

Central Water Commission  
Technical Documentation Directorate  
Bhagirath(English)& Publicity Section  
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West Block II, Wing No-5  
R K Puram, New Delhi - 66.

Dated 16.11.2017

Subject: Submission of News Clippings.

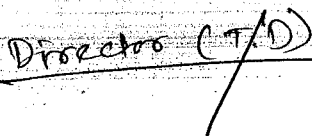
The News Clippings on Water Resources Development and allied subjects are enclosed for perusal of the Chairman, CWC, and Member (WP&P/D&R/RM), Central Water Commission. The soft copies of clippings have also been uploaded on the CWC website.


Encl: As stated above.

  
16/11/2017  
SPA (Publicity)  
for.

Deputy Director (Publication)

(On leave)

  
Director (T/D)

  
16/11

For information of Chairman & Member (WP&P/D&R/R.M.), CWC and all concerned,  
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O/C

ws item/letter/article/editorial published on 16.11.2017 in the

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M.P.Chronicle  
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The Times of India (A)  
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## VALLEY SOAKS IN THE FIRST SNOW 16.11



■ Locals and tourists alike came out of home as areas in the higher reaches of Kashmir received fresh snowfall while the plains recorded light rainfall breaking the dry spell in the Valley. People (pictured) enjoying the snowfall in Sonamarg, some 80km from Srinagar. AWASEEM ANDRABI/HT & AFP

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# Getting around Beijing's ways

India must strengthen maritime pacts with other players

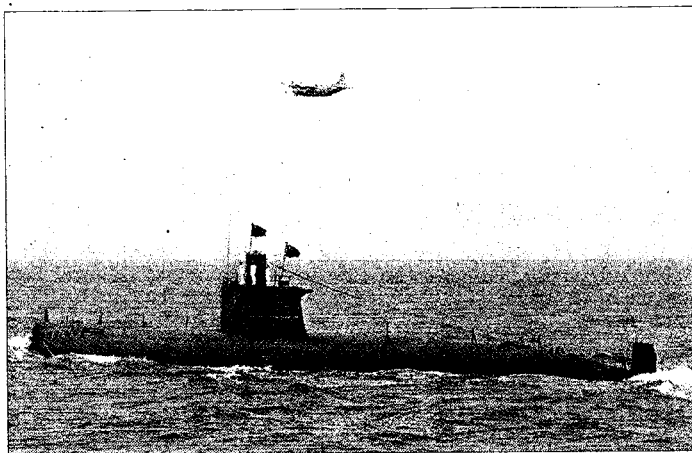
16 T.

G PARTHASARATHY

**T**HE spectacular rise of China over the past two decades has changed the entire geopolitical scene across India's maritime frontiers. While China has a legitimate interest in ensuring the security of its maritime frontiers, what has shaken its entire maritime neighbourhood, has been Beijing's readiness to use military power by deploying its navy coercively to enforce its expansionist claims across the South China Sea. These Chinese claims, spelt out in a unilaterally drawn "Nine Dotted Line", have resulted in tensions with virtually all China's maritime neighbours, including South Korea, Japan, Taiwan, the Philippines, Vietnam, Brunei, Malaysia and Indonesia. Worse still, China is building air bases and artificially constructed islands across the South China Sea to enforce its untenable claims, whose very basis has been rejected by a UN tribunal, in a judgment, on a complaint filed by the Philippines. Japan, Vietnam and Indonesia alone have stood firm against Chinese expansionism. Indonesia could well take China to an international tribunal over Beijing's claims to its Natuna Islands.

This Chinese "assertiveness" on its maritime boundary claims across the South China Sea is accompanied by its growing naval presence, including nuclear submarines, across the sea lanes of the Indian Ocean, extending from the Straits of Aden, where China has established a naval base in Djibouti, across the Straits of Hormuz to the Straits of Malacca. This entire Indian Ocean Region, extending from Aden to Malacca, accounts for 40 per cent of the world's oil production and 57 per cent of the world's oil trade. As much as 70 per cent of India's oil supplies come across these sea lanes and around 7 million Indians reside in the Arab Gulf countries, from where India receives over \$40 billion annually as remittances. Given the rivalries between Iran and its Arab neighbours across the Straits of Hormuz, the US has positioned its 5th Fleet in Bahrain and its Central Command military base in Qatar.

While India has historically looked on its maritime frontiers as extending across the Indian Ocean, from Aden to Malacca, the rise of Chinese power and its territorial assertiveness, both on



**HIGH SEAS:** China wants to browbeat all to stake claim to more and more sea.

land and sea, are disturbing and need to be addressed strategically. Beijing now claims that its territorial frontiers with India extend across the entire state of Arunachal Pradesh, with its borders lying just adjacent to the strategic Siliguri corridor in the east, while also claiming large tracts of Ladakh in the west. With Chinese power growing in the 1990s, a Chinese Admiral proclaimed: "The Indian Ocean is not India's Ocean", when concern was expressed by India over China using its clout with Myanmar to establish bases and monitoring facilities in the Cocos Islands near

Myanmar, Thailand, Malaysia, Indonesia, Sri Lanka and the Maldives. Moreover, India has no maritime boundary tensions with Pakistan, though the maritime boundary can be demarcated only after the land boundary is agreed upon. It is for this reason that India's maritime behaviour, unlike that of China, has won international praise and is cited as an example about how a large power should behave. Moreover, apart from working cooperatively with littoral states in the Indian Ocean Rim Association for Regional Cooperation (IOR-ARC) to agree on maritime norms and measures

India is admired globally for settling its maritime boundary issues with its neighbours through cooperation. New Delhi should get more countries on board for a formidable front to tackle Beijing

the Andaman Islands and possibly in Myanmar's Bay of Bengal port of Kyaukpyu. While India has never claimed that the Indian Ocean is "India's Ocean", China has claimed the bulk of the South China Sea is "China's Sea" and even extended its claim to Indonesia's shores. China now has a full-fledged military base in Djibouti and full access to port facilities at Gwadar in Balochistan. It is set to significantly strengthen Pakistan's navy, providing it four frigates and eight submarines.

India has not looked on idly at China's moves in the Indian Ocean. India is, in fact, admired globally for settling its maritime boundary issues with all its neighbours, including Bangladesh,

for disaster relief and economic cooperation, India is also partnering Japan for economic cooperation and connectivity across its shores to Africa. Even as China's footprint across the Indian Ocean grows with its access to port facilities, India has responded quietly, but surely, together with other regional and outside powers for eliminating piracy.

During his visits to Seychelles and Mauritius in 2015, PM Modi signed a number of maritime agreements, including one to build maritime infrastructure, and promote sea and air links with the Agalega Islands in Mauritius. Mauritius has reportedly been offered a credit of \$500 million for mutually agreed maritime security projects,

including the provision for a 1,300-tonne coastal patrol vessel. Similar agreements were reached with Seychelles. India's coastal lines of communications across the Indian Ocean are now being closely monitored and secured. Moreover, in a recent naval conclave in Goa (October 31-November 2), attended by senior naval officials of Myanmar, Indonesia, Malaysia, Singapore, Bangladesh, Thailand, Sri Lanka, Mauritius, Seychelles and the Maldives, India offered better exchanges of information, including timely intelligence on maritime movements across the Indian Ocean. Similar steps need to be taken by us for cooperation with our oil producing/energy partners.

While trilateral naval exercises with the US and Japan, named Malabar, are now undertaken regularly and maritime cooperation with the US is set to continue, it remains to be seen how Australia can be integrated into this group, given its hesitant and inconsistent approach to such cooperation in the past. It is heartening that there have been recent maritime exercises with Russia in its Pacific Port of Vladivostok, making our maritime cooperation more inclusive. With around 40 per cent of our exports proceeding beyond Malacca through the Asia-Pacific Region, it is only appropriate that we have an appropriate architecture for security/military cooperation in place on the eastern shores of Asia, across what is now called the Indo-Pacific Region.

China's much-touted OBOR initiative will enable Beijing to dominate the sea lanes of the Western Pacific and Indian Oceans by extending credits which the recipients cannot repay. Just as Sri Lanka has found in Hambantota, other recipients of such Chinese "aid" will find themselves caught in a "debt trap" wherein they are increasingly forced to compromise their sovereignty and hand over control of infrastructure and industries to the Chinese. Respected Pakistani economists are now questioning the economic wisdom of receiving Chinese "assistance" of over \$60 billion largely at near-commercial terms. Similar concerns have been voiced in Myanmar. But, in Pakistan, major decisions or cooperation with China are taken by the army brass, which is not exactly knowledgeable on economic issues. Mercifully Myanmar's army has no such illusion about China's intentions!

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# Rohtang closed to traffic after snow

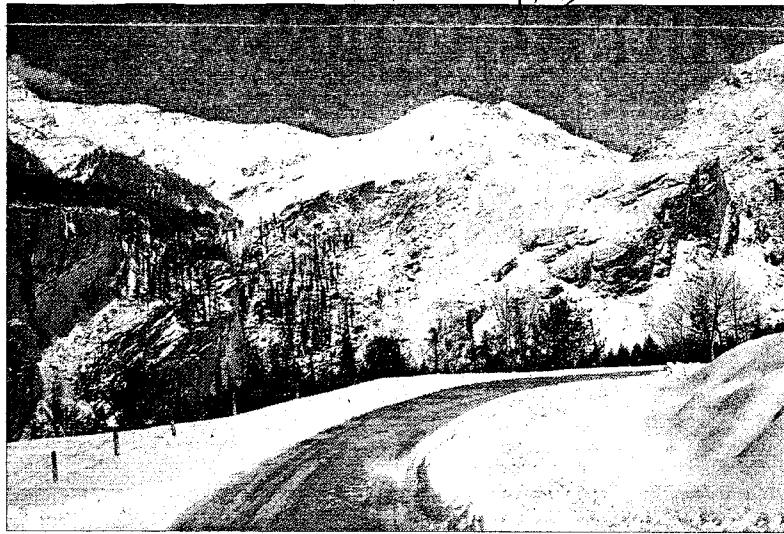
OUR CORRESPONDENT

KULLU, NOVEMBER 15

The 13,050-foot high Rohtang Pass, the gateway to the Lahaul valley on the Manali-Leh National Highway, has been closed to vehicular traffic after experiencing around 6-inch snowfall today.

Manali SDM HR Bairwa said online permits to cross or visit the Rohtang had been stopped and vehicles would only be allowed after considering the weather conditions eased. He added that tourist vehicles would be allowed up to the snow point depending on the weather.

Generally, the Rohtang Pass is closed to traffic after November 15, but sometimes vehicles ply till there is no accumulation of snow and the road is cleared by the Border Roads Organisation (BRO). However, the movement of traffic is regulated in view of public safety because due to its high altitude, the Pass is prone to sudden heavy snowfall which could pose a serious threat to the



A road leading to the Rohtang Pass near Gulaba in Manali. FILE PHOTO

## TRAFFIC CURBS

- Vehicles will not be permitted to cross the Rohtang Pass
- Tourist vehicles will be allowed till the snow point, depending on the weather
- The traffic is regulated in view of public safety

## CHAMBA TURNS WHITE

- The upper reaches in Chamba district received mild snowfall, while the lower hills witnessed rain, on Wednesday.
- The snowfall has brought respite to locals as dry weather had made things difficult for them.
- The minimum temperature in Chamba increased by a few notches.

and Lahaul-Spiti to halt the traffic in the wake of security of commuters. The road was covered with frost in many places, making travellers vulnerable. The Commander said there were very less commuters through the Rohtang Pass and the BRO had removed its machinery from the Manali-Rohtang-Koksar road.

The Lahaul valley remains cut-off for about 6 months during winters due to heavy snow at the Rohtang Pass. The rescue posts are set up at Marhi on the Manali side and Koksar on the Lahaul side from November 15 till December 31 to assist commuters to cross the Pass on foot. These posts are again set up after March 15 to assist commuters till the road opens around mid-May to traffic. The only way in and out of the valley is through the helicopter services provided by the state government during winters. Now with the completion of digging of the 8.8-km Rohtang tunnel, the commuters will soon have another option to cross the mighty Pass.

lives of visitors. Col AK Border Road Task Force approached the district Awasthi, Commander, 38 (BRTF), said he had administration of Kullu

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## Capt takes on MP over SYL allegation

TRIBUNE NEWS SERVICE

CHANDIGARH, NOVEMBER 15

Chief Minister Capt Amarinder Singh has lashed out at Akali MP Prem Singh Chandumajra for making baseless and frivolous allegations of an attempted pact with Haryana on the SYL issue, saying the matter was in the Supreme Court and there was no question of reaching any deal, secret or otherwise, with the Khatkar government.

The SAD MP's charges were sheer fabrication with not an iota of truth in them,

claimed the CM, warning Chandumajra against any attempt to whip up passions on the sensitive SYL issue with such statements.

The government, said Amarinder, would not allow anyone to disrupt peace in the state over any issue, including SYL, which was currently in the Supreme Court, with the Centre facilitating talks to resolve the issue.

Amarinder expressed the confidence that the apex court and the Union Government would come to an amicable solution, keeping the interests of the water-scarce Punjab in mind.

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# No end to pollution but ₹1,500 cr lying unused

A Delhi govt official now says it will use this green cess to buy electric buses

PTI

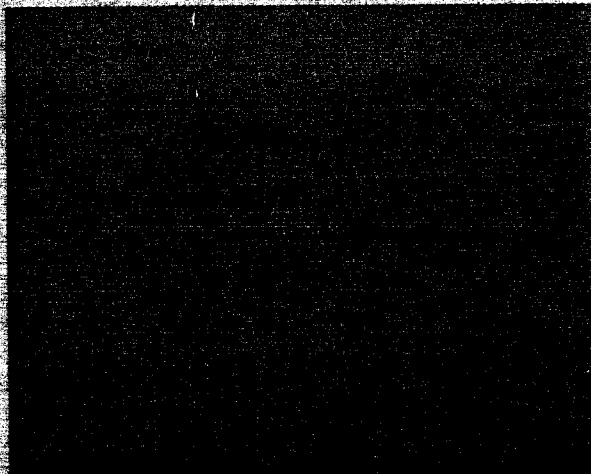
NEW DELHI, 15 NOVEMBER

**A**uthorities in Delhi have over ₹1,500 crore, collected as green fund to combat air pollution, lying largely unused, even as the national capital struggles to ward off a toxic haze.

The lion's share of the amount - ₹1,003 crore (till 10 November) - comes from an Environment Compensation Charge (ECC) imposed by the Supreme Court in 2015 on trucks entering Delhi while the rest is made up of cess on every litre of diesel sold, in effect since 2008.

The Central Pollution Control Board (CPCB) has amassed ₹62 crore as one per cent cess from dealers selling diesel cars with engine capacity of 2000cc and above in the Delhi-NCR region following a directive of the Supreme Court in August 2016.

The South Delhi Municipal Corporation (SDMC) collects the ECC and hands over the amount to the city's transport department every Friday, Usman Nasim, a researcher with the Centre For Science and Environment (CSE), said.



File photo of heavy fog hanging over New Delhi. AMARJEET SINGH

The cess on diesel was announced by the Sheila Dikshit government in December 2007 as part of its efforts to control air pollution due to vehicular emissions.

The corpus, known as 'Air Ambience Fund', is maintained by the Delhi Pollution Control Committee (DPCC), Nasim said.

Over the years, it has assumed a substantial size and stands at around ₹500 crore currently, he added.

When contacted, a senior

transport department official of the Delhi government said that on Tuesday a decision has been taken to use the fund to subsidise the procurement of electric buses.

"We will use the fund for electric mobility. E-buses are very costly upfront and need to be subsidised in the first phase. Subsequently, running them does not entail much expenditure," the official said.

However, it could not be immediately confirmed as to

how many electric buses the government is planning to buy and the amount required to do so. Moreover, around ₹120 crore from the ECC corpus will also be used to install radio-frequency identification devices (RFID) on trucks for effective and credible collection of levy and the ECC, according to a 2016 Supreme Court order. The CPCB plans to use a part of its green fund, collected as the diesel cess, for conducting studies on improvement and management of air quality in the region, while around ₹2.5 crore is being used in setting up pollution monitoring centres across NCR.

The apex pollution regulator recently invited Expression of Interest (EOI) and proposals for such studies, which, it said, will lay major emphasis on boosting its pollution monitoring infrastructure.

According to the EOI document, the projects will have to focus on areas such as the health impact of air pollution and on possible steps to create awareness among the masses by installing LED panels displaying pollution levels among others.



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प्रदूषण घटेगा...  
वातावरण में हल्का हो  
सर्दियों का शुरुआत

श्रीनगर/नई दिल्ली @  
पत्रिका: कश्मीर के ऊंचाई वाले  
कुछ इलाकों में बर्फबारी और  
मैदानी क्षेत्र में हल्की बारिश दर्ज  
की गई है। मौसम विभाग के  
अनुसार इससे दिल्ली में प्रदूषण  
घटने की उम्मीद है। साथ ही,  
पहाड़ी इलाकों में बर्फबारी का  
असर दिल्ली समेत रांपी,  
हरियाणा, पंजाब, मध्यप्रदेश,  
बिहार, राजस्थान में दिखने  
लगेगा। एक-दो दिनों में यहां  
सर्दी बढेगी। इधर, श्रीनगर और  
घाटी के अन्य मैदानी क्षेत्र में रात  
में 2.2 मिलीमीटर बारिश दर्ज  
की गई।



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# बारिश से बड़ी परेशानी

निम्न दबाव:

कोलकाता और  
जिलों में और 48  
घंटे तक बारिश की  
संभावना

मौसम विभाग का  
पूर्वानुमान,  
चक्रवाती तूफान  
की आशंका

मछुआरों को गहरे  
समुद्र में नहीं जाने  
की सलाह

कोलकाता, बंगाल की खाड़ी में निम्न दबाव का क्षेत्र बन जाने से मंगलवार देर रात से बुधवार रात तक कोलकाता समेत उपनगरों में रिमझिम बारिश होने से जन जीवन प्रभावित हुआ। मौसम विभाग ने कम से कम 48 घंटे तक हल्की से भारी बारिश होने का पूर्वानुमान

आज और कल भी बारिश संभव

अलीपुर स्थित मौसम विभाग के अनुसार बुधवार तड़के उत्तर व दक्षिण 24 परगना और पूर्व तथा पश्चिम मिदनापुर जिले में कहीं हल्की तथा कहीं ज़ोरों की बौछारे पड़ें। विभाग ने दक्षिण बंगाल के प्रायः हर जिले में अगले 48 घंटे तक बारिश का पूर्वानुमान किया है। गुरुवार और शुक्रवार को गंगा के तटवर्ती जिलों में रिमझिम बारिश होने की संभावना व्यक्त की है। पूर्व व पश्चिम मिदनापुर तथा उत्तर व दक्षिण 24 परगना के विभिन्न हिस्सों में भारी बारिश की चेतावनी है।

बना निम्न दबाव

मौसम विभाग के अनुसार कोलकाता समेत दक्षिण बंगाल के जिलों में अगले 48 घंटे के दौरान आँवहवा में बदलाव आने की संभावना नहीं है। विभाग के एक अधिकारी के अनुसार पश्चिम मध्य बंगाल की खाड़ी में आँखी नर्मिक निम्न दबाव के चलते ही बेमौसम की बारिश हो रही है। मौसम विभाग के सूत्रों ने बताया कि निम्न दबाव का उत्तर बंगाल के जिलों पर कोई असर नहीं पड़ा है।

व्यक्त किया है। तेज गति से चक्रवाती तूफान आने की आशंका जताई है।

कोलकाता समेत दक्षिण बंगाल के जिलों में इसका व्यापक असर पड़ने की आशंका है। तटीय इलाके में प्रति घंटे 60-70

किमी की गति से हवा चलने के आसार हैं। राज्य प्रशासन ने तटवर्ती इलाकों में मछुआरों को गहरे समुद्र में जाने से मना कर दिया है। जो मछली पकड़ने चले गए हैं उन्हें फौरन वापस लौटने को कहा गया है।