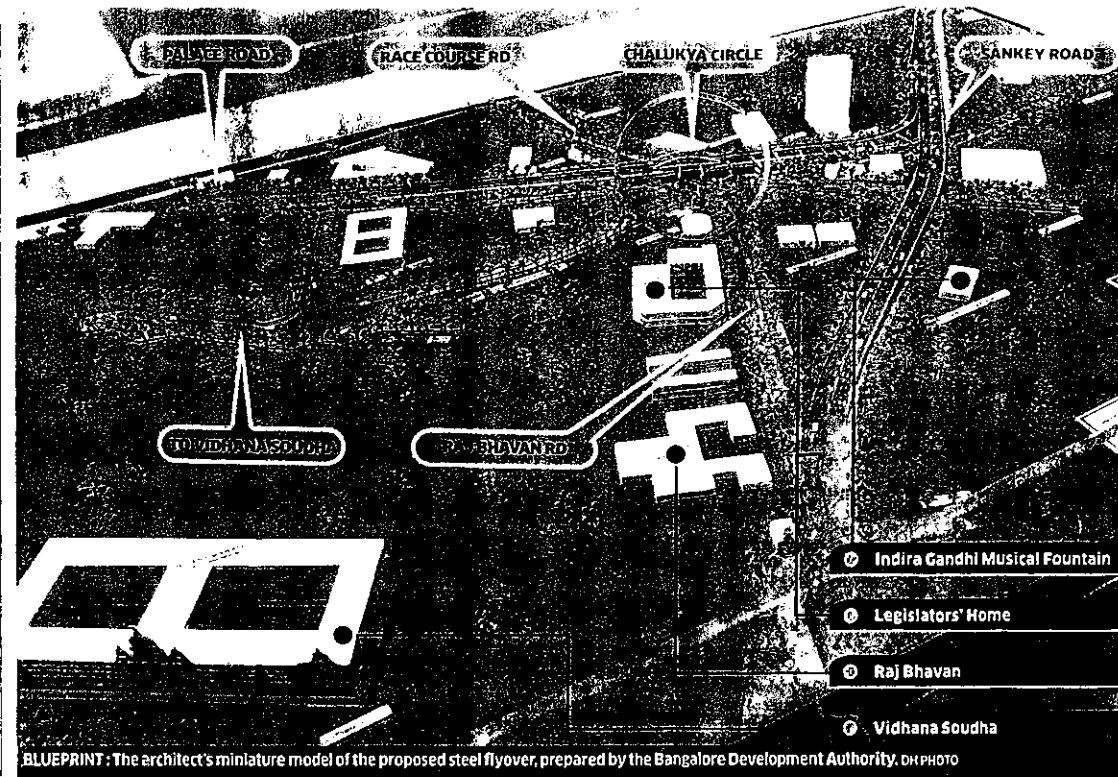
The list will be put out on the BDA website and BDA head office for people to access. The BDA will form 10,000 sites and in the first phase of the layout spread across 3,000 acres, 5,000 sites will be allotted. The BDA had received over 32,000 applications and short listed applicants based on the number of attempts. Around 3,000 sites have been reserved for land losers.

### BDA recovers property

Bangalore Development Authority (BDA) on Thursday recovered encroached property at Thanisandra village spread across two acres and 21 guntas. The BDA razed unauthorised AC sheet sheds and compound walls which had come up on survey number 28/1 and 28/2 of Thanisandra village, K R Puram, Bangalore East taluk. The drive was conducted with the help of BDA task force and local police officials.

### Two injured in freak accident

Two passengers sustained minor injuries after a BMTC bus collided with a parapet wall of a petrol bunk at Padmanabhanagar on Thursday. The accident occurred when the bus which began the journey from ITPL to



BLUEPRINT: The architect's miniature model of the proposed steel flyover, prepared by the Bangalore Development Authority. DH PHOTO

## Finally, steel flyover gets green signal from chief minister

### Work on linking Chalukya Circle with Hebbal flyover may start soon

**BENGALURU:** Notwithstanding stiff opposition from various quarters, the state government has decided to go ahead with the 6.7-km steel flyover from Chalukya Circle to Hebbal flyover.

The architect's miniature model of the proposed flyover, prepared by the Bangalore Development Authority (BDA) was approved by Chief Minister Siddaramaiah on Thursday. Urban Development department's additional chief secretary Mahendra Jain and BDA

Engineer Member P N Nayak explained the model to Siddaramaiah at a closed door meeting at chief minister's home office 'Krishna'.

Later, Nayak told *Deccan Herald* that the flyover has been officially approved and no design changes will be done. The project will cost Rs 1,350 crore and I&T has quoted the least in the tendering stage. It project now be placed before the BDA Board meeting and ground breaking work is likely to start in another 15-20 days. The flyover will be built using

55,000 tonnes of steel. Several urban experts as well as officials from urban development department had opposed the steel flyover stating that it would have a short life and also spoil the aesthetics around the Vidhana Soudha.

#### Five radial roads

Nayak said the flyover will start from Chalukya Circle and have five radial roads - Palace Road, Race Course Road, Vidhana Soudha, Raj Bhavan and Millers Road.

These roads will have access

to the flyover leading to the Kempegowda International Airport directly. Local level traffic will be signal free at grade levels. There will be underpasses from Raj Bhavan and Millers Road which will come out at Race Course Road. This will ensure that the entire Chalukya Circle is signal free. The BDA will provide up and down ramps at Mehkin Circle and also towards Yeshwantpur and Jayamahal.

The steel flyover will connect Hebbal flyover which is being upgraded. The foundation

stone for the upgradation was laid on May 2, 2016. The BDA is constructing an uni-directional underpass from Tumakuru road to K R Puram at the Hebbal flyover.

The BDA is dismantling the existing loop of the Hebbal flyover to KR Puram and is linking this traffic to the loop connecting Tumakuru Road to city. It is also constructing a three-lane flyover from Nagawara side towards the Eastern Mall. The project costs is Rs 87 crore.

DH News Service

## RTE kids' parents held for 'barging into school, abusing teachers'

**BENGALURU:** Police on Wednesday arrested two male parents for barging into a private school in Kurubarahalli, northwest Bengaluru, and abusing women teachers. The parents said they were protesting against the management's diktat to buy uniforms and textbooks at high prices.

Suresh Kumar and Kempegowda were among parents who were protesting in front of the St Antony's School on Tuesday. Their children have been enrolled into the school under the Right To Education (RTE) quota. They said the management had demanded Rs 19,000 towards uniforms and textbooks from each of them.

The Principal Secretary for Primary and Secondary Education, Ajay Seth, had clarified earlier this week that parents of RTE quota children must pay for uniforms and textbooks and that the school was not obliged to provide them with these items. He also stated that

parents could buy the items from a store of their choice and that schools could not force them to purchase from it.

A few women teachers complained to the police that the two men barged into the school and used foul language against them. A senior police officer said the parents of children enrolled into the school had formed an association. He claimed that the two men did abuse the women staff members. "We arrested them based on the complaints by a few teachers. We are verifying their claim of being RTE activists," he said.

Nagasimha G, an RTE activist, denied that the parents assaulted the school staff. He said they would take up the matter with the government as parents were unable to bear the expenses. He said they had made representations to the Karnataka State Child Rights Protection Commission about the matter.

DH News Service



'Gunamukha', a Kannada play by the late P Lankesh, revolves around Persian ruler Nadir Shah's journey to India and his conflict between materialistic ambitions and idealistic self.

## NSD to stage play 'Gunamukha'

BENGALURU, DHNS: The

highlights these issues and the journey of education.

# Tripartite agreement may be stalling Metro line to airport

Aparajita Ray  
@timesgroup.com

Bengaluru: While chief minister Siddaramaiah is well aware that the world eyes Bengaluru for investments and the city has high potential for industrialization and growth, he has failed to expedite the process of linking Metro to the city's only international airport. The project has remained on paper for seven years now.

IT czar NK Narayana Murthy minced no words when he said it's a shame not to have planned to connect the airport and the Metro ahead of time. In fact, Murthy has said linking Metro to the airport is one of the main agendas of the newly formed vision group (of which he is a member).

However, a tripartite agreement signed by the National Highway Authority of India (NHAI), Karnataka Industrial Area Development Board (KIADB) and Navayuga Engineering Corporation in 2006, seems to be preventing the authorities from developing other roads or the Metro rail link to Kempegowda International Airport (KIA).

D Srinivasulu Naidu, project director of NHAI (Bengaluru division) said, "This agreement is valid for 10 years after toll collection began on the expressway." An official from Navayuga also confirmed that the agreement was a part of the gen-



**IN A TRAP:** The road to KIA is crammed with vehicles, slowing traffic through the day

eral conditions laid down to build the elevated toll road for signal-free commute to the airport. One of them was not building any parallel road to the airport for a period of 10 years.

Said Sanjeev Dyanmanavar, a commuter rail activist, "The agreement was made in 2006 but came into effect only after the expressway was built and toll collection



began in 2014. When I had wanted to know about the agreement through an RTI query, NHAI replied saying it didn't have a copy of the same in its Bengaluru office."

The expressway was thrown open to the public in early 2014, cutting down travel time to 20 minutes between Hebbal flyover and KIA. This is perhaps one of the reasons why even the Metro project has been on the slow track. BMRC is considering connecting Metro to the airport only in the third phase.

## SOME WELL-NETWORKED SYSTEMS GLOBALLY

### LONDON

London is not just the first city in the world to have an underground Metro but also hosts Heathrow, one of the busiest airports in the world, which is connected by three types of rail services. The Tube connects all the four terminals of the airport to different parts of the city through the Piccadilly line. While Heathrow Express rail service is the fastest way to reach Paddington station, it operates through terminals 1, 3 and 5 via 4 every 15 minutes; Heathrow Connect also reaches Paddington but runs at 30 minutes frequency and from terminals 1, 3 and 4 via 5. Heathrow is 27km towards the west of London.

### NEW YORK

AirTrain connects the John F Kennedy International Airport to different parts of the city through three services. The AirTrain Train stops at every terminal and is available every 10 minutes; it takes just 35 minutes for flyers to reach Midtown Manhattan and Federal Circle stations from the Jamaica station line at the airport; from there passengers can rent cabs and book hotels. The third line - Howard Beach - also connects all terminals to Howard Beach station further to Manhattan, Federal Circle Station and Lefferts Boulevard Station. The JFK Airport is about 30km from the heart of New York City.

### COPENHAGEN

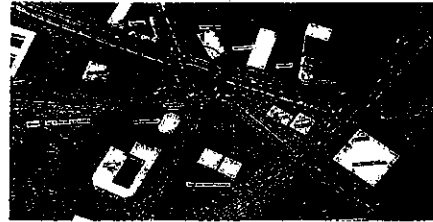
A single Metro station located above terminal 3 connects

all the three terminals and all trains are directed towards Vanlose Station, 26km from the heart of the city. Trains run every four to six minutes during the morning and evening hours; at night, the frequency is 15-20 minutes. The shortest journey to the first hub of the city, Nørreport, takes just 23 minutes from the airport by Metro. One can also get city view passes from the Metro station at the airport terminal.

Yokohama and other destinations in less than an hour. Trains are available every 30 minutes.

### CLOSER HOME DELHI

The Delhi Airport Metro Express, also called the Orange Line, takes just 18 minutes to reach the airport from New Delhi Metro station, 22km away. A crucial link to the



**IN THE PIPELINE:** A model of the proposed steel bridge between Basaveshwara Circle and Hebbal that was shown to Bengaluru development minister KJ George early this month. The yellow structure at

the centre is the bridge at Basaveshwara Circle. As per BDA's plan, the six-lane structure will stretch towards Ballari road, right up to Hebbal and will be built at a cost of Rs 1,300 crore

### TOKYO

Located 77km from Tokyo city, the Narita Airport is connected by two high-speed rail systems that ferry passengers to the capital city and beyond. East Japan Railway Company and Keisei Electric Railway operate these trains to and from the three terminals of the airport. The Narita Express connects to Tokyo station,

airport, it ferries close to 20,000 people every day, including a few cabinet ministers who prefer to use the Metro instead of their private vehicles.

### MUMBAI

Mumbai Metro, which started not too long ago, has a line that is just 1km away from the terminal. The line became operational on June 8, 2014.

## Gynaecological Cancers - The Changing Scenario

The past decade has witnessed a major change in diagnosis and early detection of gynaecological cancers. Advancement in technology has helped redefine management strategies.

The common gynaecological cancers are cervical, ovarian, endometrial (uterine body) and cancer of the fallopian tube (occasionally) excluding carcinoma of the female breast.

Gynaecological cancers have increased in India and by 2020, may constitute about 30% of the total cancers among women.

- Common symptoms to look for:
  - Irregular Periods
  - Bleeding after sex
  - Bleeding after menopause
  - Persistent white / watery / foul discharge

These symptoms may be caused by various benign conditions. However, if they persist, it is advisable to consult a gynaecologist for a proper evaluation.

The cervix (mouth of the uterus) can be examined by the Pap smear test. It is a simple test performed by the gynaecologist to detect

early pre-cancer changes in the cervix. Women with suspicious changes are offered colposcopy (visualization of the cervix under magnification) to help identify and biopsy the exact site for possible pre-cancer changes. Identification and treatment at this stage will help prevent cervical cancer that may develop 10 to 20 years later. The Human Papilloma Virus vaccine plays a major role in the reduction of cases of cervical cancer.

Ovarian cancer has eluded early diagnosis in both developed and developing countries alike. More than two thirds are still detected in Stage III and the mortality is high. A multi-modal approach - a family history, ultrasound scan and tumour markers, especially CA 125, will help identify women at risk.

Endometrial cancer usually announces itself early by abnormal bleeding and hence 70% will be diagnosed in Stage I. Screening is advisable in high risk groups (such as those with known genetic mutations) and should be offered a transvaginal ultrasound every 6

CANCER IS CONQUERABLE

Modern methods of treating Gynaecological cancers include Surgical, Medical, Radiation procedures or a combination of these, but regular health checks are our best defense against gynaecological cancers.

This will recognize an increase in the endometrial thickness even in women without symptoms. A biopsy can then be performed to confirm the diagnosis.

Modern methods of treating Gynaecological cancers include Surgical, Medical, Radiation procedures or a combination of these, but regular health checks are the best defense against gynaecological cancers.

THE TIMES OF INDIA



This article is informational in nature and not a substitute for medical advice, diagnosis or treatment. For more information: 96119 37630 | oncology\_bglr@apollohospitals.com | apollocancerare.com

## Dad files complaint against hospital

TIMES NEWS NETWORK

Bengaluru: Purushottam, the father of the boy who slipped into coma, filed a complaint of medical negligence against Mallya Hospital on Wednesday.

formed me that the surgery would start at 3.30pm. I was asked to surrender the receipt at the operation theatre (OT)... the ward boy came and asked me if my son had eaten anything. I told him he ate during the school

CHILD

## Five booked for ragging dalit nursing student in Kalaburagi

TNN & AGENCIES

Kozhikode/ Kalaburagi: Kerala police on Wednesday booked five students of the Al Qamar College of Nursing in Kalaburagi, Karnataka, for the brutal ragging of a dalit student. The victim,

Aswathi, who was brutally ragged, is under treatment at Kozhikode Medical College Hospital. Her college seniors allegedly forced her to drink toilet-cleaning solution on May 9. The girl from Kerala's Malappuram has been put on intravenous fluid supplements now. The college has

## Police to form night teams to check violations

Bengaluru: Police commissioner NS Megharikh has instructed his officers to set up teams to check traffic violations at night.

Violations, especially by youth, are not only a nuisance but also pose risk to others, he said in a circular to police stations

## 2 arrested for killing rowdy

Bengaluru: Within hours of a rowdy being shot dead by rivals in Shivajinagar on Tuesday night, two of the six suspects have been arrested.

On Tuesday night, six persons on three motorcycles shot at three persons, including rowdy shooter Parvez. He succumbed to injuries in Bowring Hospital, while two others - Wajid and Asif - managed to escape. Soon after the

checkposts in several areas to nab the accused. At 3am, two suspects Shabir and Barkath were tracked at HBR Layout, east Bengaluru.

The duo panicked seeing policemen and attacked them with machetes, injuring one. Police claimed that in self-defence, the inspector leading the team fired at the duo's legs. They have been admitted to hospital. Four other sus-



# Bangalore Mirror

TEMPERATURE: MAX 26 °C MIN 20 °C HUMIDITY 78%

FORECAST: GENERALLY CLOUDY SKY WITH ONE OR TWO SPELLS OF RAIN SHOWERS. | SUNRISE: 05:55 HRS | SUNSET: 18:48 HRS



PRECISELY

## Sorry, no selfies with the CM



### ISRO launches record 20 satellites

Setting a record in its space programme, India on Wednesday successfully launched 20 satellites, including its earth observation Cartosat-2 series, in a single mission on board ISRO's workhorse PSLV C14 from the spaceport. In a pre-launch check, PSLV C14 took off from the second launch pad of Satish Dhawan Space Centre here at 7:28 AM and placed the Cartosat-2 series and 19 others in the designated orbit. Sun Synchronous Orbit (SSO) about 30 minutes later in near dark.

### A guide to find out bogus colleges

With so many colleges mushrooming in the city, experts say there is a need to regulate educational standards in the city. Bogus colleges continue to dupe students, mainly foreign nationals. Karnataka drew the maximum number of international students in the country every year.

### How Bollander lake can be saved

Researchers have hit upon a solution that could help Bangalore's civic authorities deal with two ponds with no rainwater. The idea is to use the ponds as a natural water storage system, collecting rainwater from the surrounding area and using it for irrigation.

### State police team to visit Kozhikode

The Karnataka police are likely to send a team to Kozhikode to investigate the alleged kidnapping of a student from the power of All India Congress Committee (AICC) recently. Speaking to the Bangalore Mirror, a senior police officer said that the team would be led by a senior officer and would be accompanied by a team of investigators.

## No monkey business at Bannerghatta Park

Centre bans all forms of commercial activity in notified area around the park, calls it Eco Sensitive Zone

Nuragan, Kaggere

WELLS @bangaloremirror.com

In a major crackdown, the Union government has put an end to the booming real estate and other allied commercial activities spanning from 100 metres to 4.5 km from the perimeter of the Bannerghatta National Park (BNP) by declaring it an Eco Sensitive Zone (ESZ).

The decision by the Union ministry of environment and forests (MoEF) has come at a time when environmental and commercial activities are adversely affecting wildlife in the BNP, spread across 260 sq km.

According to the notification issued by the government of India, large tracts of land around the boundary of the BNP have been declared as ecologically sensitive zone.

The notification directs the Karnataka state government to ban operations of stone quarries, saw mill, industries and regulate use and disposal of waste and other activities in the notified area.



Union government's crackdown comes on the heels of activities like quarrying that threaten wildlife corridors in the vicinity of the park.

### WHAT IS BANNED

New and existing quarries, mines, crushing units are prohibited except for the domestic needs of local residents. Saw mills, industries, thermal and hydro-electric projects, commercial use of firewood and discharge of untreated effluents into the designated area are all prohibited.

### WHAT'S REGULATED

Notification allows, but calls for regulation of activities like use of plastic bags, tourism activities, setting up of houses and resorts, extraction of groundwater, noise and air pollution from vehicles, felling of trees, installation of electric lines and construction.

BNP causing much damage to the wildlife corridors used by elephants and tigers over the years.

"All new and existing quarries, mines and crushing units are prohibited except for the domestic needs of local residents," the notification says.

## Hebbal flyover project hits a road hump

Lowest bidder for tender quotes a whopping 41 per cent higher than estimated cost; rules mandate placing the issue before the cabinet in case it is up to 25 per cent higher than estimated cost

Kushna, Channarayana

WELLS @bangaloremirror.com

The Bangalore Development Authority's (BDA) ambitious Rs 1,150 crore project of erecting a 7 km steel flyover over Hebbal flyover has hit a roadblock.

The lowest financial bidder for the tender to construct the flyover has quoted a whopping 41 per cent higher than the proposed cost - which is Rs 552 crore more.

than Rs 1,150 crore, leaving the total cost to Rs 1,974 crore.

It is noted that it is allowed to go ahead, the final cost would be astronomically higher than the currently estimated cost.

Now, the project which is principal has got down minutes. Siddaramaiah's approval, has to be placed before a BDA board meeting for a final approval.

But T. Shamiraj, who got transferred two days ago after a long stint as BDA commissioner, has issued a note to the board to renegotiate the cost.

The cost quoted by the lowest bidder is 41 per cent higher, which is quite high and if approved at the minute rate, then the project cost will boom.

As per Public Works Department (PWD) rules, any tender which goes up to 25 per cent above or 16 per cent below the estimated project cost, should go before the government - sometimes even the cabinet - for its decision.

Now that the lowest bid itself is 41 per cent higher than the proposed cost, the project is headed to tender renegotiation.

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## Miracle baby survives 3-storey fall

Vandana, Kamethi

WELLS @bangaloremirror.com

In a miraculous escape, a 12-month-old baby not only survived a fall, three stories 25 feet down, but also walked, extricated himself from two wires with a major surgery.

It was a matter of seconds. Tanisha, 12 months old, was playing with her brother when she fell from the balcony. He caught her before she fell.

The mother, Manjula, said she was surprised to see her son walking and talking after the fall. He was not hurt and was playing with his brother.



Twelve-month-old Tanisha was playing with her brother when she fell 25 ft and suffered a cracked skull. She recovered in two weeks.

She was near Sagnathi Institute of Medical Science and Research Centre, said her mother. She rushed down with a neighbour and found Tanisha lying unconscious. She splashed some water on her face and she surprisingly regained consciousness after which we rushed her to Sagnathi Hospital.

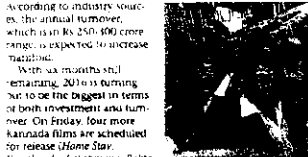
There was no external bleeding and Tanisha was conscious and crying. "After running a few tests and a CT scan, she was moved to People Tree Hospital in Dabasahalli," said Manjula, who works for a garment shop. Dr Suran Pallegar, a consultant neurosurgeon at People Tree Hospital, said, "Even if an adult falls from such a height there is hardly a chance of survival. But in her case, we saw upon there was no external bleeding. In most such cases, the brain tends to swell after a fall and we have to remove a portion of the skull to allow the brain to expand. But in her case, the skull had cracked open in such a way that it had partially given space for the brain to expand due to the fall. This was something that was unexpected as there was no surgery required because the skull had already opened. The skull fracture is expected to heal over a period of time." She was treated for six to reduce further brain swelling and prevent epilepsy. Dr Pallegar said it was miraculous how she recovered.

## Riding high, Sandalwood fortunes take a U-turn

S. Shyam Prasad

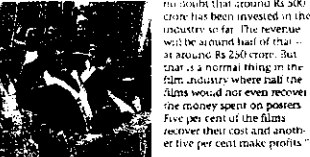
WELLS @bangaloremirror.com

The emerging fortunes in the sandalwood industry are showing signs of a sharp decline. The industry, which was once a major source of income for many in the region, is now facing a sharp decline in demand and prices.



A scene from Jagalur, showing off the small industry that, over Rs 500 crore has been invested in the first 6 months in Karnataka films.

According to industry sources, the annual turnover, which is in the 250-300 crore range, is expected to increase this year. With six months and remaining, 2016 is turning out to be the biggest in terms of both investment and turnover. On Friday, four more Kannada films are scheduled for release (Uthama Star, Jagathanda, Lakshmana, Rakta Sarathi and Hanuman).



A scene from Jagalur, showing off the small industry that, over Rs 500 crore has been invested in the first 6 months in Karnataka films.

It is around Rs 500 crore a year is around Rs 500 crore a year. The industry is now facing a sharp decline in demand and prices. The industry is now facing a sharp decline in demand and prices.

## BETTER HAIR THAN YOU WERE BORN WITH.



The only brand in the world that challenges nature itself. We give you hair to style and play with. Better than what you were born with.

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National Right to Information Act - 2005  
Form of Application for Seeking Information under the Right to Information Act - 2005  
FORM-A (Section 6 (1) and 7 (1) of the RTI Act 2005)

To: *Belation*  
The Public ~~Information~~ Officer, (PRO) EE-20-3  
T. Chowdaiah Road, Kumarapark West, Bangalore - 560 020

|   |  |   |
|---|--|---|
| 1 | Name of the Applicant  | Suresh NR   |
| 2 | Complete Address   | Nanma Bengaluru Foundation<br># 3J, NA Chambers, 7 <sup>th</sup> 'C' Main, 3rd Cross, 3rd Block, Koramangala,<br>Bengaluru - 560 034. M: 99720 99576  |
| 3 | Particulars of the information, documents, inspection, sample required | <p>Please provide certified copies of following documents pertaining to proposed Steel Flyover Project between Basaveshwara Circle and Hebbai Junction.</p> <ol style="list-style-type: none"> <li>1. Copy of Feasibility Report</li> <li>2. Copy of Detailed Project Report (DPR)</li> <li>3. Details of Public Discussions called for/conducted, with regard to the Project, reviewing the DPR.</li> <li>4. Details of land required (Public / Private) along with the status of land acquisition, if any</li> <li>5. Details of EIA (Environment Impact Assessment) to ascertain the no. of trees, if any, that may be uprooted and the effect on the immediate ecosystem, following the commissioning of the Project.</li> <li>6. List of impact assessment exercises undertaken by the competent authority in respect of the Project, specifically in respect of the adverse impact that is likely to be caused to heritage sites.</li> </ol> <p>Please provide complete file.</p> |
| 4 | Period to which the above pertains                                     | From 2006 to till the date of furnishing information  |
| 5 | Details of Application Fee of Rs. 10 (Rupees ten only) remitted        | PO No: 36F 407300 DT: 17 03 2016  |

Place: Bengaluru

Date: 14 July, 2016

*Received*  
*Jayashree*  
*15/07/16.*

*14.07.2016*

Signature of the Applicant

Name: Suresh NR  
No. 3J, NA Chambers, 7<sup>th</sup> 'C' Main, 3rd Cross, 3rd Block, Koramangala,  
Bengaluru - 560 034. M: 99720 99576

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Annexure C

National Right to Information Act - 2005  
 Form of Application for Seeking Information under the Right to Information Act - 2005  
 FORM-A (Section 6 (1) and 7 (1) of the RTI Act 2005)

To: Relocation  
 The Public ~~Information~~ Officers (S-5) EE-103  
 T. Chowdaiah Road, Kumarapark West - Bangalore - 560 020

|   |  |  |
|---|--|--|
| 1 | Name of the Applicant  | Suresh NR  |
| 2 | Complete Address   | Namma Bengaluru Foundation<br># 3J, NA Chambers, 7 <sup>th</sup> 'C' Main, 3rd Cross, 3rd Block, Koramangala,<br>Bengaluru - 560 034. M: 99720 99576   |
| 3 | Particulars of the information, documents, inspection, sample required | <p>Please provide certified copies of following documents pertaining to proposed Steel Flyover Project between Basaveshwara Circle and Hebbal Junction.</p> <ol style="list-style-type: none"> <li>1. Details of Notice inviting Tenders or decisions on Tenders published in publish in the STB.</li> <li>2. Complete details pertaining to Tendering of this project – including Technical and Financial bid.</li> <li>3. Details of Negotiation, if any with Lowest evaluated responsive bid</li> <li>4. Signed Minutes of the tender opening.</li> <li>5. Copy of signed Work Order.</li> </ol> <p>Please provide complete file.</p> |
| 4 | Period to which the above pertains                                     | From 2006 to till the date of furnishing information   |
| 5 | Details of Application Fee of Rs. 10 (Rupees ten only) remitted        | PO No: 36F 407301 DT: 17.03.2016   |

Place: Bengaluru

Date: 14 July, 2016

Received  
Jayashree  
15/07/16

[Signature] 14.07.2016

Signature of the Applicant

Namma Bengaluru Foundation  
 # 3J, NA Chambers, 7<sup>th</sup> 'C' Main,  
 3rd Cross, Koramangala 3rd Block,  
 Bangalore - 560 034

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Pr 1.2.2016


National Right to Information Act 2005  
Form of Application for Seeking Information under the Right to Information Act – 2005  
FORM-A (Section 6 (1) and 7 (1) of the RTI Act 2005)

To: <sup>Relocation</sup>  
The Public Information Officers (PRO) CC-10-3  
T. Chowdaiah Road, Kumarapark West, Bangalore – 560 020

|   |   |  |
|---|---|--|
| 1 | Name of the Applicant   | Suresh NR  |
| 2 | Complete Address  | Namma Bengaluru Foundation<br># 31, NA Chambers, 7 <sup>th</sup> 'C' Main, 3rd Cross, 3rd Block, Koramangala,<br>Bengaluru - 560 034. M: 99720 99576   |
| 3 | Particulars of the information, documents inspection, sample required | Please provide certified copies of following documents pertaining to proposed Steel Flyover Project between Basaveshwara Circle and Hebbal Junction.<br><br>1. Copies of Public Opinion / Objections received (Emails and Personal / Physical Requests)<br><br>Please provide complete file. |
| 4 | Period to which the above pertains                                    | From 2006 to till the date of furnishing information   |
| 5 | Details of Application Fee of Rs. 10 (Rupees ten only) remitted       | PO No: 36F 407302 DT: 17.03.2016   |

Place: Bengaluru

Date: 14 July, 2016

 14.07.2016

Signature of the Applicant

Namma Bengaluru Foundation  
na chambers # 31, 7th C Main  
3rd Cross, Koramangala 3rd Block,  
Bengaluru - 560 034

Executive Engineer,  
Infrastructure Sub Division - 7  
BDA Bangalore  
RECEIVED  
JAYASHREE  
5/07/16



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ಬೆಂಗಳೂರು ನಗರ ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ  
**Bangalore Development Authority**

ಸಂಖ್ಯೆ: ಬೆಂ.ಅಭಿ.ಕಾಲ.ಮೂಸೌದಿ-3/05/2016-17

ದಿನಾಂಕ: 18.07.2016

ಇವರಿಗೆ,  
 ಸುರೇಶ್.ಎನ್.ಆರ್  
 ನಮ್ಮ ಬೆಂಗಳೂರು ಪ್ರತಿಷ್ಠಾನ,  
 #3ಜಿ, ಎನ್.ಎ. ಬೇಂಬರ್, 7 ನೇ 'ಬಿ' ಮೈನ್,  
 3ನೇ ಕ್ರಾಸ್, 3ನೇ ಬ್ಲಾಕ್,  
 ಕೋರಮಂಗಲ,  
 ಬೆಂಗಳೂರು-560034.

ಮಾನ್ಯರೇ,

ವಿಷಯ: ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 6(1) ಮತ್ತು 7(1)ರ ಮೇರೆಗೆ ತಾಪ್ತ ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿಯ ದಿನಾಂಕ: 14-07-2016.

\* \* \* \* \*

ತಾಪ್ತ, ತಮ್ಮ ಅರ್ಜಿಯಲ್ಲಿ ಬಾಲುಕೈ ಸರ್ಕಲ್‌ನಿಂದ ನಿರ್ಮಾಣ ಮಾಡಲು ಉದ್ದೇಶಿಸಿರುವ ಬ್ಲಾಕ್ ಮೇಲು ಸೇತುವೆ ಬಗ್ಗೆ ಈ ಕೆಳಕಂಡ ಮಾಹಿತಿಗಳನ್ನು ಒದಗಿಸುವಂತೆ ಕೋರಿರುತ್ತೇವೆ.

1. Copy of Feasibility report.
2. Copy of Detailed project report (DPR).
3. Details of Public Discussions called for / conducted, with regard to the project, reviewing the DPR.
4. Details of land required (public/ private) along with the status of land acquisition, if any.
5. Details of EIA (Environment impact Assessment) to ascertain the no. of tress, if any, that may be uprooted and the effect on the immediate ecosystem, following the commissioning of the project.
6. List of impact assessment exercises undertaken by the competent authority in respect of the project, specifically in respect of the adverse impact that is likely to be caused to heritage sites.

ತಾಪ್ತ ಕೋರಿರುವ ಮಾಹಿತಿಗಳನ್ನು ತಯಾರಿಸಬೇಕಾಗಿದ್ದು ಇದು ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 2(ಜೆ) ರ ಪ್ರಕಾರ ಸಾಧುವಲ್ಲವಾದ ಕಾರಣ ಸಹಾ ತಮ್ಮ ಮನವಿಗಳನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ. ಈ ಅಂಶವನ್ನು ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗವು ಸಹಾ ಸ್ಪಷ್ಟ ಪಡಿಸಿದೆ. (Creation of Information : Under 2(j) of the RTI Act 2005 only information as held by or under the control of any public authority can constitute a right to information for which a citizen can claim access. This cannot be construed to demand creation of information as has been sought in the first case in this matter, asking measurements to be taken. Here too even if Chief architect is to considered custodian of information it is not clear how he can be asked to take create information if not in his possession. (CIC/WB/A/2006/00379, 00380 & 00381 21/12/2006).

ಅಲ್ಲದೆ ತಾಪ್ತ ಕೋರಿರುವ ಮಾಹಿತಿಗಳನ್ನು ಕ್ರೋಢೀಕರಿಸಬೇಕಾಗಿದ್ದು ಹಾಗೂ ತಮ್ಮ ಅರ್ಜಿಯಲ್ಲಿ ಸ್ಪಷ್ಟತೆ ಇಲ್ಲದಿರುವ ಕಾರಣ ಸಹಾ ತಮ್ಮ ಮನವಿಯನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ. ಈ ಅಂಶವನ್ನು ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗವು ಸಹಾ ಸ್ಪಷ್ಟ ಪಡಿಸಿದೆ. (To compile or not to compile - Information is to be provided in the form in which it is sought, provided of course the information is available in that form. The appellant should therefore ascertain whether the information that he needs are available in the form required by him. The appellant for instance, has sought certain statistical information, such as the number of disputed cases-settled under different schemes, which should be given, provided it exist in the form in which the appellant has asked for.

ಇದೇ ಮೇರೆಗೆ, ಕೋರಮಂಗಲ ಕಡೆ ಸುರೇಶ್.ಎನ್.ಆರ್ ನಮ್ಮ ಬೆಂಗಳೂರು ಪ್ರತಿಷ್ಠಾನ

ಬೆಂಗಳೂರು ನಗರ ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ, ಕೋರಮಂಗಲ, ಬೆಂಗಳೂರು-560034

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ಈ ಅಂಶವನ್ನು ತಮಿಳುನಾಡು ರಾಜ್ಯ ಮಾಹಿತಿ ಅಯೋಗವು ಸಹಾ ಸ್ವೀಕರಿಸಿದೆ.

• Case No. 1329\2006 dated 2.8.2006 Opinion of the Commission to TNPSC:

It is our considered view that the TNPSC has been set up for fair and independent selection of candidates to fill various posts in Government and this function of TNPSC shall remain supreme without bearing any interference by any query under the RTI Act. Once this function has been discharged, the jurisdiction of Information Commission cannot be excluded and the transparency requirement cannot be denied.

ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 7(9) ಹಾಗೂ ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗದ ತೀರ್ಮಾನ ಸಹ ಈ ಅಂಶವನ್ನು ಸಪ್ಪ ಪಡಿಸುತ್ತದೆ.

ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 8(1) (ಎ) ಮೇರೆಗೆ ತಾಂತ್ರಿಕ ಕೋಶಗಳು ಮಾಹಿತಿಗಳು ಸಾಬ್ದದ ಕಾರ್ಯ ಕಂತ್ರದ ಮತ್ತು ವಿಶ್ವವಿದ್ಯಾನಿಲಯ ವಿಶ್ವವಿದ್ಯಾನಿಲಯ ಹಾಗೂ ಮಾಹಿತಿಗಳನ್ನು ಒಳಗೊಂಡಿರುವುದರಿಂದ ತಮ್ಮ ಮನವಿಯನ್ನು ಪುರಸ್ಕರಣಾ ಒಂದುವಿಧವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

(அரசு அமைச்சர்)

ವಾಙ್ಮಯ ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ ಹಾಗೂ ಕಾರ್ಯಪಾಲಕ ಅಧಿಯಂತರರು. ಮೂಲ ಸೌಕರ್ಯ ವಿಭಾಗ-3, ಬೆಂ.ಅ.ಪ್ರಾ.   
 ಬೆಂಗಳೂರು.

② 1817116

ಬೆಂಗಳೂರು.

"Translation" of Ann. "E"

**Bangalore Development Authority**

No.BDA/EE/ID-3/05/2016-17

Date: 18.07.2016

To,  
Suresh N.R.  
Namma Bengaluru Foundation  
#3J, N.A. Chamber, 7<sup>th</sup> 'C' Main  
3<sup>rd</sup> cross, 3<sup>rd</sup> block Koramangala  
Bengaluru 560034

Sir,

Sub:- Your application dated 14.7.2016 submitted under Right to Information Act 2005 Rule 6(1) and 7(1).

\*\*\*\*\*

You have sought in your application to provide following information with regard to construction of steel fly over from chalukya circle.

1. Copy of Feasibility report.
2. Copy of Detailed project report (DPR).
3. Details of Public Discussions called for / conducted, with regard to the project, reviewing the DPR.
4. Details of land required (public/ private) along with the status of land acquisition, if any.
5. Details of EIA (Environment Impact Assessment) to ascertain the no. of trees, if any, that may be uprooted and the effect on the immediate ecosystem, following the commissioning of the project.
6. List of impact assessment exercises undertaken by the competent authority in respect of the project, specifically in respect of the adverse impact that is likely to be caused to heritage sites.

Since the information sought by you has to be prepared and the same is not come under Rule 2(J) of Right to Information Act, 2005, your application cannot be honoured. This information has been clarified by the Central Information Commission. (Creation of Information: Under 2(j) of the RTI Act 2005 only information as held by or under the control of any public authority can constitute a right to information for which a citizen can claim access. This cannot be construed to demand creation of information as has been sought in

the first case in this matter, asking measurements to be taken. Here too even if Chief Architect is to be considered custodian of information it is not clear how he can be asked to take create information if not in his possession. (CIC/WB/A/2006/00379, 00380 & 00381 21/12/2006).

Since the information sought by you has to be compiled and as there is no clarity in your application, your application cannot be honoured. This fact has been clarified by the Central Information Commission. (To compile or not to compile – Information is to be provided in the form in which it is sought, provided of course the information is available in that form. The appellant should therefore ascertain whether the information that he needs are available in the form required by him. The appellant for instance, has sought certain statistical information, such as the number of disputed cases settled under different schemes, which should be given, provided it exist in the form in which the appellant has asked for. They ought not to be manipulated in any form, lest the purpose of scrutinizing of public action by the civil society should get defeated.- 225/IC(A)/2006 - 31.08.2006).

Further this plan is still in the process of being finalized, therefore the information sought by you cannot be honoured at this stage. This fact has been clarified by Tamil Nadu Information Commission also.

Processing stage information need not be given

Case No. 1329/2006 dated 2.08.2006 Opinion of the Commission to TNPSC:

As far as this commission is considered all the details regarding selection process, after the selection process is completed are no longer exempted from RTI Act.

It is our considered view that the TNPSC has been set up for fair and independent selection of candidates to fill various posts in government and this function of TNPSC shall remain supreme without bearing any interference by any query under the RTI ac. Once this function has been discharged, the jurisdiction of Information Commission cannot be excluded and the transparency requirement cannot be denied.

It is hereby informed that the said applications cannot be honoured since the information sought by you is huge in size, it is too expensive

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to supply this information and it requires too much manpower thereby wasting precious time of the Government.

This fact has been clarified by the Rule 7(9) of Right to Information Act, 2005 and the decision of the Central Information Commission.

"The logic of the argument of the respondents is compelling. The spirit and the letter of sub-section 9 of Section 7 of the Act is that even when it is established that given information is to be disclosed, it may still not be given to the Appellant if it can be shown that its disclosure would involve disproportionately large diversion of resources of the public authority. The information now requested by the appellant, undoubtedly, falls in this category. I am, therefore, constrained to hold that disclosure of the information urged by the appellant could not be authorized in view of the (CIC/AT/A/2006/00300-13.12.2006)."

Your application submitted by you under Rule 8(1)(a) of Right to Information Act, 2005 cannot be honoured since the information sought by you is in relation to the State Operating Strategy and Interest.

In this case, Sri Shivashankar, Engineer Officer-1, Bengaluru Development Authority, T.Chowdaiah Road, Bengaluru-560020, will be Appellate Authority. If you want to submit any objection with regard to this information, you may kindly submit the objections within 30 days from the date of receipt of 30 days to the Appellant Authority.

Yours faithfully,

Sd/-

(R. Vijaya Kumar)

State Public Information Officer and  
Executive Engineer, Basic Infrastructure  
Division-3, B.D.A., Bengaluru.

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ  
Bangalore Development Authority

ಸಂಖ್ಯೆ: ಬೆಂಆರ್‌ಡಿ/ಕಆ/ಮೂಸಿಎ-3/06/2016-17

ದಿನಾಂಕ: 18.07.2016

ಇವರಿಗೆ,

ಸುರೇಶ್.ಎನ್.ಆರ್

ನಮ್ಮ ಬೆಂಗಳೂರು ಪ್ರತಿಷ್ಠಾನ,

33ಜೆ, ಎಸ್.ಎ. ಚೇಂಬರ್, 7 ನೇ 'ಓ' ಮೈನ್,

3ನೇ ಕ್ರಾಸ್, 3ನೇ ಬ್ಲಾಕ್,

ಕೋರಮಂಗಲ,

ಬೆಂಗಳೂರು-560034.

ಮಾನ್ಯರೇ,

ವಿಷಯ: ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 6(1) ಮತ್ತು 7(1)ರ ಮೇರೆಗೆ ತಾವು ಸಲ್ಲಿಸಿರುವ ಅರ್ಜಿಯ ದಿನಾಂಕ: 14-07-2016.

\* \* \* \* \*

ತಾವು, ತಮ್ಮ ಅರ್ಜಿಯಲ್ಲಿ ಬಾಲುಕ್ಕ ಸರ್ಕಲ್‌ನಿಂದ ನಿರ್ಮಾಣ ಮಾಡಲು ಉದ್ದೇಶಿಸಿರುವ ಪ್ಲಾಟ್ ಮೇಲು ಸೇತುವೆ ಬಗ್ಗೆ ಈ ಕೆಳಕಂಡ ಮಾಹಿತಿಗಳನ್ನು ಒದಗಿಸುವಂತೆ ಕೋರಿರುತ್ತೀರಿ.

1. Details of notice inviting tenders or decisions on tenders published in publish in the STB
2. Complete details pertaining to tendering of this project- including technical and financial bid.
3. Details of negotiation, if any with lowest evaluated responsive bid.
4. Signed minutes of the tender opening.
5. Copy of signed work order.

ಅಲ್ಲದೆ, ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳನ್ನು ತಯಾರಿಸಬೇಕಾಗಿದ್ದು ಇದು ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 2(ಜೆ) ರ ಪ್ರಕಾರ ಸಾಧ್ಯವಲ್ಲವಾದ ಕಾರಣ ಸಹಾ ತಮ್ಮ ಮನವಿಗಳನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ. ಈ ಅಂಶವನ್ನು ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗವು ಸಹಾ ಸ್ಪಷ್ಟ ಪಡಿಸಿದೆ. (Creation of Information : Under 2(j) of the RTI Act 2005 only information as held by or under the control of any public authority can constitute a right to information for which a citizen can claim access. This cannot be construed to demand creation of information as has been sought in the first case in this matter, asking measurements to be taken. Here too even if Chief architect is to considered custodian of information it is not clear how he can be asked to take create information if not in his possession. (CIC/WB/A/2006/00379, 00380 & 00381 21/12/2006).

ಅಲ್ಲದೆ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳನ್ನು ಕ್ರೋಢೀಕರಿಸಬೇಕಾಗಿದ್ದು ಹಾಗೂ ತಮ್ಮ ಅರ್ಜಿಯಲ್ಲಿ ಸ್ಪಷ್ಟತೆ ಇಲ್ಲದಿರುವ ಕಾರಣ ಸಹಾ ತಮ್ಮ ಮನವಿಯನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ. ಈ ಅಂಶವನ್ನು ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗವು ಸಹಾ ಸ್ಪಷ್ಟ ಪಡಿಸಿದೆ. (To compile or not to compile - Information is to be provided in the form in which it is sought, provided of course the information is available in that form. The appellant should therefore ascertain whether the information that he needs are available in the form required by him. The appellant for instance, has sought certain statistical information, such as the number of disputed cases settled under different schemes, which should be given, provided it exist in the form in which the appellant has asked for. They ought not to be manipulated in any form, lest the purpose of scrutinizing of public action by the civil society should get defeated. - 225/IC(A)/2006- 31.08.2006).

ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ, ಬೆಂಗಳೂರು-560 029

36.

ಆಲ್ಪದ ಈ ಯೋಜನೆಯ ಪ್ರಗತಿಯ ಕಾರ್ಯ ಪ್ರಗತಿಯನ್ನು ತಿಳಿಸುವ, ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳನ್ನು ಈ ಹಂತದಲ್ಲಿ ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

ಈ ಅಂಶವನ್ನು ತಿಳಿಸುವುದು ರಾಜ್ಯ ಮಾಹಿತಿ ಆಯೋಗದ ಸಹಾ ಸ್ಪಷ್ಟಪಡಿಸಿದೆ.

Processing stage information need not be given

- Case No. 1329\2006 dated 2.8.2006 Opinion of the Commission to TNPSC:

As far as this Commission is considered all the details regarding selection process, after the selection process is completed are no longer exempted from RTI Act.

It is our considered view that the TNPSC has been set up for fair and independent selection of candidates to fill various posts in Government and this function of TNPSC shall remain supreme without bearing any interference by any query under the RTI Act. Once this function has been discharged, the jurisdiction of Information Commission cannot be excluded and the transparency requirement cannot be denied.

ಆಲ್ಪದ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳು ಬೃಹತ್ ಗಾತ್ರವಾಗಿದ್ದು, ಇದನ್ನು ಒದಗಿಸುವ ವೆಚ್ಚವು ಸರ್ಕಾರದ ಅತಿ ಹೆಚ್ಚಿನ ಸಂಪನ್ಮೂಲವನ್ನು ಬಳಸಿಕೊಳ್ಳುವ ಹಾಗೂ ಸರ್ಕಾರದ ಅಮೂಲ್ಯ ವೆಳೆಯನ್ನು ವ್ಯಯಗೊಳಿಸುವ ಕಾರಣದಿಂದಲೂ ಸಹಾ ತಮ್ಮ ಮನವಿಗಳನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

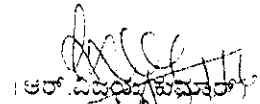
ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 7(9) ಹಾಗೂ ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗದ ತೀರ್ಮಾನ ಸಹ ಈ ಅಂಶವನ್ನು ಸ್ಪಷ್ಟ ಪಡಿಸುತ್ತದೆ.

"The logic of the argument of the respondents is compelling. The spirit and the letter of sub-section 9 of Section 7 of the Act is that even when it is established that given information is to be disclosed, it may still not be given to the appellant if it can be shown that its disclosure would involve disproportionately large diversion of resources of the public authority. The information now requested by the appellant, undoubtedly, falls in this category. I am, therefore, constrained to hold that disclosure of the information urged by the appellant could not be authorized in view of the (CIC/AT/A/2006/00300-13.12.2006 )."

ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 8(1) (ಎ) ಮೇರೆಗೆ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳು ರಾಜ್ಯದ ಕಾರ್ಯ ತಂತ್ರದ ಮತ್ತು ಒತಾಸಕ್ತಿಯ ವಿಷಯಗಳನ್ನು ಹಾಗೂ ಮಾಹಿತಿಗಳನ್ನು ಒಳಗೊಂಡಿರುವುದರಿಂದ ತಮ್ಮ ಮನವಿಯನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

ಈ ಪ್ರಕರಣಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಶ್ರೀ. ಶಿವಶಂಕರ್, ಅಧಿಯಂತರ ಅಧಿಕಾರಿ-1, ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ, ಬಿ. ಜೊಡಯ್ಯ ರಸ್ತೆ, ಬೆಂಗಳೂರು-560020 ಇವರು ಮೇಲ್ಮನವಿ ಪ್ರಾಧಿಕಾರವಾಗಿರುತ್ತಾರೆ. ಈ ಮಾಹಿತಿ ಕುರಿತಂತೆ ತಮ್ಮ ತಕರಾರು ವಿನಾದರೂ ಇದ್ದರೆ ಈ ಪತ್ರ ತಲುಪಿದ 30 ದಿನಗಳೊಳಗಾಗಿ ತಾವು ಮೇಲ್ಮನವಿಯನ್ನು ಮೇಲ್ಮನವಿ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಸಲ್ಲಿಸಬಹುದಾಗಿದೆ.

ತಮ್ಮ ವಿಶ್ವಾಸ.



ಆರ್.ವಿಜಯಲಕ್ಷ್ಮಿ

ರಾಜ್ಯ ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ ಹಾಗೂ ಕಾರ್ಯಪಾಲಕ

ಅಧಿಯಂತರರು, ಮೂಲ ಸೌಕರ್ಯ ವಿಭಾಗ-3, ಬೆಂ.ಲ.ಪ್ರಾ. ಬೆಂಗಳೂರು.

15/11/06

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"Translation" of Ann-F

**Bangalore Development Authority**

No.BDA/EE/ID-3/06/2016-17

Date: 18.07.2016

To,  
Suresh N.R.  
Namma Bengaluru Foundation  
#3J, N.A. Chamber, 7<sup>th</sup> 'C' Main  
3<sup>rd</sup> cross, 3<sup>rd</sup> block Koramangala  
Bengaluru 560034

Sir,

Sub:- Your application dated 14.7.2016 submitted under Right to Information Act 2005 Rule 6(1) and 7(1).

\*\*\*\*\*

You have sought in your application to provide following information with regard to construction of steel fly over from chalukya circle.

1. Details of notice inviting tenders or decisions on tenders published in publish in the STB.
2. Complete details pertaining to tendering of this project - including technical and financial bid.
3. Details of negotiation, if any with lowest evaluated responsive bid.
4. Signed minutes of the tender opening.
5. Copy of signed work order.

Since the information sought by you has to be prepared and the same is not come under Rule 2(J) of Right to Information Act, 2005, your application cannot be honoured. This information has been clarified by the Central Information Commission. (Creation of Information: Under 2(j) of the RTI Act 2005 only information as held by or under the control of any public authority can constitute a right to information for which a citizen can claim access. This cannot be construed to demand creation of information as has been sought in the first case in this matter, asking measurements to be taken. Here too even if Chief Architect is to considered custodian of information it is not clear how he can be asked to take create information if not in



his possession. (CIC/WB/A/2006/00379, 00380 & 00381 21/12/2006).

Since the information sought by you has to be compiled and as there is no clarity in your application, your application cannot be honoured. This fact has been clarified by the Central Information Commission. (To compile or not to compile – Information is to be provided in the form in which it is sought, provided of course the information is available in that form. The appellant should therefore ascertain whether the information that he needs are available in the form required by him. The appellant for instance, has sought certain statistical information, such as the number of disputed cases settled under different schemes, which should be given, provided it exist in the form in which the appellant has asked for. They ought not to be manipulated in any form, lest the purpose of scrutinizing of public action by the civil society should get defeated.- 225/IC(A)/2006 - 31.08.2006).

Further this plan is still in the process of being finalized, therefore the information sought by you cannot be honoured at this stage. This fact has been clarified by Tamil Nadu Information Commission also.

Processing stage information need not be given

Case No. 1329/2006 dated 2.8.2006 Opinion of the Commission to TNPSC:

As far as this commission is considered all the details regarding selection process, after the selection process is completed are no longer exempted from RTI Act.

It is our considered view that the TNPSC has been set up for fair and independent selection of candidates to fill various posts in government and this function of TNPSC shall remain supreme without bearing any interference by any query under the RTI ac. Once this function has been discharged, the jurisdiction of Information Commission cannot be excluded and the transparency requirement cannot be denied.

It is hereby informed that the said applications cannot be honoured since the information sought by you is huge in size, it is too expensive to supply this information and it requires too much manpower thereby wasting precious time of the Government.

This fact has been clarified by the Rule 7(9) of Right to Information Act, 2005 and the decision of the Central Information Commission.

"The logic of the argument of the respondents is compelling. The spirit and the letter of sub-section 9 of Section 7 of the Act is that even when it is established that given information is to be disclosed, it may still not be given to the Appellant if it can be shown that its disclosure would involve disproportionately large diversion of resources of the public authority. The information now requested by the appellant, undoubtedly, falls in this category. I am, therefore, constrained to hold that disclosure of the information urged by the appellant could not be authorized in view of the (CIC/AT/A/2006/00300-13.12.2006)."

Your application submitted by you under Rule 8(1)(a) of Right to Information Act, 2005 cannot be honoured since the information sought by you is in relation to the State Operating Strategy and Interest.

In this case, Sri Shivashankar, Engineer Officer-1, Bengaluru Development Authority, T.Chowdaiah Road, Bengaluru-560020, will be Appellate Authority. If you want to submit any objection with regard to this information, you may kindly submit the objections within 30 days from the date of receipt of 30 days to the Appellant Authority.

Yours faithfully,

Sd/-

(R. Vijaya Kumar)

State Public Information Officer and  
Executive Engineer, Basic Infrastructure  
Division-3, B.D.A., Bengaluru.



ಅಲ್ಲದೆ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳು ಬೃಹತ್ ಪ್ರಮಾಣದ್ದು, ಅವನ್ನು ಬಹಿಷ್ಕರಿಸುವ ಮಟ್ಟಕ್ಕೆ ಸರ್ಕಾರದ ಅತಿ ಹೆಚ್ಚಿನ ಸಂಪನ್ಮೂಲವನ್ನು ಬಳಸಿಕೊಳ್ಳುವ ಹಾಗೂ ಸರ್ಕಾರದ ಆಯ್ಕೆಗಳನ್ನು ವ್ಯಯಗೊಳಿಸುವ ಕಾರಣದಿಂದಲೂ ಸಹಾ ತಮ್ಮ ಮನವಿಗಳನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 7(9) ಹಾಗೂ ಕೇಂದ್ರ ಮಾಹಿತಿ ಆಯೋಗದ ತೀರ್ಮಾನ ಸಹ ಈ ಅಂಶವನ್ನು ಸ್ಪಷ್ಟ ಪಡಿಸುತ್ತದೆ.

"The logic of the argument of the respondents is compelling. The spirit and the letter of sub-section 9 of Section 7 of the Act is that even when it is established that given information is to be disclosed, it may still not be given to the appellant if it can be shown that its disclosure would involve disproportionately large diversion of resources of the public authority. The information now requested by the appellant, undoubtedly, falls in this category. I am, therefore, constrained to hold that disclosure of the information urged by the appellant could not be authorized in view of the (CIC/AT/A/2006/00300-13.12.2006 )."

ಮಾಹಿತಿ ಹಕ್ಕು ಅಧಿನಿಯಮ 2005 ರ ನಿಯಮ 8(1), (ಎ), ಜೊತೆಗೆ ತಾವು ಕೋರಿರುವ ಮಾಹಿತಿಗಳು ರಾಜ್ಯದ ಕಾರ್ಯ ತಂತ್ರದ ಮತ್ತು ಓತಾಸಕ್ತಿಯ ವಿಷಯಗಳನ್ನು ಹಾಗೂ ಮಾಹಿತಿಗಳನ್ನು ಒಳಗೊಂಡಿರುವುದರಿಂದ ತಮ್ಮ ಮನವಿಯನ್ನು ಪುರಸ್ಕರಿಸಲು ಬರುವುದಿಲ್ಲವೆಂದು ತಿಳಿಸಲಾಗಿದೆ.

ಈ ಪ್ರಕರಣಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಶ್ರೀ. ಶಿವಶಂಕರ್, ಅಭಿಯಂತರ ಅಧಿಕಾರಿ-1, ಬೆಂಗಳೂರು ಅಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ, ಬಿ. ಹೆಚ್.ಎಸ್. ರಸ್ತೆ, ಬೆಂಗಳೂರು-560020 ಇವರು ಮೇಲ್ಮನವಿ ಪ್ರಾಧಿಕಾರವಾಗಿರುತ್ತಾರೆ. ಈ ಮಾಹಿತಿ ಕುರಿತಂತೆ ತಮ್ಮ ತಕರಾರು ವಿನಾವರೂ ಇದ್ದರೆ ಈ ಪತ್ರ ತಲುಪಿದ 30 ದಿನಗಳೊಳಗಾಗಿ ತಾವು ಮೇಲ್ಮನವಿಯನ್ನು ಮೇಲ್ಮನವಿ ಪ್ರಾಧಿಕಾರಕ್ಕೆ ಸಲ್ಲಿಸಬಹುದಾಗಿದೆ.

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

(ಆರ್.ವಿಜಯ ಕುಮಾರ್)

ರಾಜ್ಯ ಸಾರ್ವಜನಿಕ ಮಾಹಿತಿ ಅಧಿಕಾರಿ ಹಾಗೂ ಕಾರ್ಯಪಾಲಕ ಅಭಿಯಂತರರು, ಮೂಲ ಸೌಕರ್ಯ ವಿಭಾಗ-3, ಬೆಂ.ಅ.ಪ್ರಾ. ಬೆಂಗಳೂರು. #

"Translation" of Ann-6

**Bangalore Development Authority**

No.BDA/EE/ID-3/07/2016-17

Date: 18.07.2016

To,  
Suresh N.R.  
Namma Bengaluru Foundation  
#3J, N.A. Chamber, 7<sup>th</sup> 'C' Main  
3<sup>rd</sup> cross, 3<sup>rd</sup> block Koramangala  
Bengaluru 560034

Sir,

Sub:- Your application dated 14.7.2016 submitted under Right to Information Act 2005 Rule 6(1) and 7(1).

\*\*\*\*\*

You have sought in your application to provide following information with regard to construction of steel fly over from chalukya circle.

1. Copies of public opinion/ objections received (E mails and Personal/ physical requests)

Since the information sought by you has to be compiled and as there is no clarity in your application, your application cannot be honoured. This fact has been clarified by the Central Information Commission. (To compile or not to compile – Information is to be provided in the form in which it is sought, provided of course the information is available in that form. The appellant should therefore ascertain whether the information that he needs are available in the form required by him. The appellant for instance, has sought certain statistical information, such as the number of disputed cases settled under different schemes, which should be given, provided it exist in the form in which the appellant has asked for. They ought not to be manipulated in any form, lest the purpose of scrutinizing of public action by the civil society should get defeated.- 225/IC(A)/2006 - 31.08.2006).

Further this plan is still in the process of being finalized, therefore the information sought by you cannot be honoured at this stage. This fact has been clarified by Tamil Nadu Information Commission also.

Processing stage information need not be given

Case No. 1329/2006 dated 2.08.2006 Opinion of the Commission to TNPSC:

As far as this commission is considered all the details regarding selection process, after the selection process is completed are no longer exempted from RTI Act.

It is our considered view that the TNPSC has been set up for fair and independent selection of candidates to fill various posts in government and this function of TNPSC shall remain supreme without bearing any interference by any query under the RTI ac. Once this function has been discharged, the jurisdiction of Information Commission cannot be excluded and the transparency requirement cannot be denied.

It is hereby informed that the said applications cannot be honoured since the information sought by you is huge in size, it is too expensive to supply this information and it requires too much manpower thereby wasting precious time of the Government.

This fact has been clarified by the Rule 7(9) of Right to Information Act, 2005 and the decision of the Central Information Commission.

"The logic of the argument of the respondents is compelling. The spirit and the letter of sub-section 9 of Section 7 of the Act is that even when it is established that given information is to be disclosed, it may still not be given to the Appellant if it can be shown that its disclosure would involve disproportionately large diversion of resources of the public authority. The information now requested by the appellant, undoubtedly, falls in this category. I am, therefore, constrained to hold that disclosure of the information urged by the appellant could not be authorized in view of the (CIC/AT/A/2006/00300-13.12.2006)."

Your application submitted by you under Rule 8(1)(a) of Right to Information Act, 2005 cannot be honoured since the information sought by you is in relation to the State Operating Strategy and Interest.

In this case, Sri Shivashankar, Engineer Officer-1, Bengaluru Development Authority, T.Chowdaiah Road, Bengaluru-560020, will

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be Appellate Authority. If you want to submit any objection with regard to this information, you may kindly submit the objections within 30 days from the date of receipt of 30 days to the Appellant Authority.

Yours faithfully,

Sd/-

(R. Vijaya Kumar)

State Public Information Officer and  
Executive Engineer, Basic Infrastructure Division-3,  
B.D.A., Bengaluru.

# Govt not in a hurry to build steel flyover, George told Vision Group

Aparajita.Ray@timesgroup.com

Bengaluru: BDA may have proposed a steel flyover along Ballari Road but the government is in no hurry to construct it. City development minister KJ George himself communicated this to members of the Bengaluru Vision Group at a recent meeting.

"I discussed the matter with the minister. He said the project hasn't been finalized and assured me he will convene a meeting of the group before it takes off," Vision Group member and Biocon head Kiran Mazumdar-Shaw said on Thursday. George, however, didn't respond to TOI's calls.

The steel bridge proposed to link Basaveshwara Circle and Hebbal flyover has caused widespread resentment. Though the proposal has been in discussion for years, nothing concrete happened till BDA pulled out the proposal and got in-principle clearance from chief minister Siddaramaiah last week. The flyover is aimed at decongesting traffic from Basaveshwara Circle and Hebbal enroute to the Kempegowda International Airport. However, it is yet to get final clearance from the BDA board and the cabinet. BDA officials confirmed.

**'Steel lobby backing project'**  
The project came to the fore after the Karnataka High Court cleared the road-widening project along Palace Grounds. Experts say the idea was conceived a few years ago and allege a steel lobby is pushing BDA to execute the Rs1,300-crore project.

N Krishnaraju, professor and expert in concrete structures, said, "A steel flyover will initially cost less—Rs1,500 crore/km than a concrete one (Rs 2,000 crore/km) but needs regular maintenance; that increases the overall cost. But steel is not recommended for constructing road bridges globally because a concrete flyover lasts longer. Vibrations caused by vehicular movement and rusting of joints will require maintenance on a periodic basis."

Traffic expert MN Sreehari said individuals from the steel industry are backing



**THE ROADMAP:** A model of the steel bridge, which will connect Basaveshwara Circle to Hebbal. It is yet to get cabinet clearance

## CONTRACTOR BLACKLISTED IN PUNJAB

Mumbai-based Stup Consultants, which prepared the DPR, has been allegedly blacklisted in other states. Stup chalked out the Doha City Master Plan in 2008 and built the Airtel corporate office in Chandigarh, Club Mahindra resort in Kodagu, Logistics SEZ in Navi Mumbai and

the indoor velodrome for Commonwealth Games 2010 in New Delhi. However, it was blacklisted in Punjab in 2007 and Uttarakhand and Rajkot (Gujarat). In 2012, Kannur International Airport Limited scrapped the agreement signed with the firm.

BDA. "When I first spoke against the project, they asked me how much knowledge I have about construction engineering. No one is objecting to the fact that a blacklisted contractor has been asked to plan an important project," he said.

The design of the flyover eats into the lung space of Karnataka Golf Course, Balabrooke Guest House, Military Memorial Park and few private properties along Ballari Road and Palace Road. If the project sees the light of day, 500 trees will be axed along Ballari Road.

## VARIED VOICES

**"**The elevated road (flyover) proposed by BDA should be scientifically constructed. It must be aligned with elevated roads criss-crossing the city, which the cabinet has already approved. An elevated road is required because it will come up on the median of the existing road underneath and provide faster access to the airport. The project should be signed off by the vision group and I am happy that KJ George has promised to hold a meeting with us. But the project should not harm any heritage property

Kiran Mazumdar-Shaw | BIOCON CHAIRMAN AND VISION GROUP MEMBER

**"**The purpose of an elevated road is to decongest traffic in the central business district—around Vidhana Soudha and Raj Bhavan, and on Infantry Road and Palace Road. Traffic congestion is not only an inconvenience for commuters but is also causing pollution. Trees may have to be cut for the project but that is a small price to pay to achieve the larger goal of reducing pollution and saving citizens' time. The bridge can be completed in two years

TV Mohandas Pai | CHAIRMAN, MANIPAL GLOBAL EDUCATION, AND VISION GROUP MEMBER

**"**It is a question of transparency. Was the proposal presented to the Metropolitan Planning Committee or Bengaluru Metropolitan Regional Development Authority? Was a public consultation organized before preparing the detailed project report? All these questions will be raised, be it the consultant's background or the BDA's agenda, because the agency and the government did not consult the public. Whoever spends taxpayers' money should be answerable to the people

Rajeev Chandrasekhar | MP, RAJYA SABHA

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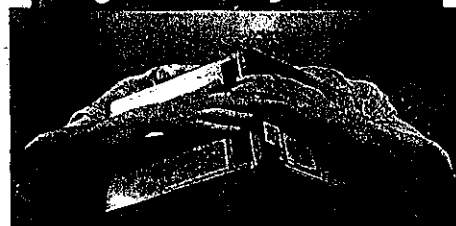
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## Metro

## ANNEXURE

## Roza timings



## Law exam: HC warns BU of contempt action

BENGALURU: The High Court on Tuesday orally warned Bangalore University that contempt of court proceedings would be initiated against it for not complying with court orders to allow LLB students to write their exams that are scheduled to be held in June-July 2010.

Justice Aravind Kumar had passed an interim order on June 7 while hearing a batch of petitions filed by students who were admitted to the law course prior to 2010.

The students who were admitted prior to 2010 had the provision of completing their course over a period of 10 years. A circular was issued by the Registrar (Evaluation), Bangalore University to all the law colleges in October 1991 stating that LLB course could be completed within a period of 10 years from the date of admission. Over 100 students from Sheshadripuram Law College, VV Puram College, SJRC College and other institutions have not been allowed to write their exams. Some of them have approached the court seeking directions to the University to allow them to write their exams. Bangalore University has not allowed these students to write the on-going exams.

## NBW recalled

The High Court on Tuesday recalled the non-bailable warrant (NBW) issued against the then BBMP commissioner G Kumar Naik for not complying with the court or-

## BBMP works overtime to meet Smart City plan deadline

P M Raghunandan

BENGALURU: The Bruhat Bengaluru Mahanagara Palike (BBMP) has been working overtime to meet the June 30 deadline to submit its proposal under the Centre's Smart City Mission.

The BBMP has to submit the Smart City Proposal (SCP) or the vision document to a high-level screening committee headed by Chief Secretary Arvind Jadhav by this month end in order to compete in the second round of selection.

The Union Ministry of Urban Development (MoUD) is scheduled to conduct the second round of selection in August this year, and about 40 cities are likely to qualify under the Mission. If selected in the second round, BBMP can start implementing the SCP in the

current financial year.

The Centre recently included seven state capitals, including Bengaluru, under the Mission. These cities had failed to qualify at the entry level competition held last year, mainly because of their poor governance.

The MoUD had set 13 qualifying parameters at the entry level. Operable online grievance redressal system, payment of salary by urban local bodies, preparation of audit report and percentage of Jn-NURM phase-1 project completed were some of the important parameters.

Bengaluru scored the least marks among the cities that competed from Karnataka. Mangaluru, Shivamogga, Belagavi, Hubballi Dharwad, Tumakuru and Davangere had fared much better than Bengaluru and passed the entry

## Another chance

■ BBMP has to submit Smart City Proposal (SCP) before June 30

■ If selected in the second round of competition, SCP can be implemented this financial year

■ SCP comprises smart solutions, re-development and greenfield development

level competition.

Finally, the SCP submitted by Belagavi and Davangere were selected from the state. But the BBMP no longer needs to worry about the entry-level competition. The BBMP of Bengaluru will directly compete with other cities in the country to get selected under the Mission. Under the Mis-

sion, the Centre will allocate Rs 1,000 crore to a qualifying city to be spent in the next four years.

## SCP proposals

BBMP commissioner Manjunath Prasad said the SCP comprises proposals under three different categories: Smart solutions, re-development and greenfield development. The BBMP is planning to propose a number of smart solutions to ensure effective service delivery to citizens. They include intelligent transport system and Geographic Information System (GIS)-based property tax collection.

A small pocket of Bengaluru will be selected for redevelopment plan. A comprehensive plan comprising water supply, underground drainage system, roads, streetlights and garbage collection will be prepared for

the redevelopment of that place. A separate plan for greenfield development (also called extension development) is being prepared. The SCP has to be prepared after consulting all stakeholders, he said.

Sources in the Karnataka Urban Infrastructure Development and Finance Corporation, which is the nodal agency for Smart City Mission in the state, said four other cities—Mangaluru, Shivamogga, Tumakuru and Hubballi-Dharwad—can also submit their SCPs along with the BBMP. The screening committee will have to shortlist SCPs based on criteria laid down under the Mission. If the BBMP fails to submit the SCP by this month end, it will have to wait till December when the third round of competition is scheduled.

DH News Service

## BDA ignored public opinion, aesthetics on steel bridge: experts

G Manjusainath

BENGALURU: The Institution of Engineers has junked the idea of the steel flyover from Chalukya Circle to Hebbal saying the BDA has not followed procedures and has ignored aesthetic aspects.

Institution members, including its chairperson R M Vasagam, and secretary Dr W P Krishna, are critical about the project, Vasagam said public consultation is a must whenever a major infrastructure project is planned. "This did not happen in the case of steel flyover," he said.

He said, "People must be consulted first since it is they who use it and for whose benefit such structures are planned. There is no point in having a mega structure without seeking people's opinion."

Vasagam added that any structure coming up at a public place should blend with the aesthetics of the city. He also sought to know whether the Bangalore Development Authority (BDA) weighed other options before zeroing in on this project.

Dr Krishna said the steel flyover will kill the feeling of Bengaluru for those coming to the city from the airport.

"We need to retain the status of Bengaluru as a Garden City.

If you are coming from the airport, the feeling of Bengaluru starts from Melkote Circle. This giant structure will rob the beauty of Bengaluru. Can passengers see the beautiful golf course, the majestic buildings abutting the golf course, the lush greenery around the High Grounds?" questioned Krishna.

He demanded opening the Hennur-Bagalur Road to the airport if the focus was on easing traffic.

Town and country planning expert in the institution, Dr A S Kodanda Pam, outright rejected the proposal saying no consultations were held on the design. He said a steel flyover looks ugly when it gets rusted.

"The only advantage with the steel flyover is it can be dismantled if required," said Kodanda Pam.

Architect Nareesh V Narasimhan categorically rejected the proposed giant structure. He said flyovers are constructed in some very rare cases. "Bridges are constructed across three obstacles. One, across the river, second at intersections of highways or ring roads and the third across railway crossings. I would like to know which of these necessities have emerged that the steel flyover has been designed," said Narasimhan.

DH News Service



## Now, reporting elder abuse and seeking help just a tap away

BENGALURU: Reporting abuse and seeking help are now just a tap away for senior citizens. HelpAge Save Our Seniors, a mobile phone application launched on Tuesday to commemorate World Elder Abuse Awareness Day, promises to be a one-stop security for elders.

An initiative of HelpAge India, a charity organisation working for the elderly, the app



## Roza timings



## 'Bad shape' of passport office irks minister

NEW DELHI, PTI: Taking a stern view of the "bad shape" of the passport office in Bengaluru, External Affairs Minister Sushma Swaraj on Friday directed officials to conduct random checks of such buildings and lease new office spaces.

The minister who received complaints about the "bad condition" of the Bengaluru passport office on Twitter said, "Passport work cannot be carried out through windows."

"I keep getting complaints about the passport office in Bengaluru. If a passport office in such a mega city is in a bad shape, passports have to be issued through windows? How will it work if passport offices are operated through windows," she said while instructing the ministry officials to do the needful at the earliest.

Addressing a conference of passport officials, she said the efficiency of passport offices has improved significantly over the last one year without increasing its strength. Swaraj said when officers were slogging hard, it was the duty of the ministry to ensure better working environment for them.

The External Affairs Minister instructed the officers to do random checking on passport buildings which were not in good shape.

"If need arises, rent a property at the earliest as constructing a new building would take time," she added.

## Emission check drive today

▶ Karnataka State Pollu

## BBMP technical advisor says steel flyover overpriced

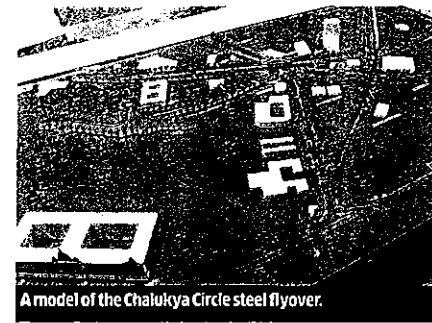
Project should not cost more than Rs 696 crore: R K Jaigopal

Rasheed Kappan

BENGALURU: How much does the controversial Chalukya Circle to Hebbal Steel Flyover actually cost? A key member of the BBMP Technical Advisory Committee has worked it out to be Rs 695.86 crore. But the Bangalore Development Authority (BDA) has estimated the project cost at Rs 1,350 crore.

The width of the six-lane flyover is calculated as 24.20 metres. This includes three lanes of 11 metres in each direction, median of 1.20 m and two hand rails of 0.50 m each.

To get the flyover's plan area of 1,61,340 sqm, the width is multiplied by the structure's total length of 6,700 m. The cost



A model of the Chalukya Circle steel flyover.

then works out to Rs 567.49 crore.

The TAC member, RK Jaigopal added Rs 50 crore each for utility shifting and land acquisition, and another Rs

28.37 crore for preparation of a detailed project report (DPR) and supervision charges at five per cent.

As if the projected cost is not already high, the lowest finan-

cial bidder for the tender to build the flyover has quoted 41% higher. This will inflate the cost by another Rs 550 crore.

Jaigopal reasons that a prestressed concrete (PSC) flyover will 'definitely' be cheaper than a steel project. A steel flyover, he explains, can be an option only if its spans are between 125 m and 300 m.

"But using steel for a super-structure with spans between 30 m and 50 m cannot be substantiated. Moreover, a steel structure cannot integrate and blend architecturally in an urban environment," he says.

## Construction period

The construction period for the flyover has been fixed at two years. But Jaigopal wonders why it should take that long when the flyover could be built

much faster with latest technologies available in the country.

"To complete the flyover faster, at least two or three agencies can work parallelly."

If the actual cost of the detours and traffic delays during the construction phase are worked out, the expense could add up to Rs 400 crore. This, he says, is normally not considered in the DPR.

The way out, he says, is to use Accelerated Bridge Construction (ABC) techniques.

He elaborates, "If we do not catch up with these technologies, then we will be left behind. Already, in technical aspects, we are behind countries such as Bangladesh. In terms of construction quality, we are way behind East Asian countries." DH News Service



A huge tree was uprooted in the evening rain on Vyalikaval main road on Friday. (Right) People move with protective gear as the sudden rains lashed JC Road in Bengaluru on Friday. DH PHOTOS



## Evening rain holds up traffic across city

## Tree falls on busy road in Vyalikaval

## More rain for next 2 days

The city on Friday received 8.9 mm rainfall till 8.30 pm, while HAL airport received 5.7 mm. Yelahanka received 2.2 mm rainfall. According to India Meteorological Department (IMD), the city received 1.3 mm till 5.30 pm while HAL air-

Anand Rao Circle, Race Course Road, Mehri Circle, Vyalikaval, Seshadripuram, Platform Road, Hebbal, Okalipuram, Shanthala junction, City Market, Mysuru Road, Madivala, SBI Road,

## Uber's application for licence has 352 papers

BENGALURU: The Electronics City Regional Transport Office (RTO) will physically verify the information given by cab aggregator Uber in its licence application.

Uber's application was originally to be verified by the Bengaluru Central RTO since the firm's office is located in Koramangala. But the Bengaluru Central RTO made a written request for giving the task to any other RTO, citing its high workload.

Accordingly, the Transport Department gave the assignment to the Electronics City RTO. An official told *Deccan Herald* that all the 352 docu-

ments submitted by Uber in its licence application had been handed over to the Electronics City RTO.

The official said that deciding on the application would take time as the department had to physically check each cab in the 100 vehicle fleet whether it complied with the new rules.

As per the Karnataka On Demand Transportation Technology Aggregators Rules, 2016, cab aggregators must obtain licence to operate in the state. Uber has challenged the rules in the High Court which is yet to adjudicate the matter. DH News Service

## BBMP takes up drive against open defecation

BENGALURU: The BBMP has taken the task of making the city 'Open Defecation Free' (ODF) as a part of the Swachh Bharat Mission.

The civic body will soon announce the wards that have been complying with ODF parameters.

BBMP Special Commissioner, Solid Waste Management (SWM), Subodh Yadav, said the parameters for a ward to be ODF are toilet facilities at educational institutions, functional toilets in households, construction of community toilets 500 metres away from areas devoid of toilets and public toilets within a kilometre of commercial complexes.

"Some wards are already following the ODF parameters and in the month of July, we are expecting to announce those wards and issue ward-level certificate followed by

verification by BBMP officials. The certificate would be issued by ward engineers and health engineers. We will declare all 198 wards ODF in a phased manner," Yadav added.

BBMP officials said funds will be sought under the Swachh Bharat Mission and toilets would be built at places where there are no facilities. Self-help groups, Resident Welfare Associations and volunteers will be approached for checking parameters in each ward.

"We have directed the BBMP joint commissioners of all the eight palike zones and chief engineers to ensure that ODF guidelines are followed in every ward. Fines would be slapped against those defecating in public," said Yadav. The BBMP has issued a circular on ODF guidelines. DH News Service

## Beautician courses

▶▶ The South India Beauty and Hair Society is offering basic beautician, diploma in hairstyle, aesthetic, personal grooming and other courses. Call 9886211712/9900614456.

## Free accommodation

▶▶ The Sri Guru Pratishana has invited applications from poor Brahmin students from the state for free accommodation and food facility at Banashankari. The facility is for students who want to pursue professional education.

## Rain compounds problem of uncleared garbage

BENGALURU: The heavy downpour in the city has left



# Build Metro or commuter rail, not steel flyover, say citizens

Wonder Why Govt Didn't Consult Public On The Project

Aparajita Ray  
@timesgroup.com

**Bengaluru:** In the concluding part of the series on the perils of the proposed steel flyover between Basaveshwara Circle and Hebbal flyover, TOI highlights the many apprehensions Bengalureans have about the project and whether it'll serve the purpose of easing traffic to Kempegowda International Airport (KIA).

In fact, many citizens are angry that such a crucial project got the go-ahead without any public consultation. They want to know why the BDA is in such a haste to get it started, instead of looking at developing other modes of transport like the Metro and commuter rail.



The steel flyover, if it comes up, can only spring on the graveyard of what was earlier sold as solutions to all infrastructure woes afflicting the road to KIA. Back in 2008, when the airport was about to become operational, BDA took up several development works, promising signal-free access to the new aerodrome.

However, the Cauvery Junction underpass, the first of the various infrastructure projects, was shut down late last month.

The coming up of the steel flyover will mean pulling down several such underpasses on the way to the international airport, including at BDA Junction, Ganganagar, CBI Junction and Anandnagar. These underpasses were all built by the BDA during 2008-09.

## MOBILIZE PUBLIC TRANSPORT, PLAN IN ADVANCE

“Don't the town planners realize that more road space will only mean more private vehicles, leading to traffic congestion, pollution and health hazards? The vicious cycle will never stop. Instead of a steel flyover, the government should connect the airport with a Metro line. Mass-transport systems like Metro and rail network are most vital and sustainable modes of transport for the long run. As per plan, the government should expedite construction of the Metro from Nagavara. The BDA has built many flyovers on the Outer Ring Road but they have been of little help as all are choked now.”

Suresh Kumar D | SECRETARY, WHITEFIELD AREA COMMERCE AND INDUSTRIES ASSOCIATION



**NO EASY ACCESS:** The Kempegowda International Airport draws thousands of passengers every day. But limited connectivity means commuters have to pay lots of money to reach the airport from various parts of the city.

“Today, citizens are very active and well aware of their rights. They won't sit silent if decisions are simply thrust upon them without their consultation. Even for the smallest infrastructure or service, the government must consult its citizens. We are opposing the steel flyover mooted by the BDA because it's taxpayers' money and the government thinks citizens have no say. Secondly, it is clear that vested interests are at play because the government is not trying to explore other roads; having a Metro link to KIA will mean long-term benefit for the citizenry. I'm sure some organizations will file a PIL against the BDA soon.”

D Rajshakar | PRESIDENT, CITIZEN ACTION FORUM

“The BMRC was severely criticized when it planned the first phase of Metro without any public consultations and seek the consulting the tree committee. We have a challenge of saving the environment while giving a green signal for an important mass-transport system. Just one corridor of Metro results in chopping of 360 trees towards Kanakapura road. Any infrastructure project requires green

“The airport can easily be connected from Yeswanthpur and Byappanahalli with the existing railway lines up to the Trumpet Flyover on Ballari Road. Only infrastructural requirement will be doubling and electrification of the railway tracks and extending them up to 5km to the terminal at KIA. Electric trains can run at high speed and at an interval of 10 minutes. Even Rs 100 ticket will generate 350-crore revenue per year considering 50,000 passengers alone access the airport every year. The cost of the entire project could be recovered in less than five years. Yeswanthpur and Byappanahalli already have Metro connectivity to the rest of the city. The government must spend money judiciously and not waste Rs 20,000 crore and 10 more years to build a new Metro line.”

Gangadhar Chudapa | VIJAYANAGAR RESIDENT

“A dedicated railway corridor from Krantiveera Sangolli Rayanna (Bengaluru City) station with stops en route KIA will be ideal. The existing infrastructure needs upgrading and it shouldn't be a problem as land acquisition is not going to be a long-standing worry for the government or the railways. A Metro line to the airport from the city centre will be the shortest and fastest way to connect. However, project planners must also ensure there's enough space for passengers to accommodate heavy baggage on Metro trains. My only request to the government is to re-think the need for a steel flyover and focus on mobilizing public transport.”

Seshashankar Keshavachar | CONCERNED CITIZEN

“The implementing agency should have done more public consultations and seek the consulting the tree committee. We have a challenge of saving the environment while giving a green signal for an important mass-transport system. Just one corridor of Metro results in chopping of 360 trees towards Kanakapura road. Any infrastructure project requires green

“The BMRC was severely criticized when it planned the first phase of Metro without any public consultations and seek the consulting the tree committee. We have a challenge of saving the environment while giving a green signal for an important mass-transport system. Just one corridor of Metro results in chopping of 360 trees towards Kanakapura road. Any infrastructure project requires green

# Kalyan mantap decked up for royal wedding in Mysuru on Monday

Aravind.HM@timesgroup.com

**Mysuru:** The mantapa at Mysuru Palace has been dusted and moved to the ornate kalyan mantap for the wedding of Yaduveer Krishnadatta Chamaraja Wodeyar, son of the erstwhile royal family, on June 24.

Like the Bhadradasana, the silver throne which was the most treasured heirloom of Mysuru Palace, during the pabbatisheka of Yaduveer, the mantapa is also the centre of attraction now, given that it has served the royals for generations.

As the royal family got into the wedding mood starting with pujas, the mantapa, a wooden structure, has been assembled and moved to the kalyan mantap where it sits at the centre of the glass-topped auditorium. Like the Bhadradasana, used only during the coronation of maharajas, the 10-foot high mantapa is used exclusively during the wedding of royal family members.

Unlike the Bhadradasana, which was used after 41 years last May when the pabbatisheka was performed, the mantapa was used in 1992 when the royal family celebrated the wedding of a Mysuru royal.

Sources said the mantapa is kept disassembled after weddings and moved back to the safe. It has a figurine attached to it which depicts Ganga Kalyan, the wedding of Lord Shiva with Parvathi, which is also moved to the kalyan mantap.

The ornate kalyan mantap has hosted the coronations of three maharajas since its construction in 1912 and witnessed the weddings of over two dozen royals.

## For special occasions

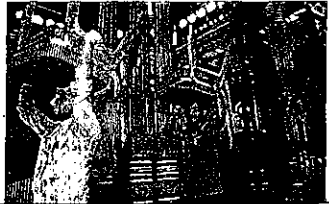
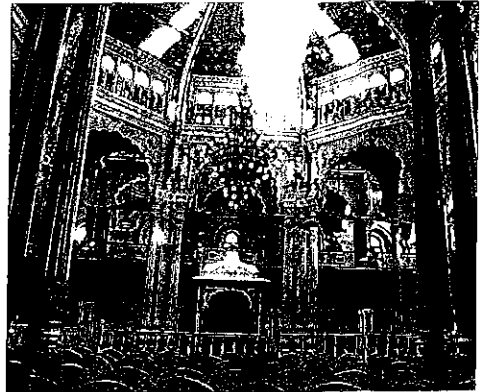
The royal family reportedly built the octagonal kalyan

## FIRST PUJA AT KILLE VENKATARAMANA SWAMY TEMPLE

Rituals for the wedding of Yaduveer Krishnadatta Chamaraja Wodeyar with Rajasthani royal family member Trishikha Kumari started on Friday with Wodeyar's family members conducting a puja at the Kille Venkataramana Swamy Temple on the Mysuru Palace premises.

The puja, which began around 8.30am, continued till 9.45am. Trishikha Kumari, her parents Harshwardhan Singh and Maheshwari Kumari of the Durgapur royal family along with relatives, who are staying at Radisson Blu hotel near Mysuru Race Club, also performed Ganesha puja at the hotel on Thursday night as part of the rituals. More than 100 rooms have been booked till June 29 for family members and relatives of the bride.

Sources in the palace said Yaduveer and his mother Pramodha Devi Wodeyar held a puja at the Kote Someshwara temple on Friday evening.



**BIG DAY:** The ornate kalyan mantap has hosted the coronations of three maharajas since its construction in 1912 and witnessed the weddings of over two dozen royals.

mantap for special occasions like weddings and birthday celebrations of the maharajas and other royals. While a major part of the palace was destroyed in an accidental fire in 1897, the family built the palace on the same spot. There was no major distinction though: fire-proof material was widely used.

A senior member of the Urs community, who is well-versed with the royal family lore, said the kalyan mantap was built specifically to celebrate weddings. It is known as the marriage pavilion, he pointed out, and embellished lavishly. All three sides of the

walls of the auditorium have Mysuru-style wall paintings. There are 26 paintings depicting stories from mythology to contemporary Dasara processions with caparisoned elephant carrying the maharajas seated on the golden howdah. The glass ceiling has designs done at Glasgow, Scotland.

## Tourists disappointed

Many tourists, who were not aware about the public restriction in Mysuru palace from June 24-29, were disappointed when told by police that the marriage rituals were on and they could not enter the place.

Senthil, a tourist who had come with family members from Chennai, said, "Though this is my second visit to Mysuru Palace, my family is visiting for the first time. They were very eager to see the palace but were disappointed when they heard it's closed to the public till June 29. We respect the royal family and wish them well."

He also called upon Mysuru Palace board officials to pass on the message about restricted entry to all prominent hotels and tours and travel agencies across the city and even to other prominent hotels across the state.

# Engineering fee for CET upped 6 times since 2004

Pavan.MV@timesgroup.com

**Bengaluru:** The engineering course fee for CET stu-



70,000. Similarly, ComedK's has gone up from Rs 1.65 lakh to Rs 5.75 lakh. In 12 years, the MBBS fee has been revised thrice for CET candi-

**Dropouts can directly join high school**

Times New Network

## City-based doc honoured with BC Roy award for service towards HIV patients

TIMES NEWS NETWORK

Bengaluru. Her decision to work for HIV infected patients was endorsed by a few and doubted by many. But this 62-year-old doctor knew her calling.

Dr. Glory Alexander's 18 years of relentless service towards one of the most stigmatized sections of society has finally borne fruit. The city-based doctor has been selected for the prestigious Dr B C Roy National Award.



Dr. Glory, founder of ASHA Foundation, a city-based NGO that has been providing medical, emotional and social support to patients suffering from HIV/Aids since 1998, has been selected for the award in the category of outstanding service in the field of socio medical relief. "I am elated and honoured. I am glad that I could stand by my ethics and values through my career and help HIV patients fight against all odds and stigma and live with their heads held high," the doctor said.

An alumna of Christian Medical College and Hospital (CMC), Vellore, Dr. Glory worked in Bangalore Baptist Hos-

pital between 1986 and 1998, after which she set up ASHA Foundation. Ever since, the organization has touched thousands of lives with its range of services, including awareness and counselling programmes, comprehensive treatment and clinical research. Today, the NGO boasts of initiating the first private automated Aids helpline in India, all under Dr. Glory's guidance.

"This award is for all ASHA workers who have served HIV patients with all their dedication. This award is a victory for all infected patients who fight social stigma and negativity around them," said Dr. Glory.

## Steel flyover won't bridge the gap between city and airport

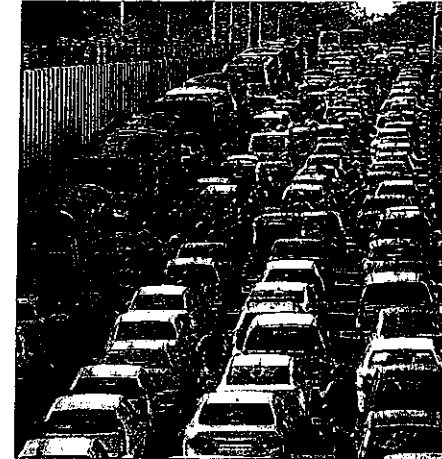


The much-talked-about steel bridge project, that'll connect Basaveshwara Circle to Hebbal, is with the BDA's technical advisory committee, which is now re-thinking whether to go ahead with the plan or drop it altogether. While there's no doubt that connectivity to the airport needs a big push, a steel bridge is not the answer. In a four-part series, TOI looks at other alternatives like the Metro train and how ad hoc infrastructure projects can spell more trouble for citizens and the environment.

Aparajita Ray@timesgroup.com

Bengaluru: A whopping 24,000 vehicles ply between Mehkri Circle and Hebbal flyover per hour every day. Experts say by 2020, 50,000 vehicles will move up and down Ballari Road every hour, mostly to access Kempegowda International Airport (KIA). In fact, Bengaluru is the only city in India that depends on one choked road to reach the airport - Ballari Road, which is also National Highway 7.

While authorities concerned are racking their brains over building a steel bridge in the heart of the city, plans to extend the Metro network to KIA has been lying on the back burner for seven years now. Reason: The thinking heads are yet to decide which route the Metro should take to link the airport and the city. Meanwhile, the govern-



**TIRING JOURNEY:** Nose-to-tail traffic is a common sight in Mehkri Circle, a crucial thoroughfare connecting the city to the airport.

ment has tasked the BDA with constructing a steel bridge to connect Basaveshwara Circle to Hebbal at a colossal cost of Rs 1,300 crore.

### NOTHING FINALIZED

Seven years ago, the Bangalore Metro Rail Corporation Ltd (BMRC) was entrusted with the job of building a Metro to link the airport from MG Road. Back then, RITES, a railway subsidiary company, gave five route options to BMRC. While the government is keen on the Gottigere-Nagavara-Hebbal-Yelahanka-KIA line, the cabinet is yet to finalize a route.

In 2009-10, the government constituted the Bangalore Airport Rail Link Limited, which acquired a strip of land along Ballari road from Hebbal to the trumpet flyover for a high-speed Metro link. The plan was to connect to the airport from Mehkri Circle in 25 minutes.

However, the project, estimated to cost Rs 5,767 crore, was scrapped. Instead, the BMRC was told to build a Metro link to airport.

The Gottigere-Nagavara route, to be constructed in the second phase of the Metro project, will be extended to KIA through Hebbal along Ballari Road. However, extension to the airport from Nagavara is slated for the third phase of the 102-km network and is yet to get approval from the ministry of urban development.

Recently, Pradeep Singh Kharola, MD, BMRC, said Metro will be connected to KIA from Nagavara through Hebbal. "We are also thinking of connecting the Yeshwantpur line to the one planned to link KIA at Yelahanka," he said.

### NEED MORE ROADS

A steel bridge will entail more maintenance cost compared to a concrete structure. Second, heavy vehicular movement on a steel bridge will result in sound pollution, especially at night. Flyovers haven't really helped address Bengaluru's traffic woes. Instead of a steel bridge, more roads should be built to reach the airport. The Hennur-Bagalur Road is the shortest route to the airport from the heart of the city, but work on the flyover at Hennur junction, ORR, enroute has stopped for five years now. Further, state highway 35 that goes through Budigere Cross near KR Puram through Bagalur should be widened to allow people from KR Puram and Whitefield to reach the airport without having to go through Hebbal," he added.

MN Sreehari | TRAFFIC AND TRANSPORTATION EXPERT

The final plans, however, are yet to be drawn. The RITES also proposed four other routes to the airport, of which the Thanisandra-Bagalur (23km) one is believed to be the best bet. "North Bengaluru is seeing a real estate boom. A Metro line through those areas will improve mobility. The BDA can undertake transit-oriented development, which will regulate and increase the value of land," said officials.

Meanwhile, the airport authorities have started work on the second terminal, which is estimated to be ready in five years from now. This only means, airport traffic will see manifold increase in the coming years, necessitating better and faster connectivity.



Think a Metro link to the airport is essential? Write to Aparajita.Ray@timesgroup.com

GOVERNMENT OF KARNATAKA  
SHEWASA  
Karnataka Olympic Association

INTERNATIONAL  
**YOGA DAY**  
Bengaluru 2016

organized by Shewasa organization in association with AYUSH Dept, Dept. of Health and Family Welfare, Dept. of Higher Education and Karnataka Olympic Association.

Date: 21-06-2016 Time: 7:00 AM to 9:30 AM  
Venue: Kempegowda Stadium, Bengaluru

Presided by: Hon'ble Minister for Infrastructure Development, Dept. of Information

Special Invites: Sri Ananthakumar

# With limited travel options, passengers to airport lose out on time and money

Aparajita.Ray@timesgroup.com

Bengaluru: Haris Mushtaq, who works in a production service company in Sandalwood, spends Rs 25,000 a month only to commute to and from Kempegowda International Airport (KIA). "A one way trip costs Rs 1,050 during the wee hours of the day, when we have to catch international flights."

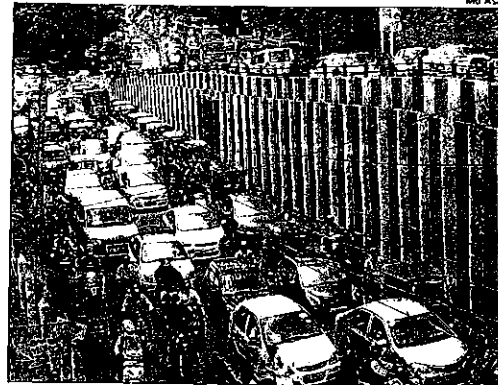
"During peak hours, the fare is Rs 1,300 from my home in Jayanagar. But the worst part is getting stuck in traffic during the three-hour ride," says Haris, who flies in and out of the city at least 10 times a month.

Ditto with Ushri Pal Dhar, a techie from Bommanahalli, who leaves home five hours before her flight. "Anything can cause a traffic pileup on Bengaluru roads. I spend Rs 1,600 to travel one way by an airport taxi. Every time I'm



stuck in jam, my eyes veer to the fare meter. It's very upsetting to waste time and also pay through your nose for no fault of yours," says Ushri, who makes it a point to use the BMTC airport shuttle to return home as there is no time constraint then. But this means, she has to spend at least three hours on the road.

A ride to KIA is the most time-consuming and expensive affair, no matter from which part of the city one is travelling. At a time, when business deals worth billions are sealed on the go, Bengalureans waste so much of time and money just to reach the airport. No wonder, citizens have been craving for other quicker means of transport, particularly a Metro to the airport.



**PAINFUL ROUTE:** The road to the airport has several bottlenecks like this one just before Mehri Circle, a frustrating stretch for stranded commuters

## TIME TO ASK IMPORTANT QUESTIONS WITH A SHARP FOCUS ON OUTCOME

It is too early to ask, "Should the Metro be extended to the airport?" Before we get to that question, we should ask many others. One, should there be better access to the airport? Two, should there be access by different modes? Three, should there be access from different directions? Four, what is the desired travel time from different parts of the city to KIA? Five, what is the strategy for cargo connectivity to the airport?

Once we ask these questions, a lot of the answers become self-evident. We should create road access to the airport from the east as well. At present, even those living east of the airport access it from the west. We should use the existing Indian Railways tracks to run services to the airport; that will be cheaper and faster.

And yes, we should connect the Metro network to the airport. But unless we look at the problem in its entirety, we won't be able to say how the Metro network should be linked to the airport. Asking the questions in the right order is key to getting our mobility choices right. We are struggling with infrastructure issues because we ask small questions, unconnected to a vision for development. We need to start asking bigger questions, with a sharp focus on the outcome we want.

The BDA's proposal to construct a steel bridge between Basaveshwara Circle to Hebbal, to ease traffic in core areas, is a crazy idea, feel citizens. Ulsoor resident Vijay Reki, a frequent flyer who travels by his own car to the airport, finishes

important meetings over phone while on the road. "We need more options to reach the airport faster. There are two major bottlenecks that need to be fixed - one from Estem Mall to Hebbal flyover and the other from Mehri Circle to Basaveshwara Circle. Palace Road too needs to be widened. Metro is definitely a long-term solution but the government cannot take so long to decide," says Vijay.

## Business boom for cabbies

With limited public transport connectivity to KIA, it's the cabbies who are making a killing. When the KIA became operational in 2008, 8,000-odd cabs piled to and fro the airport daily, with 11 companies running the show. Today, 30,000 cabs ply on the same route every day. However, only 2,500 taxis operated by Meru, Mega and KSTDC are registered as airport taxis.

With the aggregator model of transportation picking pace in Bengaluru, the airport route became a fast favourite with cabbies. Notwithstanding the battle with transport authorities over new regulations, both Ola and Uber have signed agreements with the airport authorities for parking space-cum-pick-up points for cabs.

Industry insiders say the business runs into crores per day. Said RK Holla, general secretary, Bengaluru taxi operators association: "Every day, about 10,000 transactions (bookings) are made from the airport for cabs. With most travellers opting for Ola/Uber or cabs provided by hotels, the traditional radio taxi sector has taken a beating. Most airport taxis thrive on bookings made from various parts of the city to reach the airport."

Although the BMTC has an airport shuttle service, frequency and travel time always make cabs a more preferred option. Bus fares start from Rs 180 for a distance of 25 km.

## Ola the first to get aggregator licence

TIMES NEWS NETWORK

Bengaluru: Ola became the first licensed cab aggregator in India on Tuesday.

HG Kumar, state transport authority officer and additional commissioner, told TOI: "I have approved the licence for Ola. It's now legalized as a cab aggregator in Karnataka. But it has furnished details of only 100 vehicles. It has to make several other arrangements as per the new regulations."

The Karnataka On-demand Transportation Technology Aggregator Rules 2016 was implemented on April 2, 2016. It mandates companies to cap surge pricing and the fare should not exceed Rs 19.50/km for an AC car and Rs 14.50/km for a non-AC vehicle. It also mandates cabs to have GPS/GPRS enabled monitoring system should be shared with the transport department and police, fare printers, register of com-

## CAB SERVICE LEGALIZED

muters and trips made and yellow signboards saying 'Taxi'. The vehicles must have a contract carriage permit wherein the vehicle can ply anywhere within the state on hire from point to point.

Uber has knocked the doors of the high court on several issues, particularly against the cap on surge pricing. Drivers' associations first pleaded with the court through a writ petition that their vehicles should not be impounded until the tiff between companies and the department ends and sought more clarity. Meanwhile, Uber has applied to the transport authority for its sister concern, Welink.

Shreyas and Ridz are two new aggregators which have applied for licences under the aggregator rules but have not proceeded with the requirements. Kumar said these companies are awaiting the judgment in the Uber case.

## NOT A NIFTY CHOICE?



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## After 4 yrs, Bhatt out of BDA

TIMES NEWS NETWORK

Bengaluru: After four years at the helm of the Bengaluru Development Authority (BDA), commissioner T Sham Bhatt was transferred out and posted as principal secretary of the cooperation department. He will be replaced by Rajkumar Khatri who is currently principal secretary in the revenue department.

Even as the file recommending Bhatt for chairman of the Karnataka Public Service Commission is pending for approval with governor Vajubhai Vaia, the government de-

cided to transfer him. Bhatt, has been facing several charges of land denotification cases which are pending with the Lokayukta. Raj Bhavan sought clarifications on these cases before approving the government's recommendation.

Civil society and former speaker and now revenue minister Kagodu Thimappa objected to Bhatt being recommended for the KPSC post suggesting he wasn't the right man for the job. Bhatt's posting to the cooperation department may be his last as a public servant as he is due to retire in December.

## Test-driving youth steals Scorpio in Whitefield

TIMES NEWS NETWORK

## HC: Amend KPSC rules, implement panel report

TIMES NEWS NETWORK

Bengaluru: The high court on Tuesday suggested amending rules concerning the

Hota committee recommendations

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THE TIMES OF INDIA, BANGALURU  
MONDAY, JUNE 20, 2016

# 27,000 schools in Karnataka have just three or fewer classrooms

Time To Change Govt Policy, Say Experts

Chennai:timesgroup.com

Bengaluru: Nearly 27,000 schools in 34 districts of the state, including private ones, have three or fewer classrooms. Worse, 1,000 schools have just one classroom. The reason the state government's policy prescribes the number of classrooms must be based on the number of teachers in a school.

The provisional figures for 2015-16 by the District Information System for Education (DISE) show 16,000 schools have no classrooms at all and more than 50% (14,000) of the 27,000 schools have two classrooms. About 10,000 struggle with three classrooms.

Tumakuru, Bengaluru Rural, Chikmagalur, Haveri, Kalyan, Kolar and Hassan are among the worst in 34 educational districts. Of 27,000 schools with three or fewer

## AGONY TEACHERS POSTS VACANT IN HIGH SCHOOLS

Experts said a vicious circle is preventing any change in the existing system. Most schools are reeling under severe shortage of teachers.

Of 75,483 schools, nearly 22,000 have less than three teachers, while 5,543 have only one and 14,467 have two, indicating that several schools have a teacher-student population much lesser than the prescribed ratio of 1:25.

Sources said this is also an indication of the inability of the government to fill teachers' posts, with 45,000 vacancies in high schools alone.

| No. of teachers | No. of schools |
|-----------------|----------------|
| 1               | 144            |
| 2               | 2,043          |
| 3               | 14,064         |
| 4               | 10,592         |
| More than 4     | 6,336          |

Teachers, Hassan has 1,738, followed by Tumakuru (1,550), Kalyan (1,172), Chikmagalur (1,053), Bangalore Rural (765) and Udupi (315). Together they make up 21% (5,743) of the 27,000 schools.

Blaming the policy framework for the situation, V P Narayanaiah, a member of the Karnataka Sahitya Akademi, said, "It is unfortunate that the government doesn't realize that there should be one classroom for each standard, not one for each teacher."

He was of the opinion that the Right to Education (RTE) Act has not helped the cause either. "While even the RTE is not seeking a change, there's status quo on the policy. Talks with various stakeholders



have been going on for a while now. Also, about 30% to 40% of classrooms need repair.

Sources in the education department said any decision in this regard will bring in financial commitment that needs to be addressed. "So you must understand why there are so many discussions going on," one of them said.

Truck washed away, driver stuck on tree for six hours

Hubballi: A two-wheeled truck, driven by a man, was stuck on a tree for six hours on Sunday as heavy rain wreaked havoc in the city and Bagepalli districts. With his truck washed away, the driver spent the whole night hanging on to the branch of a tree. Later, villagers alerted police who rescued him at 7 am.

Hubballi: Vijayapura, Karnataka, was shocked due to the rain and hundreds of vehicles were stranded on both sides of the bridge at Naragund since Saturday night.

Speeding bus kills cyclist Bengaluru: A 25-year-old man was killed by a speeding bus on Sunday morning.

Manjunath from Koratagi in Tumakuru was staying in Jalahalli Cross, a private factory employee in Peenya. He was on his way to work on Sunday when he was crossing the road near the Tumakuru Road when the bus hit him.

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5-year-old run over by schoolbus

Davanagere: A five-year-old boy came under the wheels of a schoolbus at Chikmagalur town in Chikmagalur district on Saturday.

Murali, UKG student at Swami Vivekananda School, was crossing the road after alighting from the bus near his house on Pavagada Road when the accident took place. The driver moved the bus without noticing the boy. Murali was immediately taken to a hospital where he was declared brought dead. Chikmagalur police have registered a case.



Shankar re-elected CKP president

Bengaluru: H. Shankar was re-elected president of Karnataka Chikmagalur District Congress Party (CKP) on Sunday. Shankar, who won the seat of Chikmagalur in the 2014 Lok Sabha election, was re-elected for the second time. He was also re-elected as the president of the CKP district committee. Shankar's re-election comes in the backdrop of allegations by several CKP members in Chikmagalur against him. Among the complaints were appointment of unqualified localities and financial irregularities. While Shankar will continue as president, the CKP district committee has elected a new vice president, Prof. M. Kamalakar, who is a member of the state executive committee. He said, "I am proud to be working with committee members who are dedicated to the party's growth."

## A ₹1,350-crore flyover we could do without

He decision to go ahead with the ₹1,350-crore, 4.7-km steel flyover from Hebbal to Chikmagalur is a bad idea on multiple counts. With this decision, the government is firmly signalling that they prefer to cater to private vehicles over promoting public transport and alternative road networks. This project will not only be a waste of money, but will also be a burden on the state's exchequer. The government's willingness to go to any height in catering to the elite airport passengers is the

City's mobility woes can only be fixed with focus and largescale investments in public transportation

Fixed the core problem of mobility. The ones we have built the SRS flyover or the overground Metro in the city centre, are eyesores and kill street vibrancy. The index of city livability is not just the ability to move around in private comfort, it is how spaces in between work for citizens. Hanoi, Vietnam, is questioning its wisdom in going for steel flyovers in the city. Their 8.5-km flyover has not fixed the congestion problem.

If the steel flyover is not the solution, what are the contours of a possible alternative? For starters, ₹4,000 crore for the commuter rail will get the station near the airport connected. From there, it is about 2km to the airport where KALM can address the last mile. Or, alternative road networks, getting the Hebbal-Bagalur Road and the Bangalore Road for Whitefield area travellers will provide relief to the Hebbal junction. The Hebbal flyover needs to be widened. Bengaluru's mobility

## Rare lion-tailed macaque sighted in Kaiga forest

Times News Network

Karwar: Straying closer to wildlife sanctuaries, a lion-tailed macaque has been sighted for the first time in Karwar.

The lion-tailed macaque is a primate that Karnataka refers to as Singulika. The International Union for Conservation of Nature has listed it under the most endangered species category. K. P. Kumar, scientific officer at the Kaiga nuclear plant, said it was spotted in Kaiga Harur forest in the Western Ghats.

Over a decade ago, a Mr. to alignment, says any consultation, with overground highway on MG Road, landed up with a shut. Now we have an immediate plan, says Mr. Kumar. He said, "We are in the process of getting the project approved. Even at this stage, one hopes better sense prevails and the project is shelved. Putting the commuter rail project centre stage would be welcomed by the masses. The commuter rail project will not only cater to the airport while providing considerable relief all over the city and phase 1 roads and train on this steel flyover."



PAST-TIME VISITOR

months ago, there is no evidence. "Now we have photographic documents. Macaques reproduce at the rate of once in three years and only the dominant female reproduces. The combination of low birth rate and advanced age at the time of birth makes it hard for their population to grow. They do not live in plantations and the destruction of their natural habitat has resulted in a drastic decrease in their numbers in the Western Ghats," he added.

Chauhan, a wildlife enthusiast from Siddapur, said, "At last, rare animals are being spotted in the Kaiga forest area."

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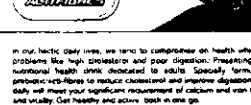
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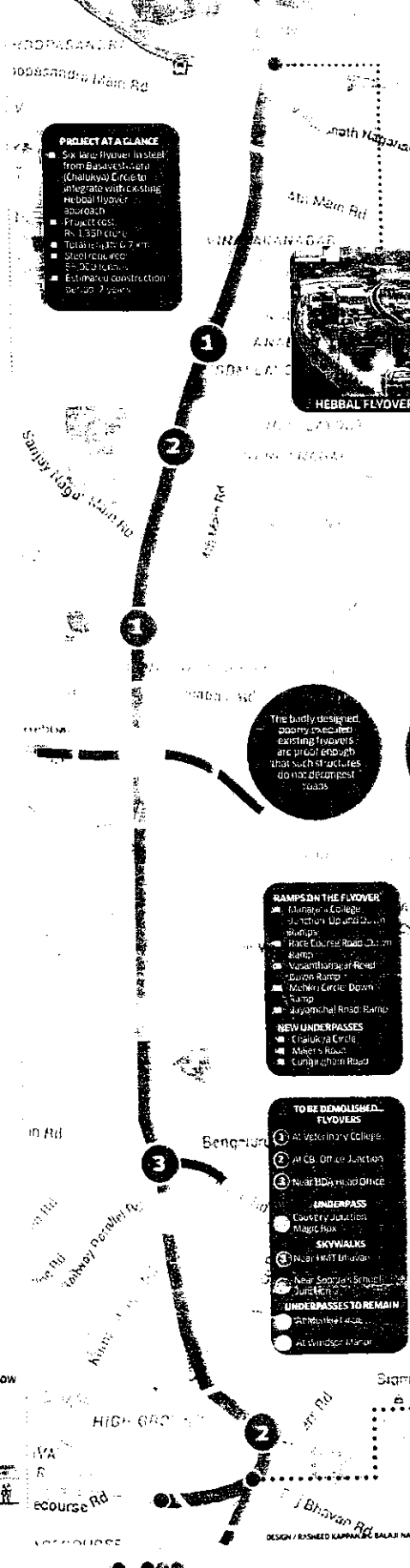
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## A steel flyover to chaos

Despite clinching evidence that flyovers don't offer lasting solutions to mounting congestion, BDA is going ahead with its expensive steel flyover project without any public consultation.

### Alternatives deliberately ignored?

The city wants to ensure a faster flow of traffic to the Kempegowda International Airport. The alternative is a steel flyover, but the alternatives are being ignored, allege many in the city. The BDA has a plan to build a steel flyover over the existing flyover at the intersection of the Airport Road and the main road. The BDA has a plan to build a steel flyover over the existing flyover at the intersection of the Airport Road and the main road. The BDA has a plan to build a steel flyover over the existing flyover at the intersection of the Airport Road and the main road.



**PROJECT AT A GLANCE**  
■ Six-lane flyover to steel from Basaveswara Circle to integrate with existing flyover approach  
■ Project cost: Rs. 1,500 crore  
■ Total length: 6.7 km  
■ Steel required: 8,000 tonnes  
■ Estimated construction period: 2 years



HEBBAL FLYOVER

The badly designed, poorly executed and ill-maintained flyovers are not doing the roads. Traffic studies have shown how elevated roads only shift the problem from one junction to another. That's hardly an answer.

When it was first conceived two years ago, the flyover cost was estimated at Rs. 1,100 crore. That escalated to Rs. 250 crore in 24 months.

Once pulled down, the existing flyover will be replaced by a new one. The cost of the new flyover is estimated at Rs. 1,100 crore. That escalated to Rs. 250 crore in 24 months.

**Cost escalation**  
When it was first conceived two years ago, the flyover was estimated to cost Rs. 1,100 crore in 24 months. That escalated to Rs. 250 crore. BDA had hired STUP Consultants Private Limited to prepare the Detailed Project Report (DPR), being the cost.

**Funding crunch**  
Central funds have dried up for this project. There is no more money coming from MUMS. So, where will BDA and the State Government get more funds? The road users? Yes, the talk is that the flyover will be rolled out of the very few in the city's Centre.

**Demolition expense**  
But what about the Rs. 100 crore earmarked for the demolition of the underpass and overpass built precisely for the same reason as the steel flyover? These structures had sprung up when BDA was pushed to ensure a hassle-free commute to KIA.

**Land acquisition will not be a breeze**, but BDA says it is up to it. The project, says BDA's Engineering Member P. N. Nayak, will require four acres. This includes three acres of government and one acre of private land, he says. The Authority is ready to pay compensation to the private property owners as per prevailing market rates.

**Glueless, BMD eventually**  
The Authority is in no mood to relent despite the Directorate of Urban Land Transport.

**Glueless, BMD eventually**  
The Authority is in no mood to relent despite the Directorate of Urban Land Transport.

**Glueless, BMD eventually**  
The Authority is in no mood to relent despite the Directorate of Urban Land Transport.

### Frowning road users all

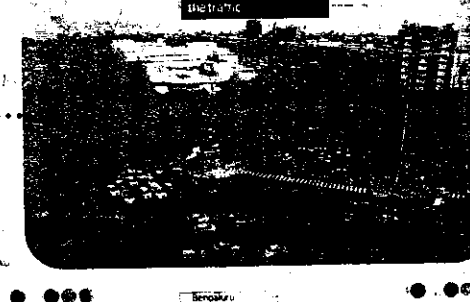
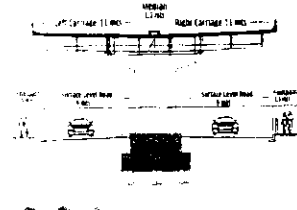
**Will the steel flyover really succeed in its mission to decongest traffic?** Here's what the actual road users, at the receiving end of the flyover, have to say. Insurance firm employee Manikanthan is clear that the flyover is not required. His rationale: "We already have an elevated road connecting the airport. Is it not serving the purpose? Why another flyover here? Another structure implies cropping of more trees." He reasons that the current traffic menace would not have been this high had the roads been well planned. "The government needs to drop the project, and instead improve and integrate the existing network," says Manikanthan.

**Chaitanya Circle** is really against the project. For example, he says that a steel flyover will need a sacrifice in maximum of 20 trees. In terms of the traffic condition and the infrastructure development, he believes the project needs to be shelved. The government must rather focus on developing other areas he adds.

**Employed in a firm close to**  
This project seems to be a way of making money for the government. It is a good idea but it should not be used to convert the estimated cost into a loss. The cost of the project will be a loss. The cost of the project will be a loss. The cost of the project will be a loss.

**Five roads converge at Chaitanya Circle**. The steel flyover will add to the traffic.

CROSS-SECTION OF STEEL FLYOVER AND ROAD BELOW



DESIGN / RASHEED KAPPAH & BALAJI NARAYAN



**ANNEXURE "H-10"**

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**SUNDAY Special**

PAGE 2

**6** We need a leader...  
...understands what we do not say...  
— Dr. Suresh

**CITY SCAPES**  
Comedy: **Sumit Anand and Radhika Vaz**



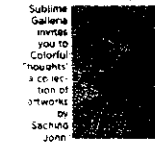
That Comedy Club (Bengaluru's No. 1 Comedy Club) brings to you two hilarious nights of stand-up comedy with Radhika Vaz from Mumbai and Sumit Anand from Delhi. Put your laughing pants on. Limited tickets available.  
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**Play: Animal Farm**



Animal Farm is the result of a collaborative process between CFO and Snehadhar Foundation and is a unique production that goes beyond a usual theatre performance. The cast of the play includes differently abled children who are undergoing therapy at Snehadhar Foundation. Joining them are children from other schools who act as their mentors and friends. The Snehadhar Foundation and its various wings of its apart from being a play Animal Farm is also a modest attempt to expose how the arts can help in embracing the values of equality, inclusion and trust. Filled with music, dance and drama, the play promises to entertain, engage and move adults and children alike.  
When: July 1-3, 5 pm  
Where: Jagriti Theatre, Ramagondanahalli, Varthur Road, Whitefield, Bangalore

**Exhibition: Colourful Thoughts**



Sublime Gallery invites you to Colourful Thoughts, a collection of artworks by Sachin John. Standing apart from his contemporaries by virtue of his style, creativity and powerful observation, Sachin John needs no introduction. His passionate work can be categorized under the following themes: sharp focus realism, surrealism, cubism and abstract. He currently manages Kiron Art & Designs.  
When: Till July 2, 11:00 AM  
Event occurs daily  
Where: Sublime Art Gallery, 16 City, MG Road, Bangalore

**MUSIC: Dastan-e-Bharatanatyam**

Sharing stories through movement and moving minds through poetry. Tattva Theatre and Atta Galatta invite you to a decidedly unique and never-before-attempted collaboration of creative art forms as diverse as Bharatanatyam and Dastan as part of Speaking of Theatre 2016. The South Indian classical dance form that has evolved since the 3rd century BCE meets a unique 15th century Urdu storytelling tradition. It has seen a revival in the last decade.  
When: July 2, 6:30 PM  
Where: Atta Galatta  
#134, KHB Colony, 5th Block, Koramangala, Bangalore

# Reshuffle without rationale threatens to backfire on Siddhu

By invitation  
**A Jayaram**

Looking at the reshuffled Siddaramaiah ministry, one is left with a sense of what the viceroy was in the process of doing. The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team. The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team.

In the case of V. Srinivas Prasad, who was dropped as Revenue Minister, because he was a member of the Congress, the reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team. The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team.



Cabinet is my birth-right. Supporters of Qamarul Islam, who was dropped from the Council of Ministers, stage a protest demanding that he be re-inducted, in Kalaburagi on Saturday

The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team. The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team. The reshuffle was not a mere rubber stamp and is a clear indication of the government's intent to replace the old guard with a new team.

## ON THE



First, we had this 'Magic Box' at Mekhri Circle. Now, we'll find traffic nirvana on a steel bridge!

## Must we steel ourselves for this, and worse?

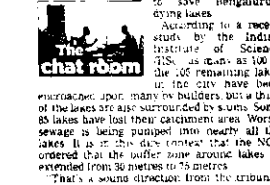
ASHWIN MAHESH

Did you notice that no one in government has stepped forward to say why the steel flyover to Hebbal is being proposed? Do you wonder why? I mean, if this is something that is truly going to make a difference to traffic congestion in north Bengaluru, would you not imagine that someone would be eager to take the credit for it?

As many urban planners have noted in the past week, the proposal has all kinds of flaws. It is not part of the Master Plan. It is a terrible idea, it encourages more private vehicles instead of public transport, it costs a bomb, it uses unproven technology, and it probably won't make things any better. With this many demerits, it should be quite simple to shelve it.

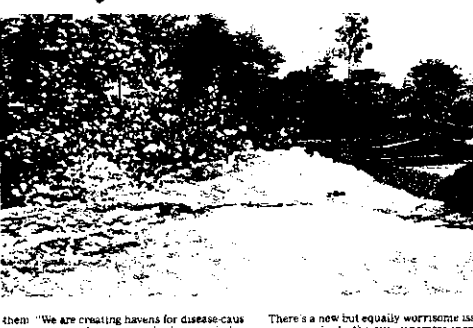
# 'It may already be too late to save our lakes'

The Andhra Pradesh Committee has submitted a report on environmental violations in and around the city's lakes that the government cannot ignore. The report, titled 'Lakes of Bengaluru: A Report on Environmental Violations', was submitted to the government by the Andhra Pradesh Committee.



**The chat room**

microscopic, just many in buildings, but a third of the lakes are also surrounded by slums. Some of the lakes have lost their catchment areas. Worse, sewage is being pumped into nearly all of the lakes. It is a sad state of affairs that the NOT ordered that the buffer zone around lakes be extended from 30 metres to 75 metres.



There is a new but equally worrisome issue, he notes gravely. As the city generates increasing amounts of e-waste, Bengaluru is now the third largest producer of such waste - heavy metals are entering into the human body.

Electronic waste generates a lot of heavy metals - chromium, cadmium, mercury, lead and others. They cause cancers, degrade the kidneys, etc. Many children are being born with deformities and disabilities caused by heavy metal contamination.

metal contamination? What can we do to stop all this, I ask.

The only remedy or impact mitigation has to be at source. Industries that discharge waste into lakes should understand what they are doing to all of us. They should follow the Extended Producer Responsibility policy and take care of the ecosystem around them. They should submit audit reports on what kinds of raw materials they are using, what goods they are producing and what waste they are pushing into the land, water and air and how they are treating the waste.

Saving the lakes from contamination is one thing, but how can we save the lakes from total disappearance due to encroachment by builders as has happened to dozens of lakes over the last two decades?

Professional ethics. Engineers who make building plans are not illiterate. They know exactly what problems they are creating when they make plans to construct buildings around water bodies. But they are too intent on making money to bother about this. In any case, the government is in the hands of their builders. Money and muscle power prevail. Only when these ground realities change can we hope to save the last remaining lakes of the city. Reddy signs off, almost with an air of resignation.

**6** Triumph motorcycles made a public announcement that it was pulling its investment out of the state because of the lackadaisical attitude of the government to new investment. At a time when the economy is growing mostly in a jobless way, the government should not be turning away the few opportunities that we do get. This is the kind of thing that Invest Karnataka should be working overtime to avoid

— ASHWIN MAHESH, URBAN EXPERT

**6** Students of schools and colleges in R.T. Nagar police station limits organised a day-long anti-drug awareness campaign. We are overwhelmed by the interest and the passion of these students to spread the message

— T.R. SURESH, DCP, NORTH

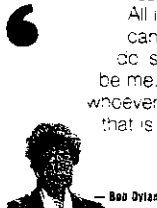
**6** Populist politics is presented as Democracy, but leads to poor governance and creates countries like Venezuela and Egypt

— KIRAN MAZUMDAR SHAW, CMD, Biocon





Dimsums stuffed with scallops, shrimp, pork, corn and nuts and mushrooms, accompanied by signature dips like the chilli miso and the asparagus yuzu chilli at High Ultra Lounge



CITY SCOPE

ART: Celebrating the Tiger at Ranthambore



An exhibition of watercolour paintings by Ranjan, an engineer from IT-Chennai who decided to chase his passion for the arts. The works, which feature the spotted deer, sambar and only were done as Ranjan was seeking the elusive tiger of Ranthambore which has been driven out by the heavy urbanisation and its hunting. When June 24 to July 7 where: Alliance Française, Vasanthnagar

MUSIC: Daniel Waples + Thaalaavattam



London-based artist Daniel Waples will come together with Thaalaavattam this week. Waples has a symbiotic relationship with his band, in instruments that combine energy and also produces music. Thaalaavattam is a musical project by percussionist Monty Maiti. Together, the artists hope to be beacons of peace and inner journey, each pursued through their individual paths. Cost: ₹500 per head. When: June 25, 9 pm. Where: The Hummingbird, 949, 3rd Floor & Rooftop, 37th Main Road, Indiranagar

Theatre: Nothing



Pierre Arthaud just walked out of the classroom proclaiming "Nothing matters." I have known that for a long time. So nothing is worth doing. I just realised that. So he perturbed teenagers friends try to build him a heap of straw. The work by Jeanne Teller is regarded by many literary critics as a modern re-creation of Lord of the Flies. Cost: ₹500. When: June 24 and June 25 at 8 pm, June 26 at 3 pm and 6:30 pm. Where: Jagriti, Varthur Main Road, Whitefield

Art: the last supper



"NGMA Bengaluru, in collaboration with the Seagull Foundation for the Arts, Kolkata, inaugurates the exhibition titled 'The last supper', a series of reverse paintings on acrylic by Madhvi Parvati. A self-taught artist, Madhvi began painting in 1954, inspired by the rich folk traditions of picture making in Gujarat. When: Till June 26. Where: NGMA, Mahaveer Nagar, Palace Road

From accidents to protests, the Ballari elevated road to the international airport has seen them all. Traffic snarls are the norm in Kempapura near the Hebbal flyover, near Mekhri Circle and at Windsor Manor. In March, in the absence of alternative routes to the airport, hundreds of passengers missed their flights due to the traffic pile-up caused by the farmers' protest. This happened again during the recent snap protest by cab drivers. While a steel bridge from Chaliukya Circle to Hebbal has been proposed by the government to improve access to KIA, civic activists don't believe it will help. So what alternative routes can make a difference? Some, like the following, have been tossed around for a while, say Bellie Thomas and Sangeeta Bora

Route One

THE HENNUR-CHALLAKERE STRETCH OF THE OUTER RING ROAD THROUGH BIDARAHALLI, CHIKKA GUBBI AND BAGALUR TO DEVANAHALLI

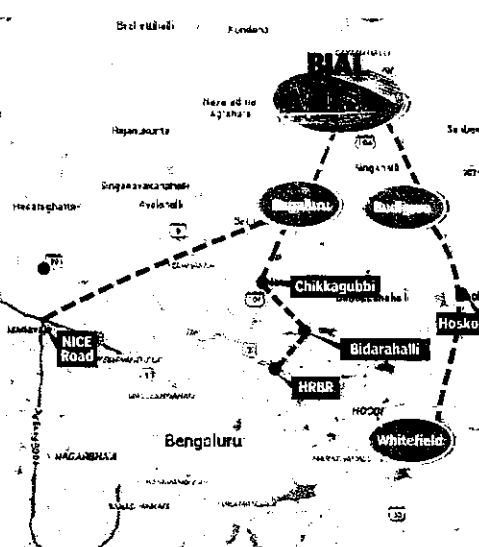
The Hennur-Challakere stretch of the Outer Ring Road, through Bidarahalli, Chikka Gubbi and Bagalur to Devanahalli, it has been over eight years since the new international airport began operations, but the search for alternative routes to it continues without much success. Civic activists argue the airport access proposed via Hennur-Bagalur makes a lot of sense as it will allow people from east Bengaluru to make their way to it without having to touch the rest of the city. A 2.5 km stand-alone expressway to make this possible was proposed as far back as 2005. The project was first given to the BDA, then to the BMRDA, and finally to the NHAI. But ultimately it was shelved due to immense pressure from various quarters as the land required belonged to industrial parks, who were reluctant to part with it. But the Bengaluru International Airport Ltd (BIAL) too was partly to blame as it refused to give the public access to the other side of the airport, where the road would lead in security grounds. Moreover, the area in question was also required for the airport runway proposed under its phase-2 expansion. Not convinced by any of BIAL's arguments, Mr Sangeeta V. Dhanaraj, member of Pratyaksha, an advocacy group, laments that various non-issues have been allowed to come in the way of a good idea. "Although the BMRDA had already constructed a road from Bagalur to Mysuru, leading to the airport, the BIAL refused to allow an entry gate, which would have solved the issue. The road through Bagalur, Ranoor, Chaliukya and Mysuru will shorten the distance to the airport by at least 10 kms. BDA spent Rs 16 crore on the Hennur flyover across the Outer Ring Road (ORR) and another Rs 50 crore on the land acquisition. This flyover with grade separators was planned seven years ago and even the BDA has argued it could be an alternative route to the airport," he contends.

Route Two

WHITEFIELD - HOSKOTE - BUDIGERE CROSS - AIRPORT

It could be the solution that people living in Whitefield have been looking for. If connectivity is provided to KIAB from the area via Budigere Cross by widening and developing the required road, it could, along with the Hennur-Bagalur route, give people of east Bengaluru, including Whitefield, two exclusive routes to the airport, entirely bypassing the crowded Ballari road. Currently, commuters need to go back to Devanahalli Road from Budigere Cross to head to the airport. Although developing a more direct route will require widening of some very narrow roads, presently used mainly by trucks and other heavy vehicles, should the government put its weight behind the project, the journey to the airport from that part of the city could be cut by at least 15 to 18 kms and travel time by 25 minutes. "The time is little less than 10 kms. point to point but the last 18 kms are spent circling around the airport, as there is no entry to it from the east side. One can go from Hope Farm junction to Hoskote up to Budigere and then to the airport via a village just north of it, or via Devanahalli, itself, which is much further north of the airport. If BIAL can build an entry gate on the east or south side, this route will be shorter by 10 kms or more," says a frequent flyer from east Bengaluru. Traffic expert MN Sreethar believes the Budigere side needs to be given thrust access to the airport as soon as possible. The road currently comes under the National Highway Authority of India (NHAI). It is the sole responsibility of the state government to push for converting this route into four or six lanes and get the agencies to do the job. To a matter of few years, the number of vehicles will again double and that is why we will feel the need for an alternative four-lane route. We are already seeing passengers travelling to KIAB being badly impacted in heavy traffic on Ballari road. It is time we learnt from our mistakes and did something

TO KIA, ALL ROADS LEAD TO TRAFFIC JAMS



To understand the obscurity of spending Rs 1400 crore on a steel flyover of 6 kms for private transport, one has to look at what else that money can buy. Any one of the following choices will have far more impact than this terrible one: 4,000

more buses for Bengaluru, a 300km network of fully walkable, high-quality footpaths, 1000 kms of dedicated cycle tracks around 40 lakes in the city, Rs 10,000 more for the education of every child in a government school, elimination of catastrophic health care costs for every poor

person in the state for the next three years and watershed and groundwater revival for the entire BMRDA region, which would raise water supply in the city by 50%. I'm sure there are many more examples. Spending this money on a 6km steel bridge that will only be clogged, and using technology that has only been tried by minor Communist states like Vietnam (it was a disaster there too) is beyond comprehension.

— ASHWINI MAHESH, Urban expert.

Route Three

NICE ROAD - BANNERGHATTA ROAD - TUMKUR ROAD - AIRPORT

West and south Bengaluru could have an exclusive alternative route to the airport if the NICE Road, starting from Hosur Road and cutting through Bannerghatta Road, Mysuru Road, Magadi Road and finally the Tumkur Road is linked to the Ballari road again. If public transport was to improve on this alternative route, it could decongest the regular Ballari airport road.

Steel bridge from Hebbal to Chaliukya Circle: Although the government has approved this project, experts warn it will only provide a temporary solution, catering to a limited number of people travelling to the airport from the Central Business District (CBD).

Moreover, they note there is no effective public transport on this corridor except for BRTC. No buses, which run with only a handful of passengers. Passengers are left mostly at the mercy of private cab aggregators who fleece them.

We must explore the Budigere and Bagalur access points to the airport. There are certain small issues that however, need to be studied and fixed. As one starts from Whitefield from Budigere to reach the airport, one ends up coming to Devanahalli road again. We need a cross road in the village located here as this could save at least 15 kms in roundabout travel. On the Bagalur side, as the road leads to the compound wall of the airport, we need to make an access point for passengers here. But again the BIAL will have to take a call on this as it has security concerns. — V RAVICHANDAR, Urban Expert

'FLYOVER WILL DECONGEST KIAL AREA, BUT WORSEN CBD'

GUEST COLUMN

● RK MISRA

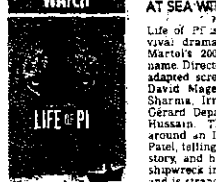


The steel flyover proposed from Hebbal to Chaliukya Circle should ideally extend to Silk Board and the express highway leading to Electronic City. This way commuters from areas in south Bengaluru like Jayanagar, JP Nagar, HSR Layout and Koramangala will also benefit along with those from the Central Business District (CBD). Otherwise the current 6.75 km steel bridge will only cater to commuters like politicians, businessmen, delegates, dignitaries, VIPs, government officials and so on from the CBD heading for the airport.

So, although this bridge will be a relief as it could decongest traffic in Hebbal, Mekhri Circle and Windsor Manor, it could be a bane at its exit points to the CBD area. The permanent solution lies in elevated corridors connecting the two points, like Hebbal and Chaliukya Circle, but, two extreme sections of the city under different directions.

For example, we could have two elevated corridors connecting east and west Bengaluru, one from KILPuram towards Veshwarpur and the other from Whitefield towards Mysuru Road, with entry and exit points at prominent locations integrated with the north-south elevated corridor extending from Hebbal until Silk Board junction and connecting the existing elevated express highway towards Electronic City.

WATCH

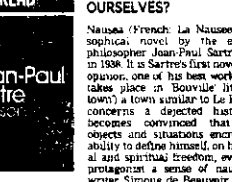


LIFE OF PI  
Cast: Suraj Sharma, Irrfan Khan, Tabu, Rafe Spall, Gérard Depardieu  
Dir: Ang Lee

A 16-YEAR-OLD IS STRANDED AT SEA WITH A TIGER

Life of Pi is a 2012 American survival drama film based on Yann Martel's 2001 novel of the same name. Directed by Ang Lee, the film's adapted screenplay was written by David Magee, and it stars Suraj Sharma, Irrfan Khan, Rafe Spall, Gérard Depardieu, Tabu and Adil Hussain. The storyline revolves around an Indian man named 'Pi' Patel, telling a novelist about his life story, and how at 16 he survives a shipwreck in which his family dies. The film had its worldwide premiere at the opening film of the 51st New York Film Festival at the Walter Reade Theater and Alcaz Tully Hall in New York City on September 29, 2015. Life of Pi emerged as a critical and commercial success, earning over US\$60 million worldwide. On Star Movies HD at 2:10 pm

READ



NAUSEA  
Author: Jean-Paul Sartre  
Publisher: Penguin Books  
253 pp

HOW DO WE DEFINE OURSELVES?

Nausea (French: La Nausée) is a philosophical novel by the existentialist philosopher Jean-Paul Sartre, published in 1938. It is Sartre's first novel and, in his opinion, one of his best works. The novel takes place in Bouville (literally 'Mud town') a town similar to Le Havre, and it concerns a dejected historian, who becomes convinced that inanimate objects and situations encroach on his ability to define himself, on his intellectual and spiritual freedom, evoking in the protagonist a sense of nausea. French writer Simone de Beauvoir, Sartre's life-long partner, claims that La Nausée grants consciousness a remarkable independence and gives reality the full weight of its sense. It is one of the canonical works of existentialism. Sartre was awarded, though he ultimately declined, the Nobel Prize for literature in 1964. The Nobel Foundation recognised him 'for his work which rich in ideas and filled with the spirit of freedom'.

FROM BEDROOM POP TO THE GRANDEUR OF CLASSIC ROCK

There are two kinds of great lyrics. The first is the banal, anthem catch phrase. Not that life is hard, but superstardom close to post-mortem. The second is more complex (and more rarely found). Like 'Born on a wire'. Like a drunk in a mating choir. I have tried in my way to be free with ideas, themes, and personae unloading over the course of songs, contradicting each other, confronting the listeners' preconceptions, like Pete Townshend's 'Morrisey' or Kendrick Lamar's 'Humble'. The singer/songwriter/visionary of Car Seat Headrest is adept at both, in developing them over the course of eleven college-recorded bedroom albums and his retrospective collection last 5. Teens of Denial. With Teens of Denial, I first read 'studio' album with an act that Toledo moves from bedroom pop to something approaching classic-rock grandeur and huge narrative ambition with nods to the Cars, Parliament, Jonico Richmond, Wire, and William Ousey.

LISTEN



By: Car Seat Headrest  
Label: Matador Records  
Genre: indie rock

DECCAN HERALD  
ESTABLISHED 1948

## Drop anti-people airport flyover

The anti-people flyover, which was planned to be built over the flyover, is not just an unwise and wasteful project but one which could do actual harm. This is because the flyover is a vital link in the movement of people down below. The aim of the flyover is to connect the city's central business district to the international airport. There were other plans for this which were either dropped or failed. This too will not help, and should be dropped because it is riddled with problems and deficiencies, and ignores alternatives which are cheaper, better and more viable. There is no public interest involved and it seems other interests were at play when it was given the green signal. Flyovers everywhere have proved that they are no solution to traffic problems. They only shift congestion and create more problems for another. The K.R. Puram flyover was once touted as the ultimate remedy for Old Madhav's flyover. It has only worsened the gridlock there.

The anti-people flyover at Richmond Circle flyover has not solved the problem of congestion faced by connecting roads. The National Goddard Flyover was built when there was no need for it and despite local residents' opposition. The Nara Circle too has not helped matters. The anti-people flyover at Richmond Circle flyover has not solved the problem of congestion faced by connecting roads. The National Goddard Flyover was built when there was no need for it and despite local residents' opposition. The Nara Circle too has not helped matters.

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## Gulberg verdict, sentence a letdown

If the convictions in the Gulberg massacre case did not bring a sense of closure to the case to the victims, their kin and others, the sentencing also did not help. A special court in Ahmedabad had convicted 24 people for the killing of 68 persons, including 17 children, in a multi-strike terror attack on a housing society. When only 24 people were convicted, it is a letdown for the victims and their kin. The attackers had targeted 68 people and 36 others were acquitted. There was more failure than success in the prosecution's efforts to bring the accused to justice. The attackers had targeted 68 people and 36 others were acquitted. There was more failure than success in the prosecution's efforts to bring the accused to justice.

The conviction of 24 people in the Gulberg massacre case did not bring a sense of closure to the case to the victims, their kin and others, the sentencing also did not help. A special court in Ahmedabad had convicted 24 people for the killing of 68 persons, including 17 children, in a multi-strike terror attack on a housing society. When only 24 people were convicted, it is a letdown for the victims and their kin.

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## Comment

BJP IN NORTH-EAST

## Little elbow room

The Congress and others do not seem to have worked out a response to the multi-pronged socio-political activism of Sangh Parivar.

By Vikas Kumar

The BJP's remarkable performance in the three Northeast states—Manipur, Meghalaya, and Mizoram—where the Congress is in power, in Manipur, where elections are due next year, the BJP has performed well in last November's bye-elections and the recent local body elections while the three-term Congress government is grappling with dissent.

The RSS and the BJP have tried to connect with the North East's indigenous communities by campaigning against "illegal" Muslim immigration. However, the Manipur Valley's demanding entry permits for all outsiders, including non-Manipuri Indian citizens, along the lines of the outer line permit (OLP) system followed in Arunachal Pradesh, Mizoram, and Nagaland.

There is little elbow room for the Sangh Parivar on issues such as Armed Forces (Special Powers) Act (AFSPA), which is universally hated in Manipur, and the ILP, which has lately divided the hills and the valley.

Moreover, there seem to be limits to the RSS's ability to engage tribes as it does not approve of their dietary preferences, norms about gender relations, and the adherence of many of them to Christianity. Assam provides some clues to how the Parivar might tip-toe through Manipur's minefields.

In Assam, the Parivar managed to transform anti-immigrant sentiment into an anti-Muslim immigrant sentiment. A similar strategy might be attempted in Manipur, where Hindus are the largest group and Muslims are about 8% of the population and there might have been some immigration from Bangladesh.

However, the long history of harmonious relationship between the Meitei Hindus and Meitei Muslims and almost stable population share of the latter suggest that communal polarisation might not yield electoral payoffs. In fact, this strategy might have failed even in Assam where the Assamese Muslims were a majority within the Muslim community.

The other aspect of the BJP's campaign in Assam was its focus on tribes.

The electoral importance of tribes is masked by their small share in Assam's population (12.45%) owing to the dominance of tribal states to many communities. The BJP promised tribal status to its tribal communities and also urged support to autonomous councils and district councils of communities already recognised as Scheduled Tribes.

Together, the recognised and unrecognised tribes constitute between a third and a half of Assam's population. The BJP engaged tribal organisations and political parties ahead of elections and also reported in its leaders and allies from the neighbouring tribal states to campaign for it. The BJP-led alliance won 16 of the 16 ST seats with the BJP alone winning eight seats, and gave Assam its first parliamentarian tribal chief minister.



In Manipur, the BJP is likely to strike local bargains with tribal organisations and Valley-based political parties instead of appealing to the people of the state as a whole. It could approach the hill tribes, which dominate one third of the state, with the promise of enhanced autonomy and financial support and endorse the demand of sections of the Valley, who are otherwise not enthusiastic about the RSS Hindu agenda and are inclined towards an indigenous Meitei religion for tribal status.

The Naga peace process could be delayed to avoid irritating the Valley, which controls two-thirds of the 60 seats, and the Kuki tribes, which dominate nine seats and can influence a few others. On the other hand, the government has started talks with Kuki militants. There is another challenge through which the RSS, which is usually portrayed as a threat to indigenous culture, is expanding its reach. The RSS has not been successful among the Christian

tribes. Likewise, the Church has not been successful outside the hills or among communities that have an "indigenous" religion. Manipur's valley is mostly Hindu and its hills are almost entirely Christian.

### Indigenous tribal religions

The RSS has figured out that indigenous tribal religions could serve as allies. The neglected and beleaguered religious minorities need allies. The Church cannot relate to, let alone accommodate, tribal religions, whereas the Hindu tradition is plastic enough to allow them different degrees of engagement with the orthodox religion. Ironically, this allows the RSS, which otherwise promotes a narrow version of Hinduism, a lot of flexibility in engaging these religions.

The relationships between the RSS and indigenous religions range from mere alliance against the common enemy to co-option within the Hindu fold. The engagement of the RSS with the Heraka religion of the Zeliangrong community of Assam, Manipur, and Nagaland and the Dorjo Palsangpa of the Mishing and Aka of Assam and Arunachal Pradesh are among the best known examples of such relationships, which reconfigure the indigenous religions.

While the numerical strength of active adherents of most indigenous religions is negligible, supporting them provides the RSS a respectable entry into the hills and among the tribes. The opponents of the RSS find themselves in a bind because the objections against the Hindu RSS forays apply equally to the activities of the other non-tribal religions. The RSS has learnt to play the indigenous card. Moreover, the RSS has not put all its eggs in one basket. For instance, it celebrates the Heraka leaders as tribal heroes independently of their religious moorings. Jadong and Rami Gaidinli are projected as icons of the Heraka religion as well as the Rongmei and related Naga tribes. These tribes dominate three reserved seats of Tarnetar district, and could play a decisive role in a few seats in the Manipur Valley.

The Congress and others do not seem to have worked out a response to the multi-pronged socio-political activism of the Sangh Parivar. Whether Manipur will be the next Congress domino to fall will depend on the BJP's ability to attract dissenters from the Congress as in Assam and to campaign among various communities of the bitterly divided state in plain language without getting entangled in inter-community disputes.

The writer teaches at Azim Premji University, Bengaluru.

### RIGHT IN THE MIDDLE

## Eternally fragrant soul

Chandraprabha served as a bridge between the human and the divine.

By Shankuntala Manay

The events organised to celebrate the 50th anniversary of the Chitrakali Purush (CPR) in Bengaluru, also expressed gratitude to the state's former chief minister Devraj Urs.

The gesture to the departed soul, through photographs that captured his growth and dreams, highlighted not only his generosity in offering a space to preserve and perpetuate all forms of art and culture, but also brought to life vivid memories.

Dignitaries belonging to art, poetry, film industry, business, politics, folk arts, puppetry and music were present. The plethora of photographs was a nostalgic

recollection of how one man's dream and dedication during his tenure as CM touched people of all walks of life. Amid this, I caught a couple of pictures of Chandraprabha Urs, her daughter, who recently passed away at the age of 70. In one of the photos, she stood next to her father as a tender, loving daughter. This picture stood out in my mind as I recalled her as a student in 1967, when the wave of student unrest was washing over universities, national as well as international.

She was the only student who did not enter the main movement. Her individuality needs to be viewed now as a distinct sign of her maturity and identity. We, as teachers in the Institute of Home Science, were put to task to keep the students stable and adhere to assigned lectures and practicals. We had a one student attending all classes from 10.30 am to 4.30 pm. She showed a sense of duty in all of us.

Her father being at the helm of affairs, first as a minister and then as chief minister, she silently supported his responsibility and remained a true daughter. Later she entered politics, won elections as a Congress candidate, and faded away gradually into the background. She recently entered the abode of peace and bliss.

The photo of the CPR stood out as a stark reminder of her state support to her father in creating something to nourish Indian culture for posterity. Her memory invoked in me all the gentle qualities of a fragrant jasmine flower which blooms for a short while only, but especially used in garlands to be offered to the deities. There is a sense of fulfilment and completeness in such an offering, whereby the human self opens up to a divine being. We had a one student attending all classes from 10.30 am to 4.30 pm. She showed a sense of duty in all of us.

is, thus, the eternal, united flower!

### LETTERS TO THE EDITOR

## Frequent changes in cabinet affect people's trust

Sir, Karnataka Chief Minister Siddaramaiah's reg of his cabinet has created ripples in the already murky political waters and has raised many questions. The public needs to know the reasons for dropping of the 14 incumbents, in each case. Whenever the reputation of the cabinet touches rock bottom, it has become the order of the day to effect shuffle in the cabinet as a demerit move under the garb of inducing fresh blood. Whether it is a case of non-performance, inefficiency or corruption, the electors remain ignorant.

### Punish hooligans

Sir, It is deplorable that hooligans, purported to be supporters of unsuccessful Karnataka Cabinet aspirants, took to the streets and created mayhem by blocking traffic, setting buses on fire and even targeting the District Congress Committee office in Kaiburga. The unsavoury act has also brought the role of the law enforcers into question with the authorities tame and again failing to stem the riot. The police should round up all those responsible for the violence and bring them to heel. N J RAVI CHANDER, Bengaluru

### Review Rexit

Sir, Apropos the editorial "Rajin's departure a major setback" (DH, Jun 20), it is really surprising that despite Rajin's astounding success in controlling the spiralling inflation and saving many poor lives in the process, successfully

On several occasions, we found some of them rehabilitated soon after that, for various considerations. The deprived and the denied will remain dissatisfied, something dissonant within the party as well as protest that are being witnessed. Frequent and large scale changes affect continuity in governance and do not reflect well on the paganism of the leadership. The exercise of cabinet formation/ change requires greater attention and care. S V VENKATKRISHNAN, California, USA

### Unenviable position

Sir, Apropos to "Sena not sure of ties with BJP" (DH June 20). While leaders of the Shiv Sena expect their ally, the BJP, to bend over backwards, the latter remains undeterred. Neither Uddhav Thackeray nor his son Aditya have the knack or capability of the late Balasaheb to lead the party. Being a junior ally, it has got its own limitations, and going to the extent of turning out to be a liability. H P MURALI, Bengaluru

More letters on "Net Mail" at [www.deccanherald.com](http://www.deccanherald.com). Our readers are welcome to post, hand deliver, fax or e-mail letters to our office at 75, 4th Road, Bangalore 560001. All letters must carry the sender's postal address. Fax: 23895123. E-mail: [netmail@deccanherald.com](mailto:netmail@deccanherald.com).

### SPEAK OUT

"Delhi government will survive if Kejriwal apologises... the govt should be dismissed in national interest."

Subramanian Swamy, BJP leader

Reasonable men adapt to the world around them; unreasonable men make the world adapt to them.

Edwin Louis Cole

### IN PERSPECTIVE

## Pressure on teachers to improve rankings

"Extra studies," has no teaching, no peer learning or interaction; students simply sit together with a book.

By Gunumurthy Kasinathan

The head masters (HMs) of government high schools in Bengaluru South were largely a disinterested lot when SSLC results were declared last month. The district had been ranked 30 out of 34 in the state, in terms of students' pass percentage.

The enormous pressure year after year to "improve" rankings have made HMs and teachers war-weary. As the academic year begins, it is time to explore what could be different for teachers and students. What they need to do, seems elusive to fix. Instead we could begin with something easier: what they should stop doing.

Lower work with the government high schools across Karnataka, we found that teachers put in huge efforts towards high SSLC pass percentages. Class 10 students are required to be in school beyond school hours every day, and on Sundays and holidays, for "extra studies". There is no teaching, no interaction or peer learning; students simply sit together with a book in their hands. Most staff rooms even display a chart assigning teachers for supervising such "extra studies".

Every free period in class 10 is handed over to the mathematics teacher. As the academic year progresses, the HMs also hand over periods allocated to non-examination subjects like physical education, music, art, craft, etc. to the mathematics teacher. The drill goes to the next level in January, when teachers bring out "pass packages" with questions likely to be asked in the examinations, focusing on students' memories, not long-term understanding. Names like "target 40", "target 60" of these packages can get, if they can, the students to the top.

The drill progresses with preparatory examinations. While I remember writing one preparatory examination, before my SSLC exam, decades ago, today three such preparatory examinations are commonplace. Even if teachers are skeptical, they are forced by HMs and the department to do so. The lower year members on the rankings, the greater the pressure to drill.

The result of this intense and prolonged effort is visible in the tired, dull and blank faces of students. Even earlier, learning may not have been a joy for many. Class 10 is positively a torture. With no time to unwind, to play or reflect on their learning, students switch off. The fear of failure takes over, alienating students further; instead, by the suicide stories we hear around examination failure.

Educational wisdom, discussed in policy documents as

the National Curriculum Framework, 2005, emphasises that learning requires a stress free environment, where students can engage actively with the classroom processes and connect these to real life going beyond merely acquiring bookish facts. Karnataka has formally adopted this Curriculum Framework as state policy, yet practices on the ground despite that, have not changed. For this policy to become effective, teachers must have autonomy to decide on the content and method of transaction, to make it useful and accessible to learners. As a teacher educator suggested pathily, "In teachers' discovery the syllabus, not cover it."

Building foundational skills is also useful to understand what SSLC passing means. In Bengaluru, half the passing students, barely get through with a C or C+ grade. The HMs report that many who pass are unable to even write a letter requesting for their transfer certificate, required for college admission. SSLC has failed in its objective of building foundational skills of learning and communication in students.

The HMs are treasured by the department as extension staff, and enrolled for activities and meetings, most of which take them out of school. Every morning, HMs attend many meetings called by district and block education offices. Sometimes it is to share information, which could improve teaching, but in many cases, a short intervention of an hour or two can waste their entire day.

During 2014-15, the Bengaluru South HMs reported that 30% of working days, performing activities such as attending school inspection, assemblages, etc. were lost.

The impact of this on school academic performance is beyond imagination. The HMs need support and training to develop as school leaders, and stop being department personnel. Perhaps the RTE Act, which limits non-teaching activities of teachers, needs to be amended to guarantee that school leaders develop as school leaders, and stop being department personnel. Perhaps the RTE Act, which limits non-teaching activities of teachers, needs to be amended to guarantee that school leaders develop as school leaders, and stop being department personnel.

It is time to seriously review these practices for their negative impact on student experiences and academic outcomes. Surely, we cannot expect results to improve. Less is more; a lesson for most government high schools in Karnataka, not only for those in Bengaluru South. (The writer is Director, IT for Change, an NGO that works with government high schools in Karnataka, and a visiting faculty at Tamil Institute of Social Sciences).

### OUR PAGES OF HISTORY

50 Years ago: June 21, 1966

Border panel to be set up soon

New Delhi, June 20. Congress President Kamraj told pressmen here today that the government would soon appoint the one-member committee.

to go in to the border dispute between Maharashtra and Mysore. Kamraj said that he was not aware of any move to postpone the appointment in view of the current agitation in Mysore.

25 Years ago: June 21, 1991

10th Lok Sabha constituted.

New Delhi, June 20. The Tenth Lok Sabha was constituted by the Election Commission with 502 members. An official spokesman said the "due constitution notification" did not include the names of elected candidates from nine of

the 50 parliamentary constituencies which went to poll. The notification constituting the tenth Lok Sabha with 502 members, issued under Section 73 of the Representation of the People Act 1950, was submitted to the President, R Venkateswarlu by the Chief Election Commissioner, T N Seshan, this evening.

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Annexure J

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CHIEF MINISTER



VIDHANA SOUDHA  
BANGALORE - 560 001

Date: 02.01.2016

CM/07/GoI/2016

Dear Shri Venkaiah Naidu ji,

Sub: Financial assistance for Construction of Six Lane Elevated Steel Flyover from Basaveshwara Circle to Hebbal Flyover.

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As we are aware, Bangalore has struggled with rapid growth in its population during the last two decades, and resulting pressure on infrastructure, and public service has been enormous with the traffic congestion also Bangalore contributes large share of taxes to the Central and state Exchequer and we need to keep this momentum up by investing in the city's infrastructure development. We have a unique opportunity to make Bangalore the Best City in the country in all respects, safety, quality of living index, entrepreneurial activity investment climate etc.

The time being taken to travel across the city is continuously on the rise. We need to prioritize the fast movement of traffic to International Airport on Bellary Road, (NH-7) has increased substantially in last 4 to 5 year. National High Way Authority of India has already implemented a 6 lane Elevated Road beyond Hebbal to provide connectivity to BIAL. NHAI has also augmented existing Hebbal Flyover with additional Lane for Traffic from Bangalore towards City towards BIAL. The Road section beyond Hebbal Junction is 12 lane road with 6 lane at elevated level and 6 lane at surface level whereas the road section up to Hebbal Junction from city is only 6 lane. This is leading to heavy congestion of traffic at mid point and at important junctions like CBI Junction, Mekhri Circle Junction, Kumara Park Road cross, and High Ground Junction.

Hence Karnataka Government has proposed to construct a 6 Lane Elevated steel flyover between Basaveshwara Circle (Near Jawaharalal Nehru Planetarium) and Hebbal Flyover (Integrating Hebbal Flyover via High Ground, Cauvery Junction, Mekhri Circle, Sanjay Nagara Junction, on Bellary Road for length of 6.7 KM through BDA, at an estimated cost of Rs.1350 crore.

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CHIEF MINISTER



VIDHANA SO<sup>TH</sup> HA  
BANGALORE - 560 001

Date : 08/01/2016

CM/07/GoI/2016

- 2 -

In order to take up this project Karnataka Government is seeking financial assistance of 50% i.e., Rs.675 crores from Government of India. We hope that you will consider our request favorably and help us with financial assistance to implement this project.

With Regards,

Yours sincerely,

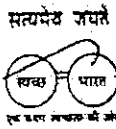
*Siddaramaiah*  
(SIDDARAMAIAH)

**Shri M. Venkaiah Naidu,**  
Hon'ble Minister of Parliamentary Affairs,  
Urban Development, Housing and  
Urban Poverty Alleviation,  
Government of India,  
Room No 105, C-Wing,  
Nirman Bhawan, Maulana Azad Road,  
New Delhi-110 011.

21/05/2016  
Siddaramaiah

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एम. वेंकैया नायडु  
M. VENKAIAH NAIDU



शहरी विकास,  
आवास और शहरी गरीबी उपशमन एवं  
संसदीय कार्य मंत्री  
भारत सरकार

MINISTER OF URBAN DEVELOPMENT,  
HOUSING & URBAN POVERTY ALLEVIATION  
AND PARLIAMENTARY AFFAIRS  
GOVERNMENT OF INDIA

CM/5932/1112(600)/16  
01/02/16

D.O. No. K-14011132/2015-UD.III /4137-F

25 January, 2016

Pscm/141/2016  
02.02.16

Dear Shri Siddaramaiah Ji,

Namasthe,

Please refer to your D.O. letter No. CM/07/GOI/2016 dated 08.01.2016 regarding financial assistance amounting to Rs. 675.00 crore for Construction of Six lane elevated steel flyover from Basaveshwara Circle to Hebbal Flyover, Bangalore.

2. I have had the matter examined and it is found that the above proposal is not covered under admissible component of any scheme/programme being implemented by Ministry of Urban Development.

With regards,

Yours sincerely,

(M.Venkaiah Naidu)

Shri Siddaramaiah,  
Chief Minister,  
Government of Karnataka,  
Vidhan Soudha,  
Bangalore- 560001.

ಅವರು ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿ. ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆ

ಕುರಿತು ಸಂಖ್ಯೆ 4038 ದಿನಾಂಕ 05-02-16

ಡಿ. ಎನ್. ನರಸಿಂಹ ರಾಜು

Office:- Room No. 104-C, Nirman Bhawan, New Delhi-110108; Phone: 011-23061166, 23061162, 23062089 (Fax)  
Residence:- 30, Aurangzeb Road, New Delhi - 110011; Phone: 011-23019387, 23019388 (Telefax)