

## Kisan Samman Nidhi Scheme

The tempo and the speed with which Prime Minister's Kisan Samman Nidhi Scheme was announced by the Central Government in the Budget 2019-20, implementation thereof too has started with the same fervour and exuberance. Jammu and Kashmir State is among the first States where process of implementation has started. Kisan Samman Nidhi Yojna is a scheme of providing income support to farmers to primarily address the liquidity of cash problem which they, especially the small and marginal farmers, suffer from for most of the non-harvesting season and is payable in three instalments of Rs.2000 each or Rs.6000 annually. Only those farmers whose cultivable holdings do not exceed 2 hectares are eligible. To ensure that money reaches the targeted group, the payment will be under DBT mode or by crediting their bank accounts.

It is imperative to have credible data base of farm land holdings in respect of the beneficiaries and it is here where the efficiency and even the credibility of the State Revenue Department would be put to test. In Jammu and Kashmir State, district wise preparations have been given a get going nod in respect of the implementation of the scheme which has to be given a retrospective effect from December 2018. In this connection, the Chief Secretary conducted a high level meeting in which besides other officers, Commissioner /Secretary Revenue Department, Divisional Commissioner Jammu, Secretaries - Agriculture Production, Horticulture, Rural Development and Panchayati Raj, Information Technology, Finance Department etc, participated. Some other authorities and bureaucrats participated via video - conferencing.

Chief Secretary has accordingly asked the Deputy Commissioners to finalise the database of eligible landholder farmer families in the villages as per defined standard format wherein Name, Bank Account numbers, Mobile numbers etc of the beneficiaries and after due certification are duly mentioned and then sent the same to NIC, Jammu and Kashmir by February 22, 2019 for uploading the portal. A similar meeting prior to the one under reference, was held by the Chief Secretary with the Administrative Secretaries to finalise the modalities for implementing PM-Kisan in the State as per operational guidelines of the programme.

The scheme was going to have its impact in ameliorating the lot of the small and marginal farmers and with reasonable remunerative price of the crops of the farmers, agrarian strains and difficulties were going to be addressed to a larger extent. Since reports are that most of the States are near completion of the task of data assimilation to upload the portal, let us hope that Jammu and Kashmir State too stands among those States who complete the formalities well within the timeframe to ensure eligible farmers were benefitted in time.

## Streamlining patients' referral system

There are such patients whose ailments cannot be treated in the State Hospitals and would require treatment in medical centres / hospitals outside the State and require formal referrals. In this connection, State Government announced Standard Operating Procedures (SOPs) and nominated nodal officers at various levels of healthcare institutions to streamline the patients' referral system. Hence, on duty consultant, BMO, Medical Office and other similar medical authority shall decide about the modalities of referral from peripheral hospitals/ Health Centres to Tertiary care hospital and sign the 'referral slip' of the patient.

This much needed system would lessen the hardships and tension of the patient as also the attendants as under the revised system, the referring Doctor shall have to mention details of the patient, like treatment received, status of the patient and reasons of referring the patient to the 'Tertiary Care Hospital' on the Referral Slip. The messages too would follow for the referred hospital about the patient so as to ensure necessary arrangements were made well in advance. This looks on the face of it much assuring and satisfying provided the system was made sincerely workable especially for patients needing treatment at urgent basis and who were from moderate means.

The necessary details, monitoring etc right up from putting the patient in the ambulance to arrival at the Tertiary hospital as detailed in the revised system is depicting the intention to help and save the sick and should receive necessary cooperation at each level. The noteworthy feature is the provision of monthly audit of all referral cases at all levels to be conducted and consolidated to reach the management of GMC Srinagar /Jammu to lend the requisite credibility to the objective behind the system.

# Avoid perennial power crisis in Kishtwar

Jagmohan Sharma

Once again Kishtwar & adjoining areas are without electricity for last few days. And this is not going to be the last if corrective technical measures are not taken to avert this condition. Previously too same situation has been faced by Kishtwar & adjoining areas when the 132 KV line between Udhampur Sub Station of J&KPDD & Dulhasti Project of NHPC failed because of snow-fall during winter months.

It is a paradox that the District that is home to 390 MW capacity Dulhasti Hydroelectric Project of NHPC fails to provide electricity to the populace of Kishtwar & adjoining areas when it's requirement is the most, that is, during the winter months. The cause for this is a technical short-sightedness.

The Dulhasti Project wheels power to the Northern Grid including J&K state (which is a constituent of Northern Grid) through two 400 KV lines owned by POWERGRID. These lines connect Dulhasti Project to the 945 MVA capacity Kishanpur Sub Station of POWERGRID. Kishanpur Sub station is further connected to Udhampur sub station of J&KPDD through a double cir-

cuit 220 KV Line. The 220 KV sub station of J&KPDD is in turn connected to their sub station at Kishtwar.

And herein lies the issue. Udhampur Sub Station of J&KPDD is connected to their Kishtwar sub station on a single 132 KV S/C Transmission Line. This effectively means that the power is exported from Dulhasti Project to Kishanpur Sub Station first over the 400 KV Lines & then it is wheeled back to Kishtwar on a 132 KV line. This line was constructed in 1985/86 for supplying construction power to Dulhasti Hydroelectric Project.

Speaking simply, it means that power from Dulhasti project travels 117 km first, over a robust 400 KV power network to reach the Northern Grid & then has to travel back to Kishtwar for feeding power to Kishtwar & adjoining areas on a weak & singular 132 KV single circuit line.

J&KPDD had also started construction of a 132 KV line between Ramban & Kishtwar / Thathri but this line never came up & probably stands abandoned because of contractual problems.

How can this problem be resolved?

The perennial problem of power supply to Kishtwar &

adjoining areas, in the event of failure of 132 KV Transmission Line, can be addressed by constructing a 400/220/132 KV sub station at Kishtwar by LILONG (Line in Line out) anyone of the two existing 400 KV Transmission Lines. The sub station can further be connected down-

Kashmir where the 400 KV Wagooa - Uri Transmission line has been LIL.Oed (tapped) at Amargarh sub station. This station is further connected to the 400 KV Samba - Jallandhar Transmission line owned & operated by Sterlite Power. In fact plan for the pooling station

J&KPDD for the Amargarh network the Kishtwar sub station / network did not get the seriousness that was required.

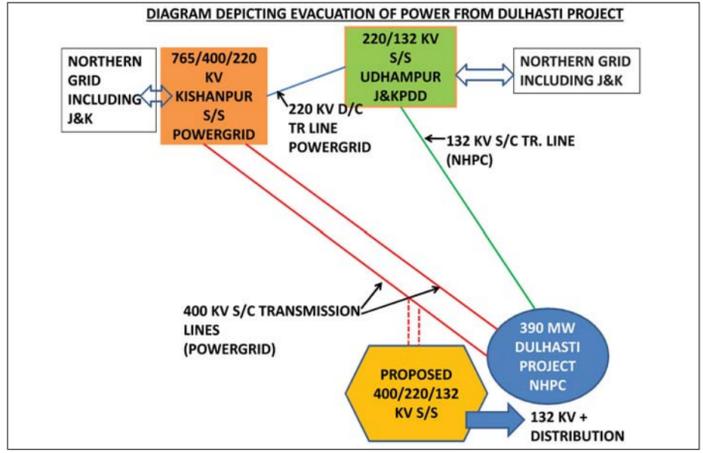
In fact Sh.G.M.Sarooi, MLA Inderwal & Ex Cabinet Minister, took up this issue with Mr. Omar Abdullah, the then CM of J&K in 2012/13 after the

principle in the Standing Committee of power planning of Northern Region, which held a meeting at Delhi on 02.01.2013. The committee is a part of the Central electricity Authority (CEA) that falls under the Ministry of Power GoI. The pooling station was envisaged to wheel power from the hydro power stations that are planned to come up in the Chenab basin. In this meeting 220 KV level was not envisaged but a revised plan can include this provision as well. In fact the recently commissioned 400 KV Dulhasti - Kishanpur transmission line is also a part of the network to evacuate power from the planned power stations & also provides an alternative route for evacuation of power from Dulhasti project.

Futureistically speaking, when the load in the area increases, a 220 KV level system may also become essential & in such an eventuality the 220 KV network will have to be laid down & it will be much easier to connect it to the planned 220 KV sub station.

The proposed sub station above will not only improve power availability in Kishtwar & surrounding areas but will also improve quality of power in the entire region.

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wards on 132 KV level for further connectivity to the 33 KV distribution network of the area.

A similar arrangement has also been made to cater to the load requirement of North

station at Kishtwar was put up to Northern Region Power Committee (NRPC) at the same time as the the Jallandhar - Samba - Amargarh network, but because of the thrust by

Amargarh system was approved but no headway could be achieved.

It is also understood that the plan for having a pooling station in Kishtwar was approved in

Dr Raja Muzaffar Bhat

In India more than 1.50 lakh people die every year during Road Traffic Accidents (RTAs). This means 400 people die every day on our roads or one death after every 4 minutes daily. During last 6 years (2013 to 2018) approximately 5800 persons died in Jammu & Kashmir during road crashes. Most of these accidents took place on Srinagar Jammu Delhi highway (NH 44) followed by other roads especially Jammu-Doda-Kishtwar road, Srinagar Anantnag road and Srinagar Baramullah road etc. As per the fact sheet prepared by Save Life Foundation an NGO that has been doing lot of advocacy and awareness on road traffic issues, there were around 23,000 road crashes between the year 2013 to 2016 in Jammu & Kashmir State. The NGO quotes the data prepared by Ministry of Road Transport and Highways. Out of these 23,000 road accidents more than 33,000 people were injured and almost 4000 people lost their lives. Hundreds have become permanently disabled. During last 10 years more than 14 lakh persons have lost their lives in India which is much.

I was shocked when I got to know about these figures at a meeting organized by Rajiv Gandhi Foundation New Delhi recently. Piyush Tewari Co Founder and CEO of Save Life Foundation gave a detailed pres-

# Reduce road casualties

entation on road traffic accidents in India. The session was very much informative and an eye opener for the participants who had come from different states of India. Piyush is crusader who has been fighting for enactment of Good Samaritan Law at national and state level. In fact because of his sustained efforts Supreme Court of India in a Writ Petition (Civil) 235 of 2012 titled Save Life Foundation v/s Union of India, passed a judgment (AIR 2016 SC 1617) by incorporating the guidelines for the protection of Good Samaritans and Standard Operating Procedures (SOPs) for the examination of Good Samaritans by the Police and during trial. The Apex Court invoked Article 141 and 142 of the Constitution of India, making these guidelines and SOPs binding throughout the country thereby giving them the "force of law". The Law Commission of India in one its reports has said that 50 percent of the deaths in road traffic accidents (RTAs) in India can be averted if the victims were able to get the basic care at the time of accident (golden hour). This is only possible when people at the site of accident come forward and handle such cases. But as police used to question people coming forward, most of people present at the site of accident or road crash were

reluctant to help the accident victims and this lead to lots of casualties. Now the scenario is changing day by day.

**SLF's Journey**  
Piyush's 16 year old cousin was hit by a vehicle in New Delhi around 2008. There were dozens of pedestrians around this injured boy but nobody dared to come forward and take him to the hospital during that golden hour.



It was too late when the police came and by that time the boy had bled profusely and he was no more in this world. Piyush who was a banker decided to challenge the law wherein people coming with helping hands were questioned by police, courts and hospital staff. In absence of an emergency medical system bystanders and pedestrians can play a great role at the time of accident. This as I said does not

happen in most of the cases because of police harassment or litigations. Even after the Supreme Court 's intervention and continuous radio and TV campaign by Government, people are still reluctant to come forward for the help. This is mainly due to lack of awareness. Piyush along with Krishen Mehta founded an NGO Save Life Foundation (SLF) soon after his cousin's

tragic death. The NGO started its activities by training police officials who are the first to come to the accident spot. The training was provided in basic trauma and life support skills. During last more than 10 years SLF has diversified its work. It started doing advocacy for robust road safety and emergency care legislations. In addition to it accident prevention training programs for high-risk commercial drivers is

also being imparted by NGO. SLF which is based in New Delhi now operates in over 11 states and union territories across the country. Piyush featured in Time Magazine in 2015. His NGO Save Life Foundation (SLF) has been awarded NGO of year award by Rockefeller Foundation in 2014. Clinton Global Initiative gave membership to SLF in 2014. Piyush got Ashoka fellowship in 2013.

**Good Samaritan Law**  
Because of SLF's efforts Supreme Court of India under its special constitutional provisions has made the implementation of Good Samaritan guidelines and SOPs binding on all States and Union Territories of India. But this is yet to be made a legislation by Government of India. Karnataka state enacted a Good Samaritan Law which was given assent by President of India in September 2018. Karnataka has become the first state to give legal protection to good Samaritans through a legislation. On September 30th 2018 President Ram Nath Kovind gave assent to the Karnataka Good Samaritan and Medical Professional (Protection and Regulation during Emergency Situations) Bill, 2016. The aim of this legislation is to give legal protection to volunteers / good samaritans so as to ensure immediate medical assis-

stance for road traffic accident victims within the 'golden hour'. This law will also encourage people to offer first aid to victims without fear of harassment at the hands of police and other authorities. The 'golden hour' in the medical terminology is the first hour after a traumatic injury when emergency treatment is very crucial. Under the new law Govt of Karnataka will also provide financial help to good Samaritans to volunteer themselves during road traffic accidents.

**Conclusion**  
In view of large number of road traffic accidents (RTAs) taking place in Jammu & Kashmir State, we loose lot of precious lives every day on our roads. In most of the cases people do not come forward due to reasons discussed above. It is essential people are made aware of the Golden Hour and Good Samaritans are given a legal cover. Government and NGOs need to create awareness on these issues. Jammu & Kashmir needs to enact a law in this direction so as to reduce fatalities during road traffic accidents. I would appeal local political parties to make sure they include this issue in their election manifesto for the upcoming Assembly elections. Good Samaritan Law needs to be enacted in J&K through a legislative process.....

(The author is Founder & Chairman of Jammu and Kashmir RTI Movement)  
feedbackexcelsior@gmail.com

Mahesh Chander Sudan

We, the people of India, have of late started witnessing an unprecedented turmoil in the politics where political parties of treasury and opposition benches are displaying an unwanted show of allegations and counter allegations merely to seek the general attention of the masses to their side. Though, we the poor voters do not really understand their motives but feel very low about their behavior across the political spectrum. We have earlier been witnessing our leaders during political rallies wherein they would explain their plans, take interactive feedback and do assure common masses about their healthy future. However, the recent trend is unhealthy and worrisome as none of our leaders of the day whether in power or out of power pays any regard towards the so called respect of voters. They are busy day in and day out to through dirt of corruption on each other. We fail to understand as to why they wash dirty linen in public merely to gain

# Political turmoil in India

cheap attention of the media and in bargain raise suspicion in the mind of AamAdmi about each one of them. They add to the confusion already building in our mind whether we did exercise our franchise earlier with wisdom or we are being made to suffer due to our foolish act to voting them to power.

Inter-alia, it weakens our understanding of the electoral system that have been guiding us for last seven decades to be part of Nation building under the guidance of great leaders who achieved for us independence from English empire, framed one of the best constitutions of the world and did make plans for development of the Nation. We are uncomfortable to attend/view any political rally as the language used by these politicians is of very low standard, and forbidden to be used in any forum. It seems that the visual media covering these events have been

deprived of their right to edit the language and as such it becomes unbearable to view even news channels displaying those political rallies where in each leader tries to outsmart his opponent. We have gone through many elections earlier

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but a new trend set in by our leaders of the day is really questionable and sends a wrong message for our next generations who are even otherwise

deprived of old cultural heritage. Respect begets respect, we hope our leaders may recollect these words and remain within decent behavioral limits. We voters expect them to maintain their dignities so that we feel proud of their leader-

ship and in reality this would otherwise take us away from them in the long run. We wish the leaders of the party in power would give us a

gist of their achievements and future plan to attract our mandate for next tenure. We have been witnessing some international elections on television like most sought for Presidential Election of USA where in candidates of different political ideologies speak to the voter about nation building and their future plans for uplifting the life of their countrymen. Unlike the ruling party, other political parties have right to carry out healthy criticism of the Government policies in the larger interest of the nation. It is unbearable for us to stand any of these rallies held across the length and breadth of the country either by a leader of party in power or otherwise. We feel as if earlier politicians had drawn their own boundaries of decency and this attribute attracted them to general masses and few of them emerged as mass leaders.

Unfortunately, leaders of today are not able to live with-

out power and as such they use any method to lure voters rather than attracting them to their side ideologically. Use of might, power and money has become a usual apparatus in winning elections. This short sighted approach is inimical to the larger interest of the Nation. At last, it is the sac red duty of the voters to avoid these attractive political pitfalls created with an aim to seek our mandate.

The resultant chaotic environment conveys a fake political turmoil which I am sure conscious citizens of India would tolerate and ultimately vote out of the call of the conscious without getting affected by these mischievous tactics of political entities in the larger interest of the Nation. Let us enjoy the political drama being enacted by various political entities to attract our right to vote in their favor. Let us pray the might of Indian Constitution prevail at last.

(The author is former Wing Commander)  
feedbackexcelsior@gmail.com

## Road safety

Sir,

This has reference to the Road Safety Week that was celebrated from Jan 4 - Jan 10. There is no doubt that a large number of people lose their precious lives in road accidents. The major causes of road accidents are rash driving, speeding, driving without wearing helmets/seatbelts, drunken driving, underage driving etc. Similarly, in many cases, it is found that the passenger buses are overloaded beyond their capacity. Thus, there is need for creating awareness in the drivers and public at large to obey traffic rules. At the same time, there is need to promote cheap public transport system to reduce emission of poisonous gases. Many people buy vehicles without having any space for parking and park their vehicles on both sides of the roads, especially in the interiors of colonies to disrupt smooth flow of traffic. The concerned authorities need to paint all the speed breakers in white, remove encroachment from roads, check illegal parking of vehicles to ensure smooth flow of traffic and safety of passengers. Buses and minibuses, being cheap and affordable means of transport system, are the life line of modern surface transport system. They are used by majority of people because of nominal fare. But sometimes, the drivers of these buses violate all traffic rules while taking the passengers from one place to another. Generally what happens is that they drive at a slow pace from their station but as soon as they see another vehicle approaching them, they suddenly increase the speed of their vehicles resorting to rash driving and putting the lives of passengers at risk. When any passenger objects to the speeding, rash driving or slow driving, these drivers misbehave with the passengers and care a fig for their complaints.

The drivers and conductors need to mandatorily wear a uniform bearing their names. It must be made mandatory for the drivers to cover a particular distance in specific time failing which the drivers must be penalised. Offences such as overloading and speeding need to be taken cognizance of and adequate penalty should be imposed on the erring drivers. Sometimes stray animals such as dogs, horses, cows etc, roaming on the roads too cause accidents. Thus, all the concerned Departments need to act in perfect coordination for ensuring road safety. There is also need of the passenger helpline to report various offences and misbehaviour of the drivers and conductors with the passengers as well as getting information about the condition of the roads etc.

Ashok Sharma,  
Housing Colony, Udhampur

## Readers Write

### Overpopulation and unemployment

Sir,

It is very important to mention about the population which is increasing at a very rapid rate and now has become a serious concern. The growing rate is directly or indirectly related to unemployment in the country. If we look at the worldometers it is updating as one birth per second. The actual rate may vary. The overpopulation which means an unplanned population puts pressure on the economic, social and definitely on the educational process.

The results of overpopulation have catastrophic effects on the environment on the whole and youth in particular who would raise either go for demonstrations or suicide, which is not a past story. The suicide reports are in heaps for the reasons of unemployment.

There is a dire need for "population education" which should not be like a slogan "Hum Do Hamare Do"-a notion of past not practically adopted. The youth of today is the future of tomorrow. There should be some strict pre-planning for the population control and for enhancing employment.

Rajat Kumar  
Bigota, Doda