

WE WROTE IN OUR PREVIOUS COLUMN about how small towns in India are showing the way in keeping wet waste separate from dry waste ('Small towns drive big change', FE, February 27; <https://bit.ly/2WDOjCx>). This is the most critical first step for sound solid waste management. We also looked to see if some bigger towns are getting their act together in managing their solid waste. Admittedly, it is more difficult to organise community action in large towns. But wards are a good place to start. We are happy to report some encouraging news from Tamil Nadu.

The city of Vellore in Tamil Nadu, with population of 5 lakh, has been a trail-blazer in decentralised management of solid waste and sending no waste to landfill. More recently, it has earned the remarkable distinction of getting all its residents to separate their wet waste from dry waste, which makes the task of solid waste management so much easier for the Municipal Corporation. But we are getting ahead of our story.

Vellore generates 160 tonnes of solid waste per day, excluding waste from bulk generators. It all began with a PIL in the National Green Tribunal in 2015 seeking closure of the 8-acre dumpsite on a tank bund in Saduperi, a few kilometres away from Vellore. The site had been used for dumping mixed waste since 1991.

The Vellore Municipal Corporation (VMC) responded to the challenge by building 42 sheds for micro composting centres (MCCs) across its 60 wards. Each MCC (with capacity ranging from 1.5 tonnes to 5 tonnes) was provided enclosed sheds containing numerous open-brickwork sheds (5 feet deep, 5-6 feet wide and 7-10 feet long) for composting wet waste. The tanks are filled in rotation, over a starter bed of dry leaves, with one-foot layers of hand-sorted wet waste plus a layer of cow dung slurry as compost starter, and allowed to mature for 30-60 days.

Last month, one of us led a group of 10 others and drove from Bangalore to Vellore to see for ourselves how the VMC is implementing its decentralised waste management system. At an MCC, we were pleased to see fully segregated wet waste being hand-picked to remove coconut shells and other hard-to-compost items, on the one hand, and clean dry waste carefully sorted into different bins for sale, on the other.

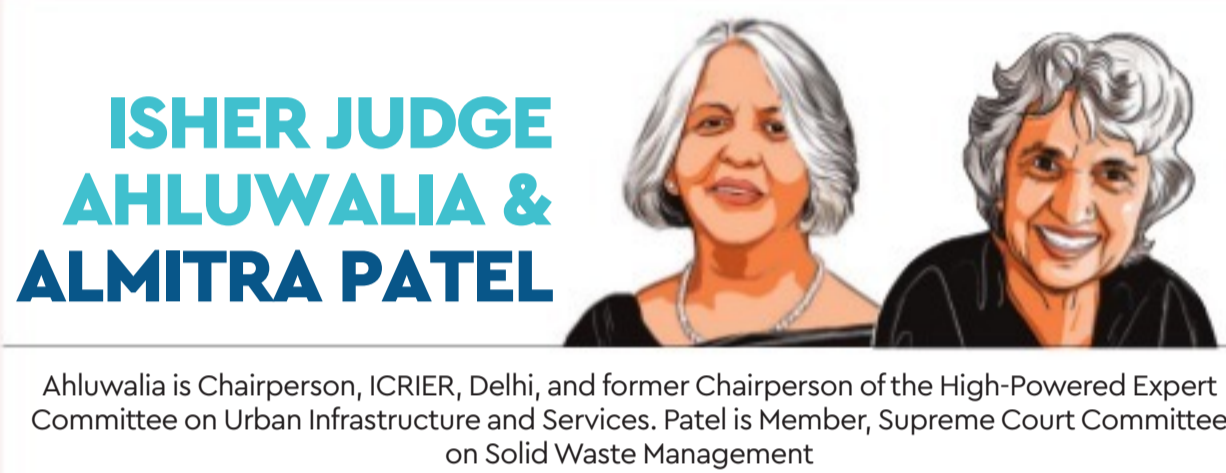
The municipal commissioner at that time, Janaki Raveendran, with support from all elected local representatives, proactively and completely, stopped sending any waste to the dumpsite. They started doorstep collection of mixed waste in Vellore using primary collection vehicles and municipal workers to transport the waste to MCCs. These are run by self-help groups who are provided with covered space for sorting, and are paid ₹250 per day. They can collectively keep the sale proceeds of both compost and dry waste. The VMC pays for electricity and water. There is no secondary transport, no transfer stations for the garbage, and no black spots in the city, not to speak of the significant savings on transport cost.

The second major step of 100% segregation came with the enthusiastic efforts of S Sivasubramanian, who assumed charge as the municipal commissioner of the VMC on October 31, 2018. Having inherited a well-functioning system of decentralised waste management, the new commissioner was determined to achieve doorstep collection of waste, fully segregated at source, as he had done during his earlier posting in Tirunelveli. This has been achieved in Vellore in just four months. This should give thought to the many who believe it can't be done in India—it is being done admittedly in the South, but there is no reason why the North cannot follow suit.

The awareness campaign involved the municipal commissioner of Vellore and other high officials using social media by posting photos of themselves in their home kitchens with separate bins for wet and dry waste. All municipal



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● CITIES AT CROSSROADS

The collective challenge of managing solid waste

Metropolitan cities across India, learn from Vellore, and 19 other cities in Tamil Nadu, where no waste goes to a dumpsite, and where the collective efforts of the authorities and the community have ensured overall reduction in the volume of total solid waste

staff and waste workers down to the lowest level and all government employees were urged to keep their home wastes unmixed, before asking others to do so. Religious leaders of different communities were also approached and urged to convey to their followers the importance of keeping wet and dry wastes unmixed, and from January 2019 avoiding the use of one-time-use plastics that have been banned by the Tamil Nadu government. Groups like Lions and Rotary were roped in to spread the good word. Schools were required to get pledges signed by all the students and their parents. With the cooperation of teachers, they have reached out to 1,28,000 homes.

Such campaigns to engage with the community are successful only when the doorstep collection teams cooperate and strictly refuse taking mixed waste. After accepting the segregated waste, they should visibly transport the wet and dry waste separately to gain trust of those who have complied by not mixing the wastes at source. The pending grievances of waste collectors with respect to promotions, filling vacancies, provident fund issues and minor repairs of primary collection vehicles, etc, were resolved to ensure their buy-in for the campaign. This shows leadership in making change happen.

Micro-planning of collection vehicle routes manned by municipal staff, and tracking their punctuality and performance is also key to citizen cooperation. The benefit of this intensive burst of focus is that once success is achieved, it is relatively easy to maintain the system. Prolonged deadlines for compliance, one area at a time, do not work.

At a morning muster, sanitary officers give each waste collector a notebook containing a message from the municipal commissioner, which they have to show to each household on their beat and collect a signed pledge to not mix their wastes and not use banned plastics. This is to promote bonding with the households. After two warnings, mixed waste is temporarily accepted on payment of a fee of ₹10. Thereafter, mixed waste pick-up is strictly refused, with full backing of the superior officers of the

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doorstep collectors. A follow-up visit is made the same evening to the defaulter household to find out where their uncollected waste went.

The government of Tamil Nadu has provided an enabling environment through proactive engagement of the Department of Municipal Administration. The courts have also provided strong support for decentralised waste management. Under the leadership of G Prakash, the commissioner of Municipal Administration in Tamil Nadu, 700-plus MCCs and several on-site composting centres have come up, all receiving well segregated waste. As in Vellore, so in 19 other cities, no waste goes to a dumpsite. State-wide, wet waste is collected six days a week and dry waste only on Wednesdays. Municipalities have framed by-laws to comply with the Solid Waste Management Rules, 2016. Thus, user charges starting from ₹20 per month are added every six months to property tax, with collection rates of 80-100%. Bulk generators managing their own waste are charged for collection of dry waste and for the waste they indirectly generate at local markets, eateries, etc. As a result of the plastic ban, the volume of total solid waste has come down from 160 tonnes to 131 tonnes a day.

This model can work equally well in every ward of a metro city. The collective challenge of managing solid waste in our metros requires, above all, the engagement of the community.

● METRO RAIL

Make in India, for the world

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An ecosystem to manufacture rolling stock has been successfully established

ECONOMIC LITERATURE HAS IDENTIFIED urban centres as engines of economic growth. As an urban centre grows, so does the demand to move people and goods; in other words, economic growth increases the demand for urban mobility. India's process of urbanisation is taking place at a time when the global community is moving towards green technology and reducing carbon emissions. We not only have to provide modern mobility options to our urban population, but also manage the technology transition to these green technologies. In the past couple of decades, the policy focus for mass intra-urban mobility that has helped India in its initiatives to reduce carbon emissions has been the construction and operation of metro railway systems. This form of mobility has been so popular among central and state governments that, as of February 2019, as many as 14 urban centres in the country were in various phases of metro rail construction and operation.

Metro rail projects have huge investment outlay, which, when directed properly, can maximise the multiplier effect on economic activities. The world over, metro rail projects have been used to provide a fillip to the local industry. Given the impetus to 'Make in India', the government has the opportunity to use these projects to push manufacturing activities in the country. In this context, the recent mandatory tender conditions and standardised norms issued by the ministry of urban development are timely. Modern metro rail has a mix of both complex and advanced technology, hence, expectedly, most of the leading firms are multinational companies.

A metro rail project has numerous subsystems, one of which is rolling stock or rail coach. In our recent study, we looked at the effect of foreign investments in the metro rail rolling stock segment. Two foreign firms had set up plants to manufacture rolling stock in the country, while a third firm was in the process of setting up one. It is well-known that, in the past few decades, commodity composition of exports from India underwent consistent changes in favour of capital and skill-intensive products. Foreign firms in the metro rail segment have used this comparative advantage to export rolling stock from India. Foreign firms in India have also exported semi-finished units, thus providing an opportunity to get into their global value chains. At the same time, there has been local capacity-building; as a local firm, after a successful technical collaboration with another foreign firm, has independently won a contract to supply rolling coaches to phase 2 of Mumbai Metro. In other words, an ecosystem to manufacture rolling stock has been successfully established in the country.

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However, it has been recently that the global rolling stock industry is facing large overcapacity issues, leading to consolidation pressure. Key growth areas will be in urban transport, and that too in emerging markets. Given this situation and the slew of metro projects in India, many global firms are lining up to serve the Indian market. This can be seen from the fact that, for the recent expression of interest for providing rolling stock on lease basis for Line 5 of Delhi Metro Rail Corporation on December 12, 2017, as many as 11 applicants qualified for issue of request for proposal documents. Thus, there is huge interest in the Indian market.

Metro rail projects are typically funded by the government, domestic and foreign funding agencies, and public-private partnership. Among these three options of funding, we have generally opted for a combination of the first two. Most of the metro rail projects in the country have been co-financed by foreign funding agencies. The various ways of funding a project have implications on the amount of manufacturing in the country; as, recently, in one of the metro projects, for two lines, the foreign funding agency set a precondition that in all the systems for these two lines, technology of a particular nationality should be excluded. Given the complexity of these systems, this condition excludes most of the players from participating in the tendering process, which affects local manufacturing investments. The need of the hour is coordination between central and state governments to ensure that the funding agency that comes on-board gives a fair chance to all manufacturing companies. This will support the developing ecosystem as well as investments that have gone into the metro rail segment in the country.

MISSION SHAKTI

Genius of Indian space scientists

Did Modi help Shakti reimagine India's military, commercial and geopolitical power?

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among the electorate that the security and the economic development of the nation is safe in the hands of the Modi government. Unlike in the case of Balakot air strikes, Modi's detractors did not ask for proof given that the technological achievement of Mission Shakti was officially confirmed by the Pentagon of the US. But we should pause before trivialising the achievements of Indian space scientists—amidst the political bickering that followed the announcement, including comments from former staff of India's defence and space research organisations that prior non-BJP governments lacked the political will to fund an anti-satellite

(ASAT) system programme—and understand what Mission Shakti stands for.

Modi's message underlined the fact that India's space power stands for peace and not as a threat to other military powers. As the only non-permanent member of the UN Security Council to be a space power, this commitment comes with important geopolitical implications.

A January 2019 US Defense Intelligence Agency (DIA) report 'Challenges to Security in Space' highlights how Chinese and Russian governments reorganised their space military capabilities in 2015, developing jamming and cyberspace capabilities, directed energy weapons, on-



orbit capabilities, and ground-based ASAT missiles as a means to reduce US and allied military effectiveness. The Vice-President of the US, Mike Pence, in a *Washington Post* op-ed referencing DIA report, lamented the US military unpreparedness in space and wrote that "while our enemies have weaponized space, we have bureaucratized it." India's non-aligned status in the space war race provides it with unique opportunities to leverage its military closeness to both the US and Russia, thereby benefiting from research and strategic collaboration. The *New York Times*, in a March 27 report, recognises India's space achievements as a "shifting balance of power in

Asia." An Asian Switzerland to a militarised space. In the terrorised geography of South Asia, this message should be music to ears of Indian citizens and the US President.

Modi's message should help Indians think of space beyond the space of the ISRO or the launch of inquisitive space probes. As Modi pointed out, our lifestyle is more dependent on space than ever. From getting directions on our hand-held devices and hailing a cab, to locating a restaurant, a lot is enabled by the Indian Regional Navigation Satellite System (IRNSS), or NAVIC, operated by the ISRO. Mission Shakti will augment NAVIC's ability to leverage Indian space power, giving our armed forces and intelligence community a strategic advantage, increasing the agility, precision and lethality of our military with lesser collateral damage. It is not surprising Mission Shakti prompted Pakistan to urge the world to slam India, while China found itself to be a 'for-peace' evangelist.

Leadership in space will also help India develop indigenous technologies to revolutionise how we communicate, travel, farm, trade and educate, creating countless jobs. Modi did not forget to remind his electorate how the benefits of India's constellation of satellites are being enjoyed by farmers, students, fishers, military forces, and why it is a moment of national pride—now that we have an ASAT system.

But India is still not there. To harness

the full military and commercial benefits of Mission Shakti, India needs to formally develop a 'space force' plan. Which government departments should bear the responsibility to develop, coordinate and implement India's national-security space programme? There must be a mechanism of strategically syncing the needs of India's defence and finance ministries with the aims and outputs of ISRO's research.

Can we take a cue from US President Donald Trump's efforts to develop a dedicated US Space Force? In February, Trump signed the Space Policy Directive-4, ordering the Pentagon to create 'Space Force' as a new branch of US military, and earlier this month US defense secretary started the process of establishing a US Space Force that will centralise the US command-and-control structure for space war fighting, besides developing and implementing strategy, doctrine, tactics, techniques and procedures for US armed forces to deter and defeat a generation of military threats in space. Both Russia and China have revamped their military bureaucracy to provide for such space prowess.

A leader inspires others to imagine beyond the capabilities of their immediate constituencies. Did Modi help Indians reimagine India's military, commercial and geopolitical power in an increasingly confrontational domain of space? Only time will tell.