



COMMUNIQUE

CONCERN, COMPASSION, CONSCIENCE

VOLUME -11;

ISSUE - 01

ST. JOSEPH'S COLLEGE (AUTONOMOUS)

AUGUST 2018

Big City with no Infrastructure

Ashima Sekhar

BENGALURU: For a city that is known for as the Silicon Valley of India, Bengaluru seems to be lagging in one of the key aspects of growth that is slated to happen at the heart of its technology-driven rise: infrastructure. People of the city have expressed their concerns for Bengaluru's health many times on various media platforms. But nothing seems to have been done regarding this.

Recently, the Bengaluru International Airport Ltd (BIAL) imposed a User Development Fee (UDF) on air-travellers. This was to fund a tunnel project of Rs 1,200 crore that would lead to the airport itself. People, however, argued

that no such sum was ever invested in mass transport/transit options.

And even where such



Vidhana Soudha

investments were made, the projects seem to be dragging on. The endless construction of steel flyover on Hare Krishna Road at Shivananda Circle has disturbed the residents living in that area. The

initial cost of the steel flyover was approximately Rs 19 crore, but the present cost is estimated to be Rs

42 crore. Now, with no end to the construction in sight in the immediate future, people are becoming irate. "There are continuous traffic jams at the steel flyover. Lack of proper footpaths at the Shivananda

Circle makes it hard for people to walk on that road," said Nithin, who resides near the construction site.

BJP spokesperson S Prakash said, "There is chaos in the name of development. We only have temporary development in the infrastructure sector. This increases pressure on each and every locality. Our party's focus is to rework on footpaths, drainage cleaning and indoor stadiums."

The traffic congestion near metro stations is due to improper parking facility available at metro stations. "When Metro in Bengaluru was planned, a proper parking facility was not thought of. Majority of Metro stations are devoid of parking facilities," said Prakash.



Daily commuters want better facilities

Page 4



Vehicle emission the highest toxin in Bengaluru

Page 5



Khalibottle

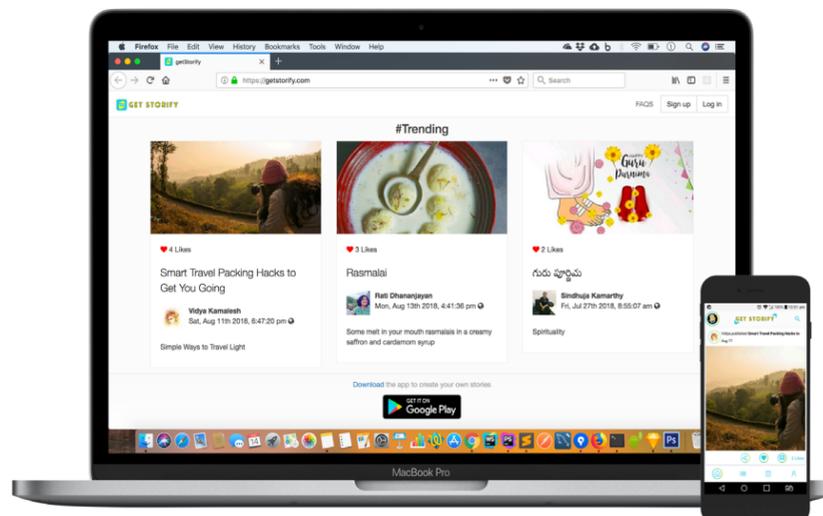
'Khali Bottle' sweeping plastic off Bengaluru

Page 7



getStorify

what's your story today?



getStorify.com

TIMELINE OF KARNATAKA ELECTION 2018

Phani Srivatsa

CONGRESS AND JDS
FORM ALLIANCE

MAY 15, 2018



SC REFUSES
STAY ORDER

MAY 17, 2018



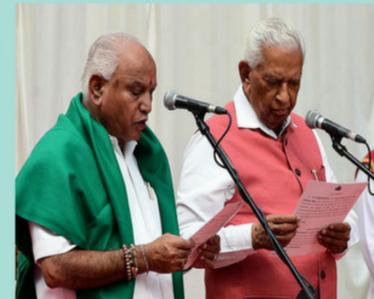
MAY 15, 2018

DATE OF
COUNTING



MAY 16, 2018

BJP MEETS
GOVERNOR



MAY 17, 2018

BSY TAKES OATH
AS CM OF K'TAKA

FRESH AND BRIGHT ALL DAY LONG

with Curaprox: your Swiss oral care expert

From toothbrushes, toothpastes, implant maintenance kits, kids dental care products and tongue cleaners to specialty kits like implant maintenance kits and ortho maintenance kits – Curaprox is your one-stop-oral care-shop that delivers all-round protection for your mouth.

CURAPROX

SWISS PREMIUM ORAL CARE



No harmful chemicals, no inflammation | Gentle on the teeth and gum
All-round freshness all day long | Innovative, high-quality Swiss made products
Training sessions for best-in-class practices

USE THE COUPON
CODE TO AVAIL
30%
DISCOUNT ON ALL
OUR PRODUCTS*

SJC30

Log in to
shop.curaprox.in

OR PRESENT THIS COUPON AT THE
CURAPROX STORE IN SHANTINAGAR
TO REDEEM.

(Store address on the right side)

*T&C Apply:
• This voucher is redeemable only once
• Valid till 30th September 2018
• Valid for all products except Black Is White Chewing Gum and Implant Maintenance Kit

To know more about us,
visit our international standard Dental Clinic at
Shanthinagar.

curaden
dental clinic

Curaden India Pvt. Ltd.,
No. 11, Ground Floor, Global Tech Park, Shaughnessy Rd,
Behind Hockey Stadium, Langford Town, Bengaluru – 560025
www.curaden-clinic.in



CS 5460 ULTRA SOFT

CS SMART

[BE YOU.]

BLACK IS WHITE

WHITE IS BLACK

ENZYCAL 950

ENZYCAL ZERO

TIMELINE OF KARNATAKA ELECTION 2018

Phani Srivatsa

JDS AND CONGRESS
ELECTS KUMARSWAMY AS CHIEF
MINISTER

MAY 19, 2018



HDK TAKES OATH
AS CM OF K'TAKA

MAY 23, 2018



MAY 19, 2018

BSY RESIGNS



MAY 19, 2018

NON - BJP SUPPORTERS
WITNESSED THE OATH TAKING
CEREMONY



MAY 29, 2018

HDK MEETS PM
NARENDRA MODI

Improving the education for migrant workers children in India

Reema Ann Roy

BENGALURU: Bengaluru has, in recent years, seen a huge influx of people from all strata of society. While the better-off are aiming to live the dream, the people from lower strata are braving hardships to make life

families on pavements or under the flyovers, or in flimsy shelters made of tarpaulin and plywood, made at the worksites. Adding to their problems is the lack of education for their children. For example, more than 50 families have set up shelters near the

families attend regular school nearby. The rest just play and roam around. These are among the thousands of migrant workers' children missing out education.

This is because of the temporary nature of their parents' jobs as well as the low income of the entire family. Many of these children end up working with their parents or doing petty jobs or in crime.

This gave birth to the idea of tent schools to impart formal education to the children of migrant workers. Tents are temporary in nature. They can be shifted whenever needed and yet be of use in the new place where they are pitched.

Tent schools are also seen as an attempt to create a basic interest for education in underprivileged children. They are given basic and informal education

in such schools by various organisations and groups. This builds a bridge between the tent

and most of them drop out. Child Relief and We is another organisation



Tent Schoolk Inintiative

HANDOUT

better. Most of them get jobs at construction sites. While they build luxury apartments, malls and offices, they live with their

construction site inside the National Institute of Advanced Studies (NIAS). Only five of the 15 children from these

“Initially, it was very hard to convince the parents. They were not familiar with us and they didn't trust us. They were not sure of our intentions. We had to establish local contacts and make regular visits and assure them that the kids will be taken care of. It was then that they agreed to give us a chance,” – Devdas Ragland, Deputy

Director, FSL India

community and the regular schools so these kids go to regular schools in the future. These workers don't find the need to enrol their kids in schools for the short term as they keep shifting from one place to another for work. Even if the children are enrolled, language

successfully running tent schools in and around Bengaluru. They focus on slum children and have been getting very positive responses from the beginning.

(Continued on page 4)

A park for your furry kids to run around

Raveena Nair

BENGALURU: Every Sunday Rio gets super excited when he understands that Lovely doesn't have to go for work that morning, which means it is park time! He stays the most obedient boy ever, says Lovely Paul, IT professional and parent to the eight-month-old male cocker spaniel.

Cubbon Park – the lungs

“This place is mainly for dogs, hence they will be our first priority. In order to keep them safe, name tags are quite important and here we provide them with plastic tags that are a must. But these are just temporary tags. I urge each and every owner to get a metal and permanent one.”

She added: “The dogs are all well behaved and playful. You will hardly see any fights or any



Sunday socials were all are welcome

LALIT VIJAY

of Bengaluru – is situated at the heart of the beautiful city. This 197-acre park, with a 150-acre stretch of greenery, has space not just for every individual in but also our four-legged friends.

Spending Monday mornings at the dog park in Cubbon Park has been a ritual both Lovely and Rio have equally enjoyed for four months now. And they are not alone.

An area of the Cubbon Park to the right of the library has been secured with a wire fence and gate to make for a spot for canine socials every Sunday. All dogs – big and small – pups and grown-ups of various breeds like German shepherd, Labrador, Golden Retriever, Husky, Great Dane, Indi, and many more gather here for a frolicking time.

The people who come there with their furry friends have to make sure their pet has a collar with his or her name and the pet parent's contact number.

Priya Chetty-Rajagopal, founder of the Cubbon Park Canines (CPC), said,

trouble from their side. It is the people who come to this place who make things difficult. They leave the gate open, leading to dogs running away. Also, cleanliness of this place is our responsibility. So if your dog poops here, you must dispose it in to the dustbin.”

One thing you will notice when you hang around at this place is that most of the people know each other not by their name but by their pet's name!

Every Sunday, the place is filled with happy puppies enjoying a fun time with their friends. This place is not just restricted to dog owners: Any canine-lover can walk in. But please don't forget to keep the gates closed.

One such canine lover is Ananya Raju, now a regular at Cubbon Park. Now her best friend is Bhadri, a year-old Rottweiler boy. She said, “The community is very accommodating. I used to go there even before having a pet, but now it is different because I have to always look out for him.”

Daily commuters want better facilities

Abhijeet Kabad

BENGALURU: A burgeoning population has brought Bangaloreans to the road – quite literally! As traffic increases, residents of the city are increasingly finding themselves stuck on the road, and for longer periods of time. And they are united in calling for better transport infrastructure.

BMTC Managing Director V Ponnuraj has already said the average speed of buses goes down by 3 km per hour every two years. The average speed of buses is currently 16 km/h. It used to be 20 km/h a few years ago.

Riya Modi, an arts student from Mount Carmel College, said, “Firstly, BMTC can increase the number of trips. It can also decrease the distance a bus cover because there are a lot of buses going on that route.”

The metro rail started in the city six years ago – on October 20, 2011 – but this has not helped reduce the traffic considerably. With



Rush hours

CREATIVE COMMONS

the timings of the metro and the low number of coaches, people do not find it very helpful. Also the aspect of paid parking is not available in all the metro stations, which is another deterrent. Besides, there is no mobility card between the different means of transport like BMTC, metro and the railways.

Krupali Kaikini, a final year student of BCom at Mount Carmel College and a daily commuter on BMTC, said, “With Metro trains, greater frequency and better accessibility are available in the city. Also, I guess pushing Bangaloreans to use public transport or carpooling more than cab services can reduce traffic.” Partha K, from Reva University, said, “The

BMTC might be taking good initiatives by adding electric buses to its fleet. Sometimes when I'm late from college, there are no buses available, making it tough to travel at night. Also, each metro station should have a bus stop nearby, which could help everyone immensely. The timings of the metro have to be increased. It closes down too soon at night.”

Arnell Ronaldo Joseph, a final year student of St Claret College, said, “The Bangalore Metro with just four coaches is not enough. Even adding two more coaches is not enough: More are required. Also the green line should get more coaches, which will increase the commuters and bring down road traffic considerably”.

Educating migrant worker's children in India

(Continued from page 3)

Most of these organisations run on funds of their own. Governments have not openly allocated any particular funds for them. Hence, fundraisers are organised by the NGOs to collect money to add to the donations that help them function.

Both these organisations have managed to send almost 200 students to regular schools over seven years, and they plan to expand the initiative further. But Dr Hippu Salk Kristle Nanthan and his colleagues from National Institute of Advanced Studies (NIAS) have a whole different approach. They helped the construction workers' children inside the NIAS campus.

They started the initiative in 2012. “I noticed the children playing with debris or sand and that made me ask myself why can't we teach them during our spare time? So the students and scholars of NIAS took up the initiative,” he said about the two-phase programme they started.

But once the local construction ended, most of these workers moved away and this became a problem. The programme slowly stopped because most workers stopped sending their children and the programme volunteers themselves couldn't find the time to continue the initiative. Now they are looking forward to restarting the initiative on a much larger scale.

Educating the parents

“By educating these poor children especially girls, we can achieve family planning also more naturally – Dr. Hippu Salk Kristle Nanthan, Asst. Professor, NIAS.

about the importance of studies and giving them proper facilities might encourage these lower-income workers to keep their kids in school. The governments also have to take measures to ensure that these kids get their fundamental rights and enjoy privileges like others. Because they also deserve a life like others.

City of Lakes, what Bengaluru once used to be..

Divya S

BENGALURU: A city that was once famous for its gardens and lakes is now struggling to breathe – both figuratively and literally! With time, Bengaluru's lake areas have been acquired for residential and commercial purposes. A land of hundreds of lakes has a very few today.

Bengaluru's current estimated population is 12.5 million, up from 5.1 million in 2001. So where is that extra population staying? In urbanised locations, for sure! And where has this land come from? The lakes that once dotted the city, of course. And many of those lakes that have not been filled up are now a public health concern, a dump yard and a lot more.

"The tanks/lakes should be kept out of the acquisition, and dry land around them may be used for residential purposes," said Dr Thippaiah, the author of *Vanishing Lakes: A Study of Bangalore City*.

The government should

Small explainer

According to a 2008 study co-authored by Professor Ramachandra TV – a member of the Energy and Wetlands Research Group, Centre for Ecological Sciences, Indian Institute of Science, Bangalore.

*There were 159 water bodies spread over an area of 2,003 hectares (ha) in 1973.

*That number declined to 147 (1,582 ha) in 1992,

*Then to 107 (1,083 ha) in 2002,

*And finally only 93 (918 ha) in the Greater Bangalore region in 2007



Revived lake

WIKIMEDIA COMMONS

initiate appropriate action against individuals and companies that encroach upon tanks and lakes in collusion with officials by fabricating documents, the study said.

What we call "lakes" were mostly man-made irrigation tanks built by the Gowdas in the 16th century and later by Wodeyars of

Mysuru and finally the British. The lakes were constructed in such a way that they were connected and flowed into each other. Therefore, the health of one lake affected the entire system.

Communities that once lived in Bengaluru were agrarian and predominantly clustered around lakes.

Farmers used the lakes for irrigation, fishing for domestic purposes. They also served as a major factor for flood management and ground-water recharge.

The lakes in the city were once managed by government agencies such as the Forest Department, Minor Irrigation Department, Horticulture Department, Public Works Department (PWD), Bruhat Bengaluru Mahanagara Palike (BBMP), Bangalore Development Authority (BDA), Tourism Department, City Municipal Councils and Panchayats. Their failure led the Karnataka government to set up the Lake Development Authority in 2002.

The shrinking lake area disrupted the cascades and more lakes went dry. Slowly, untreated waste water and solid waste were thrown into the lakes. As a result, the communities that existed around them went away.

The overall result has been devastating. Bengaluru has already seen

partial flooding during the monsoons. Groundwater recharge is also not taking place as fast as it did earlier, flora and fauna are affected, and scarcity of water is starting to loom large.

The city's authorities are now trying to set things right. BBMP has partnerships with certain lake groups and has given complete authority to few non-profit organisations to take appropriate steps.

However, it seems not enough is being done. Professor Ramachandra TV said, "It is so sad that there are so many resources put in to change the situation, but there is no initiative and interest from the bureaucracy to make a real difference. In our study, we found four lakes were better off than many others. Why do you think this happened? This was only because they were restored and taken care of by local residents."

If four lakes can be saved, so can all of them. It's time we take our share of responsibility.

Vehicle emission, a dangerous pollutant

Taarika Thomas

BENGALURU: Bengaluru is witnessing an alarming rise in vehicle numbers, which is leading to traffic congestions and a rise in pollution levels in the Garden City of India. Traveling in and around the city is becoming increasingly difficult for people. It takes up most of their time and most importantly affects their health.

According to the 2011 census, Bengaluru had a population of 84.43 lakh. That number will have crossed 1 crore by now. This has led to the inevitable increase in the number of vehicles – be it private or public transport.

According to the Karnataka transport department, the total number of



Traffic jam at Tin Factory

TAARIKA

vehicles in Bengaluru in February 2016 was 60.59 lakh, with around 1 lakh added the next month. Compare that to a year earlier, when there were 55.59 lakh vehicles on the road. That number was 50.50 lakh in March 2014, 45.91

lakh in March 2013, and 41.56 lakh in March 2012.

Now, remember the February 2016 figures? Of the 60.59 lakh vehicles, 54.67 lakh alone were non-transport vehicles – two-wheelers, cars, etc. Of the rest, (Continued on page 6)

Bengaluru, the city that makes everyone feel home

Raveena Nair

BENGALURU: Over the years, Bengaluru has welcomed with open arms people from across the country and the globe. In the process, it has become a melting pot of many cultures, with the occasional microcosm rearing its head in an otherwise homogenous society. In keeping the city young. The Silicon Valley of India, is growing three times faster and it is right now home to 16% of the Karnataka's population. The fact that more than 65% of the population of the city consist of migrants from other states is an indication of its cultural diversity.'

People from the same hometown or state tend

to stay close by. And they have increasingly done so in Bengaluru in tandem with the rise in population, transforming some areas into a mini-version of their homeland. Also bangalore's close proximity, that is just the overnight journey from anywhere in Kerala makes the city one of the first choice.

Various streets in Bengaluru have taken this form. One such area is Suddagunte Palya aka SG Palya in the south of Bengaluru. It buzzes with a very young and happening crowd, most of whom are Malayalis. The sole reason for this kind of a crowd to settle in in and around this area is the presence of educational institutions. educational institutions.

(Continued on page 6)

Vehicle emission, a dangerous pollutant

(Continued from page 5)

97,418 were transport vehicles, 1.12 lakh were light motor vehicles (LMVs) used for goods, 40,365 were buses, 1.05 lakh were taxis and 1.91 lakh were other LMVs. The pollution takes as much if not more of a toll on them as it does on the common man. And the main reason for the increase in pollution is vehicle emission, which means the rising number of vehicles translate to even more pollution.

In 2014, the Karnataka State Pollution Control Board (KSPCB), after being pulled up by the HC of Karnataka over the pollution levels in the city directed the Transport Department to restrict registration of new vehicles in Bengaluru until noise levels and air quality standards were met. Talks have also been on at the

Central level to levy a “congestion tax” on purchase of more than one goes to the RTO and comes free without charges or penalty cause he knows



The toxin released from the cars Muffler.

vehicle, among others. Asked about emission control, Traffic Head Constable Prakash C told Communiqué: “Nothing can be done unless the people feel what they are doing is wrong to the environment. The court can only fine people regarding the black smoke coming out of their vehicles, but sometimes the defaulter

someone from the department. He added: “The mask we wear is from the department. It is difficult to stand on the road and manage the traffic: One because of the heat, second because of the smoke we inhale. But the main problem is the direct hit of the smoke to our face.

”Not many know that the black smoke coming

from vehicles is a mix of chemicals like carbon dioxide (CO₂), carbon

monoxide (CO), nitrogen oxide (NO₂) and particulate matter or soot very small black particles, often of carbon, emitted by diesel engines.

All these chemicals can hamper the functioning of lungs and increase the risk of respiratory diseases. Hence it is mandatory that every vehicle gets a Pollution Under Control

(PUC) test done every 6 months.

The certificate vets that the emissions passed from the vehicles meets the pollution control standards. Under the Central Motor Vehicle Rule, 1989, a PUC certificate is a mandatory document requirement for a vehicle. Validity of PUC for new car is 1 year from the date of registration.

There are few ways to reduce pollution. PUC testing and certification for existing vehicles needs to be revised and this must be monitored by the state RTOs rigorously, with non-complaint vehicles fined. Also, drivers should not run their engines unnecessarily, especially when halted at traffic signal. People can also reduce their usage of vehicles by car-pooling or even taking the public transport to their work unless it is necessary to take their own vehicle.

WIKIMEDIA COMMONS

Bengaluru, the city that makes everyone feel home

(Continued from page 5)

Bengaluru is home for 24 public universities, 12 deemed universities, 6 private universities, 207 engineering colleges, 61 Medical colleges, 48 dental colleges, 280 management institutions, and more than 60 international schools

Layout for some time because of its proximity to his workplace. But this young IT professional returned to his initial adda at SG Palya after a few months. He said, “There are many reasons why I moved back to SG Palya even though it is little far from my workplace. The

it is crowded, and thus the chances that you would run into people you know are more, and that’s the fun.

You won’t have a meal alone, especially if you are from Christ College.” Being highly crowded—especially with the young student population—one main issue that inhabitants face



Cafe in SG Palya

AKSHAY CHERIAN



Rush for Kerala snack

AKSHAY CHERIAN

For Jerin T Mathew, SG Palya was his first home in Bengaluru when he walked in to Christ College. After college he shifted to HSR

number of pocket-friendly food joints serving Kerala food is definitely on top of the list. Then comes the vibe this place holds. Yes,

is the traffic situation. Akshay Cheria, a final-year BCom student of SJC, said, “SG Palya is now the first choice as home for

many students, especially Malayalis. But with the increasing population in the daily hustle-bustle, the traffic is an issue. The narrow lanes buzz with students – both on food and on two-wheelers – all day long. The whole area comes to a standstill if even a bicyclist blocks the way. Since the place is now densely populated many people find it very difficult to stay. Be it personal flat or paying guest homes, space is an unaffordable luxury in S.G Palya.”

But food is definitely the best part of this place. Even people from far away come in search of good Kerala food to SG Palya, especially during festive times, said Cheria.

It is no secret that the city’s extensive and multi-cultural inhabitants from around the country and the world have found solace in this beautiful city. Young millennials form a large part of the crowd, who have come far from home. They find it a haven and home away from home.

'Khali Bottle' sweeping plastic off Bengaluru

Krishna Thulsi

BENGALURU: That soft drink you bought to quench your thirst on a hot summer afternoon may have cooled you down, but the pet bottle it came in might end up warming Earth over centuries if it is not disposed of properly.

It was thinking along these lines that led Naveen Mariyan to start a company called Khali Bottle in 2016.

'Khali Bottle' is an online platform that helps people recycle their trash, with the service reaching the customers' doorsteps. It currently works at 27 locations in Bangalore, with three warehouses in service.

Verified users actually get paid to dispose their trash through Khali Bottle. The customers can receive the money in cash or in the form of coupons, or choose

the "donate-for-cause" option.

The in-house team at Khali Bottle segregates the trash according to assigned

categories and sends it to recycling plants, where it is delivered to manufacturers to use the recycled product. Some of the recycled products include plants

made from glass bottles and carry bags made from newspapers, which the organisation even sells offline.

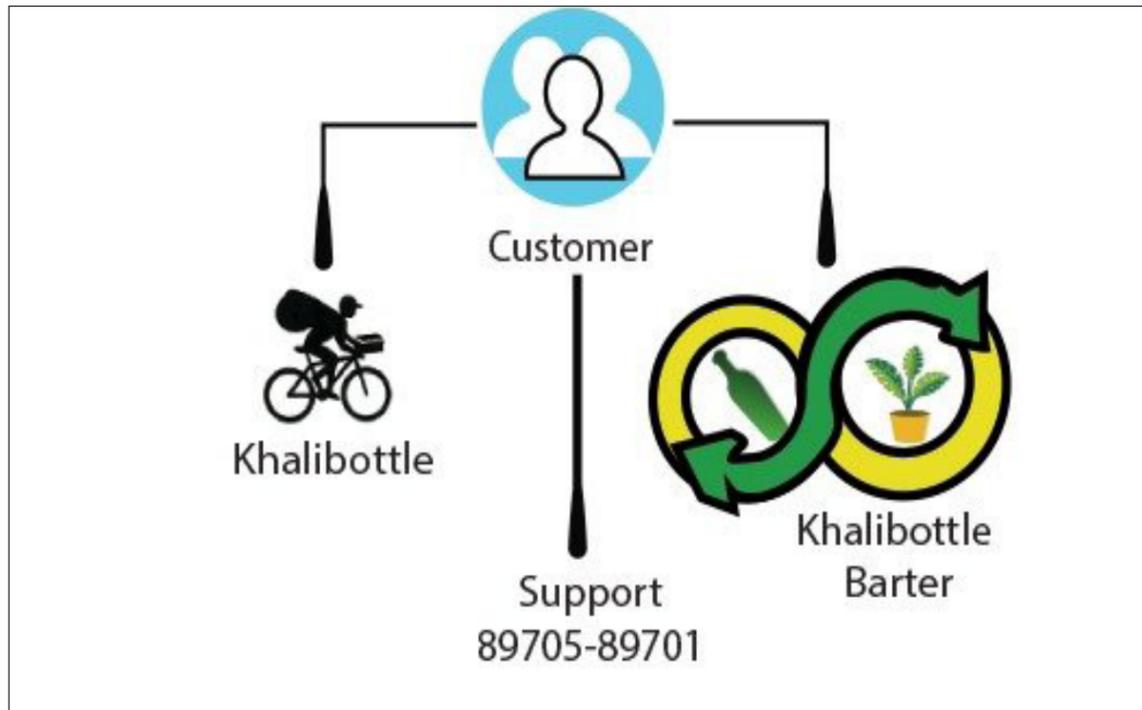
The company says it is "getting the unorganised

sector in India which is also an untapped segment in our country. It has the potential to be major source of revenue to the economy," said Mariyan.

Asked about the alternatives that can be adopted in order to reduce or avoid plastic consumption, Naveen said: "Avoiding plastic is an impossible thing, but reducing plastic use can be a long-term goal in India."

Khali Bottle does the extra bit by increasing awareness at school, college and corporate levels to reduce the use of plastics and at same time create a market for recycled products.

The organisation promotes the use of jute bags in place of plastic bags. "When we are able carry smartphones weighing around 130g, why can't we carry a bag which is just 30g?" he asked.



Recycling Process

NAVEEN MARIYAN

categories and sends it to recycling plants, where it is delivered to manufacturers to use the recycled product.

Some of the recycled products include plants

Having recycled 177 tonnes of plastic from December 2016 to July 2018 with the help of 27,913 registered customers, Khali Bottle is looking to set an

segment organised and protecting public health for the next generation," which is an uphill task. "To start with, dry waste management is an

The rains are here. Now it's our turn to invest in sustainability

Divya S

BENGALURU: The population of this city is growing and so is the scarcity of natural resources – water being the chief among them. You can try hard and find a house in Bengaluru, but getting water supply is harder.

of a building or channels. This is water that would otherwise flow off and be wasted. This water can be used for gardening, cleaning, washing and so on.

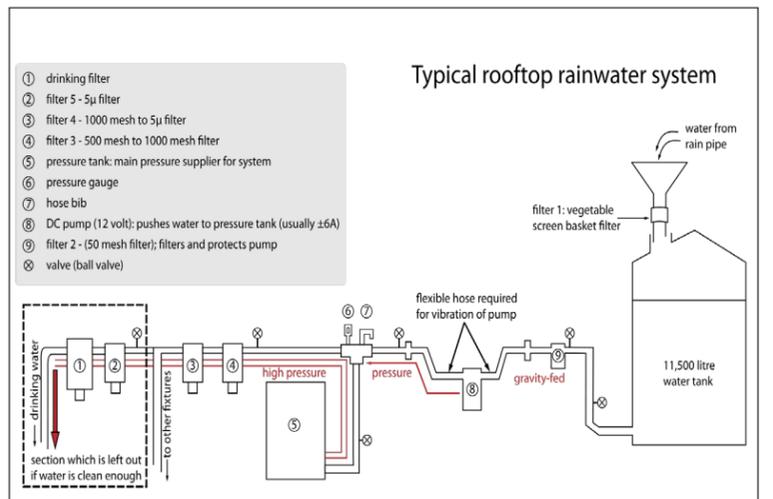
Rainwater-harvesting needs to be implemented when the building design blueprint is made. The

water in a tank below. The capacity of the tanks must be such that they have enough space to hold the water from the whole monsoon season.

It is very important to keep in mind that the water collected must be clean. Allow the first spells of rain to wash your terrace and then connect the pipe to the tank to ensure this.

A flush diverter is a lever installed before the inlet of the water tank to avoid contamination of the rainwater in the tank.

AR Shivkumar, Principal Scientific Officer, Indian Institute of Science, who has put in immense efforts in rainwater harvesting projects and won many awards in the process, provided a small insight into the percolation of the practice in the city. He said, the density of people in small areas is high, so every drop of water needs



Rainwater harvesting model

WIKIMEDIA COMMONS



Rainwater tanks

CREATIVE COMMONS

Considering the current scenario, the best way to deal with issues concerning water is rainwater harvesting: collecting rainwater from the terrace

terrace must be built in a way that rainwater can be collected. One or more down pipes are to be connected from the terrace to collect the flowing

to be conserved.

The filtration systems are evolving for rooftop rainwater harvesting. There are better accelerators for ground water, too, which help the water percolate quickly. These systems do require much maintenance and only the filter needs to be cleaned. It's a one-time investment. The Suncity Apartments in Iblur installed a rainwater harvesting system after experiencing dry weather last year. The society

members in the apartment managed to collect the rainwater even though there was no system in place when the apartment was built.

After the removing the dirty water, they managed to collect four tanks of clean soft water during just the month of June this year. They receive hard water from the BBMP, and hence most people are happy to use rainwater not just for washing but bathing as well.

Drastic plastic takes over gastronomy

Krishna Thulsi

BENGALURU: The bell rings. The food you had ordered is here. You pay the delivery guy, take your food in, eat it, and throw away the plastic containers. It's that last part many food-delivery firms are focusing on now.

For example, Freshmenu founder Reshmi Dagga recently spoke about how her company is working on its packaging to make it an environment friendly platform.

Delivering an address at the Pitch CMO Summit held at Taj Vivanta, she said FreshMenu recognised the need for this, and they are working to ensure that the containers they use to deliver food in are not made of plastic.

Much like FreshMenu,

“Plastic packaging for food delivery is a serious concern and it's not restricted to food apps alone. If India isn't going to move away from single use plastic by 2022, this is going to be a major issue that needs to be tackled,” said **Nandikesh Sivalingam, senior campaigner for Greenpeace India.**

several NGOs are working towards reducing the consumption of plastic and figuring out efficient ways to dispose it.

“Plastic should be banned in total and not just in one sector. Everyone addresses the problem but no one really provides an efficient remedy or executes it. It's 2018. It's high time we adopted measures instead of just talking about how hazardous plastic is,” said Oneal Sabu, a food enthusiast and the author of *Soul Fried Monologues*.

So what's the way out? “Ideally, plastic's closest replacement is paper, bamboo or any biodegradable material that is economically feasible and meets the purpose of use,” said Prathiba, who works as senior vendor manager for Swiggy. Asked



Food served in Plastic container

CREATIVE COMMONS

about how important it is for food delivery apps to adopt non-plastic packaging options in order to reduce plastic pollution, she said, “In all honesty, we can promote it to the restaurants but not everyone will abide as the cost efficiency difference is massive. The cost of plastic material is in thousands

and paper or bamboo alternatives are in lakhs. However, the restaurants provide packaging on food delivery platforms. We can however promote stopping the use of plastic as much as possible and tie up with third party packaging players who have economical and eco-friendly packaging.”

Is Bengaluru the same then as now?

Taarika Thomas

BENGALURU: Bengaluru is known as the Silicon Valley of India because of its role in the nation's information technology (IT) industry. A demographically diverse city, Bengaluru is the second-fastest-growing major metropolis in India. But how did this city become all this?

A group of South Indian dynasties – including the the Cholas, the Hoysalas – ruled what is now Bengaluru until 1573 CE. Kempe Gowda from the Vijayanagara Empire established Bengaluru Pete as a mud fort. It was a market associated with various trades. The Pete had two main streets –the Chikkapete Street, which ran east-west, and the Doddapete Street, which

ran north-south.

Their intersection formed the Doddapete Square (present-day Avenue road), the heart of Bengaluru. Halasuru, also called Ulsoor (east), Sondekoppa (west), Yelahanka (north), and Anekal (south) were the four gates erected facing the cardinal directions. Five more gates were also built, and named the Varthur, Sarjapur, Kankanahalli, Kengeri and Yeshwantapura gates.

In 1985, Texas Instruments became the first multinational corporation to set up base in Bengaluru. Other information technology companies followed, and Bengaluru had established itself as the Silicon Valley of India by the end of the 20th century. It is now the third-largest metropolis in India, the largest city in

Karnataka and the 28th-largest city in the world.

So when and how did Bangalore turn into Bengaluru? The Karnataka government announced on December 11, 2005, that it had accepted a proposal by Jnanpith Award winner UR Ananthamurthy to rename Bangalore to Bengaluru.

The Bruhat Bangalore Mahanagara Palike (BBMP) passed a resolution on September 27, 2006, to implement the name change. The state government accepted the proposal, and it was decided to officially implement the name change from November 1. The Union government approved this request, along with name changes for 11 other Karnataka cities, in October 2014. Thus it was that Bangalore became Bengaluru November 1,

2014.

Bengaluru is also known as the Garden City of India because of its greenery, broad streets and the presence of many public parks. Bengaluru is sometimes also called as the Pub Capital of India and the Rock/Metal Capital of India because of its underground music scene and the fact that it often hosts international rock concerts.

In May 2012, Lonely Planet ranked Bangalore third among the world's top 10 cities to visit.

“My dad use to say it was greener and had colder weather during the 1980s. Like you could see fog even at noon,” said Kristu Jayanti College student Daniel Paul.

Bellandur resident Bhuvana Lakshmi said: “People use to come here

“I was born here and over the years seen Bengaluru change so much. It was called the Garden City of India but I don't know whether we can call it that now. I see so many IT companies coming up and all the greeneries fading away.” – **Navin Oomen, Structural Engineer**

for vacation. This place was known for its relaxing and fun vibes. But now Bengaluru has lost its sheen. It's not that people don't come here to have fun anymore, but Bangalore has now become more of a work-mode place, where people have no time to stop and greet each other. It's become all mechanical.”

Editor: Reema Ann Roy

Reporters: Abhijeet, Ashima, Divya, Krishna, Phani, Raveena, Reema, Taarika

Published by the PG Department of Communication, St. Joseph's College (Autonomous), P.O. Box 27094, Lalbagh Road, Bangalore - 560 027

DISCLAIMER: The views and opinions expressed in *Communique* belong to individuals and do not in any way reflect the opinion of the faculty or the management

Website: www.sjc.ac.in / Facebook: [communique@sjc.ac.in](https://www.facebook.com/communique@sjc.ac.in)