



Just the beginning



Dr. Amita Chauhan
Chairperson

As I pore over the last Making A Newspaper contest edition of The Global Times for the year 2020-21, I am reminded of the phrase which eloquently states that 'from every ending comes a new beginning'. Indeed, this edition

is significant not only because it marks the end of a series of superbly written and designed contest editions, but also because it is the first contest edition of AIS VKC Lucknow. I am convinced that contributions from these young, new voices, in the future, will instill a fresh perspective into our student newspaper.

Having said that, GT is not merely a newspaper, it is a platform that reveals the very identity of every Amitian. It is a reflection of what lies deep within their hearts and minds, it is a safe harbour for their ideas to find expression and validation. Perhaps, this is the reason why, with each passing year, the content in all the contest editions is becoming more and more creative and original. There have been a plethora of articles in these editions, ranging from subjects like pertinent current affairs and insightful interviews with global dignitaries to dramatic fiction and soulful poetry. We have also had several pieces on complicated social issues that usually go unacknowledged, proving that Amitians have their heart in the right place!

Certainly, GT has taught our young reporters not only the skills of writing and editing, but also imbued them with the qualities of empathy, discipline and responsibility. I am proud that we have been able to fulfil the vision with which GT was launched – to provide the much-needed stepping stone for our budding journalists. As you read this edition, remember that every new step you take, in this journey of creativity, is just the beginning – of a beautiful life. [GT](#)

Exploring untrodden paths



Rachna Mishra
Principal
AIS VKC Lko

The past year has been all about extraordinary vision, stupendous efforts, and exceptional achievements. Thus, we are extremely fortunate that we are being groomed and nurtured under the guidance of our honourable Founder President, Dr Ashok K. Chauhan, and

our Chairperson Dr (Mrs) Amita Chauhan. Their relentless efforts have helped Amitians become globally competitive, empathetic individuals moving ahead with a sense of purpose and optimism for the future.

Life had thrown a formidable challenge for all of us but patience and resilience helped us turn it into a new opportunity to grow; where our teachers impressed us with their innate capacity to bounce back from setbacks, our students put in their best and with their infectious enthusiasm, prodded us to thrive and learn. Now as we stand on the threshold of a new beginning, we eagerly look forward to seeing the faces of our students brimming with energy, the classrooms buzzing with excitement, corridors reverberating with the sounds of footsteps, and the school ground teeming with the energetic young sports enthusiasts.

Thus, having realised that persistence and resilience only come from walking through unfamiliar paths, I would like to congratulate our dedicated team for rising to the occasion and producing a spectacular assemblage of creativity and innovation. With great pride, we present before you the first contest edition of AIS VKC! [GT](#)

Insuring nature...

...To Conserve It And Further Ensure Climate Resilience

Shreya Dwivedi

AIS VKC Lko, XI E

Blanketing less than 1% of the earth's surface yet insulating and catering for over 4000 species of marine life, and providing livelihood to about 840 million humans, coral reefs are presently faced with the menace of extirpation. Going by the recent reports, a draconian 30-50% decline has been recorded in the coral reef coverage worldwide since 1980s. Why and wherefore? Natural storms coupled with human actions numbering marine pollution, habitat destruction, overfishing, climate change, and the consequent bleaching, acidification, disease upsurge, and recrudescence.

Subsequently enervated, the global coral reef crisis stipulates swift attention and action. It should be acknowledged that nowhere does this distress call suggest that the coral reefs are incapable of withstanding the storms on their own, for they have been at the coalface since

millions of years. Additionally, a healthy coral reef alone has the capacity to truncate a comber's energy by a staggering 97% before it wallops the shore, diminishing both the storm and the erosion that accompanies. However, the additional strain of human opportunism renders its efforts futile. And paradoxically, it is human mediation that it quests for. So, here's looking at the efforts made in this respect...

Stratagem I: An initiative of the Mexican Quintana Roo government in collaboration with The Nature Conservancy and The National Parks Commission, Reef Brigades - a response team of trained people to repair the reefs post a storm - were formed

in 2018. When, following a storm, the broken corals roll around and get buried in the sand, these human brigades, with timely intervention, protect the corals by fastening them back onto the reef. Predominantly impacting the Yucatan Peninsula, the 2020 hurricane season with its record 27 storms, however, proved to be catastrophic, leaving the corals devastated every time before they could be fully recovered. Notwithstanding which, continuous toiling by the said brigades helped in stabilising and replanting numerous coral colonies.

Stratagem II: Coastal Zone Management Trust, set up by the Quintana Roo government, purchased the

first ever coral reef insurance policy in 2019. The policy assures adequate funding for the repair work of these ecosystems post a Category 3 storm, one with a wind speed of 100 knots or greater. The insurance was soon en-cashed when Hurricane Delta slammed the coast in October 2020, providing around 800,000 USD for restoration purposes. Howbeit, its potential could not be properly realised then owing to the pandemic-induced constraints.

The essential question, therefore, boils down to the effectiveness of such measures. Would the early response and funding system prove to be a win for all, the coastal community, nature, and the insurance industry combined, or would it commodify nature further, adding to the tribulations of the already distraught coastal belt, is what remains to be seen.



Continued from page 1...

Understanding the challenges

With 236,802 units sold in the first half of 2021 alone, the demand for EVs in India is increasing. However, the infra-structural requirements for the same fall short for reasons aplenty...

Lack of charging stations: Though well-equipped in the manufacturing of ICE vehicles, with as many as 70,000 fuel stations across the country, India currently has only 427 public charging stations for EVs; this while the batteries need to be charged every 200-250 kms. Additionally, as per the recent estimates, over 80% of the charging takes place at the owner's residence or workplace, which in itself is a great fallout if done through electricity generated from thermal plants run on coal. Besides, private light-duty chargers are slow and require upto 8-12 hours for a full charge, forcing feasibility out.

Lack of production capacity: India lags behind in the production of several gears such as batteries, controllers, semiconductors, etc., necessary for the manufacturing of EVs in the nation. Since reserves of lithium, cobalt, and nickel are concentrated in a few countries like China, Congo, etc., India has to import lithium-ion cells and batteries in large quantities to satisfy its energy needs. If projections are anything to go by, the domestic EV market would require a minimum of 10 GW of Li-ion cells by 2022, about 60 GW by 2025, and over 120 GW by 2030 to meet its

set goal; where the nation barely manages to add about 20 GW every year to its grid for all its energy needs combined. Thus, to provide such large outputs of energy for EVs alone is tough.

Lack of recycling facilities: India manages to recycle only 5% of the spent Li-ion batteries, a lacuna in the nation's technical skills to achieve the same if we may. Plus, dumping them is not an effective solution either, for they contain toxic, flammable materials that cannot be left untreated. But since EV batteries would account for over 80% market share in the Li-ion battery market by 2030, the government needs to come up with a well-defined policy for their eco-friendly end-of-life handling.

Lack of battery life: The battery life of an EV ranges from 6-8 years, requiring replacement when its capacity falls below 80%. These frequent replacements are to be borne by the users, and since the cost of battery amounts to about 50% of the vehicle's purchase price, it becomes a financial burden.

Lack of a skilled workforce: Though our mobility sector is filled with talented people, these lack the niche skills required to work in the EV sector, and so do more than a third of our nation's engineering students. Besides, as projected, India would need 15,000 engineers a year for designing and servicing EVs from 2022 onwards, so changes in the curriculum are imperative.

Entering the legislative domain
For even with increased demand, oper-

ationalising mass transition to EVs in a nation of over 1.3 billion people is by no means an easy feat to attain. However, in a bid to phase out all the ambiguity surrounding this vehicle of the future and to further drive its manufacturing and adoption in the country, the Government of India has been gunning hard year on year. Along with the introduction of initiatives such as the National Electric Mobility Mission Plan (NEMMP) 2013, and FAME India 2015, it has also proffered several financial incentives, including a 1.5 lakh INR tax exemption on loans to purchase EVs, fixating GST on EVs at 5% versus 28% for ICEs, customs duty exemption on their specific parts such as the electric drive assembly, onboard charger, e-compressor, etc., amongst others to cut down costs. At the state level, many fiscal and non-fiscal incentives are being made available for the production of chargers and charging stations. In one such instance, the government of Telangana amended their building by-laws to accommodate around 600 charging stations across the state. However, all this will come to naught if enhanced industry cooperation, both public and private, fails to accompany it; a higher consumer awareness would be equally welcomed!

Agar chalti ka naam gaadi, toh phir kaun pakka khiladi? Internal Combustion Engine vehicles or Electric vehicles, the choice is yours, but remember it would affect one and all!

To new beginnings

Incorporating unique experiences and unbridled enthusiasm, every edition of The Global



Nidhi Barthwal
GT Coordinator
AIS VKC Lko

Times brings with it a vision for the future, blending different forms of art and media with shining sparks of novelty and a splash of creativity. It is thus an honour to participate in the GT Making A Newspaper Contest for the first time. Leaving all apprehensions behind, the freshly appointed editorial team donned the coveted role with great élan, overwhelming us with their unceasing fervor. Walking on an uncharted territory while putting forth their unique perspectives, the team envisioned, analysed, designed, drafted, edited, and finally created this spectacular amalgamation of their sincere efforts. Our sincere thanks to The Global Times team for demystifying the whole creative process by providing us with their toolkit of techniques and strategies. Hope you savour the distinct expression of talent encapsulated in this CE by AIS VKC. Happy Reading!