

from it, says Dilip. They were indeed "charmed by the idea". They were by and large welcoming and friendly, even when they held views diametrically opposed to his own. As Dilip observes in the course of his journey in Montana,

a disaster is a good time to get rid of our old and torn clothes!" laughs Dilip.

Forget about people in another hemisphere, do we even know what our immediate neighbours need or don't need?

But a crime story from someone who began with poems seems strange. "Crime has always fascinated me. Reading a lot of Conan

would like to write something more literary in future. I am also compiling another book of my poems," he signs off.

CHETNA DUA

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and more

ne of those well-crafted ed from Miller or Wil- ere on untested ground. y, the initial punches y well. By interval, I felt greatest thing that had me. After showering me liments, Mr. Bachchan mbani took me out for

ve performed in the ralia, Singapore, and ery major American u find an Indian audi- where?

sian audience all over. I ved standing ovations

on stage, actors draw l cues from each other. r play, you are the only do you manage?

ergy from my audience. DO shows, only one show ad a non-responsive au-opped the play, after half d said: 'Let's do an exer-How To Laugh'. And, that t.

ver think of yourself in erson?

the same person, overall. t strength to be myself de- g to a city that changes tely.

at has remained un- out you?

y to laugh at my failures. RAHEJA



Driving to a dead end?

ISSUE What can car drivers in the city do to save the day?

"I can't drive in Bangalore any more," says Paul Joseph who works in Saudi Arabia and is down for the holiday season in Bangalore. "I prefer walking or taking an auto, as driving is impossible in such chaotic traffic," says Chandra Mohan, who is in the city from Pune on business.

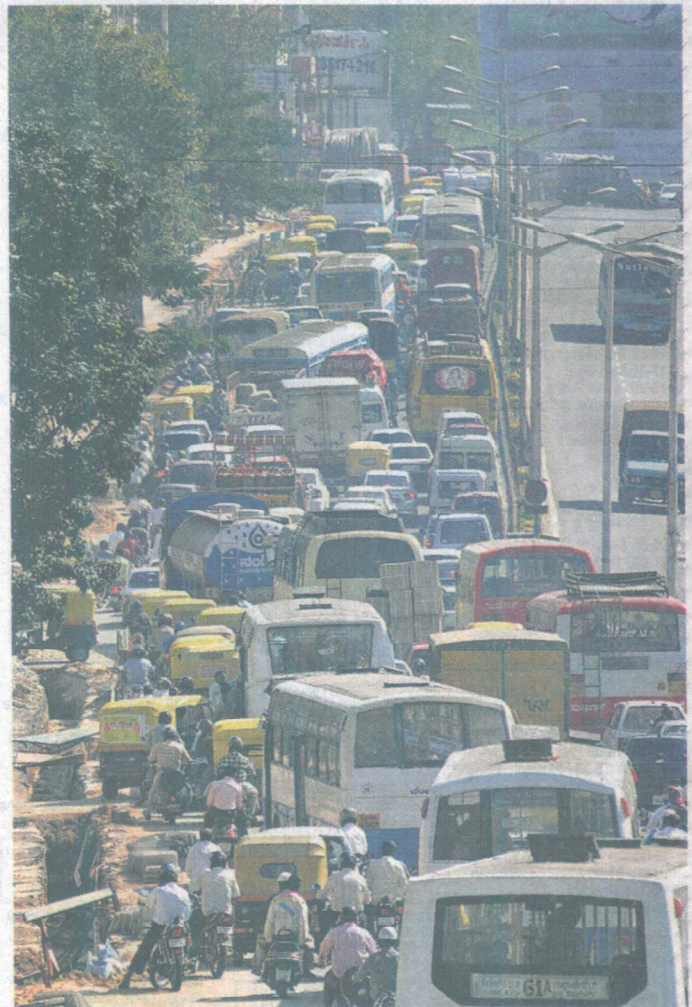
This is the common refrain of old Bangaloreans coming back to the city on holiday, or even the regular city dweller who finds the growth of vehicular traffic too phenomenal to handle. Can we streamline an unruly traffic situation and thereby increase energy efficiency while driving in Bangalore city, I asked Ko Sakamoto a senior consultant of TRL (Transport Research Laboratory, London) who gave us a talk at the Copenhagen Summit in December.

Avoid too many trips

He emphatically said that the growth in demand was outstripping the efficiency gains in transport in developing countries. We must learn to avoid the distance or the number of trips we make on a daily basis. We also need to shift towards lower emitting modes of transport and improve the technological and operational efficiency of vehicles. Public transport is the need of the hour and congestion taxes like those enforced in London or Singapore need to be seriously looked at by the authorities.

However, only when car drivers in the city thought it was important to make the most of technology, could we look at improving energy efficiency and cutting back on our GHG (green house gas) emissions.

Badri Chillarige, who has an Opel Astra that runs on



JAMMED Bangalore's roads PHOTO: MURALI KUMAR K.

LPG, says: "I changed over to gas because it was fundamentally cheaper and cleaner with a lower level of emission. Back in 2006 gas cost Rs. 18 as against petrol at Rs. 45 per litre, so that gave me the incentive. I did feel a marginal loss of power of the vehicle, but that was irrelevant especially in Bangalore city traffic where one cannot move faster than 30 to 40 km per hour anyway."

Sakamoto also advised, "Timely car maintenance and reducing driving speeds are important points for drivers to remember. Reducing the drag (roof racks and open windows), avoiding the use of

appliances in the vehicle (air-conditioning) are also eco friendly methods of saving energy." That mitigation actions in the transport sector are too expensive is a myth, which Chillarige's example proves otherwise. Looking at greener alternatives to cut back on our CO2 emissions is definitely the way to go. With less energy use, naturally there is a carbon reduction, which cuts back on emissions and reduces our human impact on our staggering planet. The change is in our hands, and hopefully 2010 will shake us out of our business-as-usual lethargy.

MARIANNE DE NAZARETH