

ISRO's year-end mission to seek two satellites' merger in Space: Dr Jitendra

■ STATE TIMES NEWS

NEW DELHI: Union Minister, Dr Jitendra Singh informed here on Saturday that (Indian Space Research Organisation) ISRO's year-end mission scheduled for 30th December is going to be a historic one as it will seek the rare feat of docking or merging or joining together two satellites in Space. The project has been named "Space Docking Experiment" (SpaDeX), he said.

The whole nation looks forward with bated breath as ISRO is set to achieve a significant milestone in Space technology, said the Minister in the Department of Space.

In an exclusive media interview, Dr Jitendra Singh elaborated that the upcoming SpaDeX mission aims to dock two satellites in Space, a challenge only mastered by a few countries. This ambitious project will take place on December 30, 2024, under the Space Docking Experiment (SpaDeX) and the indigenous technology used for this mission is called the "Bharatiya Docking System".



"SpaDEX" will mark a milestone, showcasing India's expertise in spacecraft docking technology.

This mission, said Dr Jitendra Singh, will mark India's entry into the exclusive league of nations capable of mastering space docking. A unique approach, the PSLV rocket, will launch two satellites equipped with the 'Bharatiya Docking System' to demonstrate this complex feat, he added.

In the near vacuum of Space, the handout said, ISRO will attempt to dock two satellites orbiting at speeds of 28,800 km/h. This is a

challenging task, as both satellites must be carefully manoeuvred to reduce their relative velocities to a mere 0.036 km/h. The two satellites, designated 'Chaser' and 'Target', will merge to form a single unit in Space.

ISRO's achievement will place India among the world's space leaders, marking a step towards greater space exploration and innovation. SpaDeX is a significant milestone that paves the way for more complex space missions in the coming years. ISRO's SpaDEX mission is set to launch on Dec 30, 2024, will demonstrate India's Spacecraft Docking technology, marking a crucial step in space exploration and satellite servicing capabilities.

SpaDEX will deploy two identical satellites, SDX01 and SDX02. Each satellite weighs around 220 kilograms and will orbit 470 km above Earth. Key objectives include Performing precision rendezvous and docking manoeuvres, Validating power transfer between docked spacecraft and Operating

payloads post-undocking, with a two-year lifespan.

This mission is essential for future endeavours, including satellite servicing and building India's space station, Bharatiya Antriksh Station.

SpaDEX will also use PSLV's fourth stage, POEM-4, for experiments. The stage will carry 24 payloads from academic institutions and startups. These experiments will utilise the microgravity environment in orbit.

SpaDEX will demonstrate docking and undocking capabilities between satellites. This includes transferring power and operating scientific payloads. The mission will simulate a sequence of manoeuvres, starting with a far rendezvous phase at 20 km and ending with docking at 3 metres.

This capability is vital for India's lunar and interplanetary missions. Docking technology enables multi-launch missions and supports future human spaceflight. Only the US, Russia, and China have mastered such advancements so far.



Week-long celebration of Dogri Manyata Diwas concluded at Linguistics Dept CLUJ

■ STATE TIMES NEWS

JAMMU: The Department of Linguistics & Literature, School of Humanities & Liberal Arts, Cluster University of Jammu concluded a week-long celebration to commemorate the Dogri Manyata Diwas on the 19th, 20th, 22nd, 24th, 26th, and 27th of December, 2024 under the patronship of Vice Chancellor of Cluster University of Jammu, Prof. K. S. Chandrasekhar, to commemorate the introduction of Dogri Language in the Eighth Schedule of the Constitution of India.

The various activities were organized in collaboration with the Department of ML MAM College, the Department of Dogri Jammu University, the Department of English, SHLLA, and the School of Social Sciences.

A Dogri Cultural Exhibition was held on the 26th of December on the premises of SHLLA with the School of Social Science and the Department of Hindi MAM College.

The students of Linguistics, School of Social Sciences and MAM College participated and showcased the Cuisines, Wedding items,

Dy CM inspects departments; reviews functioning

■ STATE TIMES NEWS

JAMMU: Dy Chief Minister, Surinder Choudhary, on Saturday conducted an inspection of various departments including Industries & Commerce, SICOP, JK Minerals, Geology Mining, Handicrafts Deptt. He also inspected working of Mechanical Engineering Department, Bikram Chowk Jammu. The Deputy Chief Minister had a detailed review of functioning of all these departments. He asked the concerned officers to step up efforts ensuring that the

schemes of their respective departments are implemented effectively. While interacting with the officials, the Dy CM asked for fast pacing of various developmental initiatives being undertaken by the government.

He also stressed upon them to ensure that public service delivery mechanism is speeded up. "We should be available to the general public so as to have maximum outreach which would ensure need based and proper implementation of various government initiatives," maintained the Deputy Chief Minister.

While addressing the students, Prof. K.S. Chandrasekhar urged the students to adopt and pro-



VC of CLUJ Prof K. S. Chandrasekhar with faculty and winner students.

motote the Dogra culture and Dogri Language so that its customs and traditions can be preserved.

The first prize of the Essay Writing Competition was won by Bhavani Manhas, GCW Gandhinagar, the Second prize was scored by Himanshi Sharma, Department of Linguistics and Literature, CLUJ, and the third prize went to Ritika Sharma, GDC Akhnour.

The first prize in the Sentence Comprehension Competition was won by Chakshu Sharma, GGM Science College, the Second prize was won by Janvi Sharma, Department of Linguistics and Literature, CLUJ, and the third prize scored by Sheetal, Department of Linguistics and Literature, CLUJ.

Ritika Sharma, GDC Akhnour, won the first prize in the poetry recitation competition. Himanshi Sharma, Department of Linguistics and Literature, CLUJ, scored the second prize, and Sumeet Kumar, GGM Science College, won the third prize.

The program ended with the Head of the Department of Linguistics and Literature, Dr. Reena Salaria, voting thanks to the guests, juries and Participants. The whole program was coordinated by Dr. Neha Garg, Shivali Sharma, and Saqib Ishfaq faculty of Department of Linguistics and Literature.

Shutdown in Katra over ropeway enters Day-4, JCCI extends support

■ STATE TIMES NEWS

REASI/JAMMU: The shutdown against a proposed ropeway project in the Trikuta hills of Reasi district entered its fourth day on Saturday, with protesters continuing a hunger strike for the release of several people detained by police in Katra.

The Jammu Chamber of Commerce and Industries (JCCI) has extended its support to the Shri Mata Vaishno Devi Sangharsh Samiti and urged the administration to resolve the issue with talks.

A shutdown of all commercial activities in the area was announced earlier in the week by the Shri Mata Vaishno Devi Sangharsh Samiti.

On Friday night, the Samiti extended the bandh by 72 hours.

All shops, restaurants, and business establishments have been shut since Wednesday.

The bandh has disrupted normal life in one of the busiest towns in the country, where thousands of pilgrims arrive every day to pray at the Mata Vaishno Devi cave shrine.

"We extended the strike last night. It will continue for the next 72 hours until the government shelves the ropeway project," the Samiti spokesperson said.

Five men are sitting on a hunger strike demanding the release of 18 members of the Samiti, detained during a protest march against the ropeway project.

Deputy Chief Minister Surinder Choudhary in Jammu termed the decision to construct the ropeway a



"wrong decision" and urged the Lieutenant Governor to engage with the protesters to resolve the issue.

"If the people of Katra do not want a ropeway, which will take away the livelihood of 40,000 people, the Shrine Board and LG Sahib should listen to them and address their concerns," he said.

JCCI President Arun Gupta, who led a team to meet the protesters in Katra today, said development projects that harm the local population should not be pursued.

"It is time to hold talks with the people protesting in Katra and resolve the issue amicably," Gupta said.

The 18 detained included two Samiti leaders - Bhupinder Singh and Sohan Chand.

The face-off began last month when the Shri Mata Vaishno Devi Shrine Board announced a plan to build a ropeway to facilitate access to the temple for senior citizens, children, and others who find it challenging to climb the 13-km-long track to the cave shrine.

The proposed Rs 250-crore ropeway project will connect

Tarakote Marg to Sanji Chhat, leading to the cave shrine in Reasi district.

Since the bandh, the Shrine Board has made special arrangements for the boarding and lodging of pilgrims arriving in the town.

Special langars set up by the Shrine Board at Katra Railway Station, Banganga, and Tarakote are offering tea and milk to pilgrims, ensuring the yatra continues smoothly on both tracks.

Where love, devotion, spirituality converge Exploring North India's only Radha Rukmini Krishna Temple in Jammu



■ STATE TIMES NEWS

JAMMU: The Radha-Rukmini Krishna Temple, nestled on Circular Road in Jammu, stands out as the only temple in North India where Lord Krishna is worshipped alongside his beloved wife, Rukmini, and his devoted companion, Radha.

Built approximately 200 years ago during the reign of Maharaja Gulab Singh, this historic temple is located around four kilometers from Jammu's main bus stand and six kilometers from the railway station, making it a manageable pilgrimage site for devotees. Despite its rich heritage and unique significance, the temple has historically flown under the radar, but interest in this spiritual place is growing. It was once a revered destination for royal women and their attendants from the nearby Mubarak Mandi Palace, who would visit the temple after bathing in the sacred Tawi River to offer their prayers to the divine trio.

The temple is home to striking black idols of Lord Krishna, Rukmini, and Radha. Rukmini, symbolizing devotion and strength, represents the ideal wife, while Radha embodies the essence of divine love and devotion. Together, they illustrate the intricate dynamics of love and spirituality with-

in Hindu philosophy, making the temple an essential spiritual destination for many.

A notable feature of this temple is its historical importance, which includes a now-closed secret passage that once connected it to the royal palaces. This passage serves as a reminder of the temple's storied past and its connection to the region's royalty.

The serene environment surrounding the temple, enhanced by the flowing waters of the Tawi River and the accessible stairs leading to its banks, provides a tranquil space for reflection and prayer. Devotees believe that all wishes made here are fulfilled, adding to the temple's allure. Each year, during the festival of Krishna Jammashanti, the temple transforms into a vibrant celebration, adorned with decorations and accompanied by a community feast that underscores its cultural and spiritual significance in Jammu.

As the temple's popularity continues to rise, it beckons visitors not only for its spiritual ambiance but also for its unique portrayal of the divine relationships that lie at the heart of Hindu belief. The Radha-Rukmini Krishna Temple stands as a testament to the enduring power of devotion and love, inviting all who seek spiritual solace.

CMVR-1989 as regards headlights of vehicles must be enforced on ground by MVD & Traffic Police for safety on roads

■ DAYA SAGAR

It was reported on December 20 that Regional transport Officer Jammu of J&K Motor Vehicle Department (MVD) had intensified inspection of vehicles across District Jammu focussing on adherence to traffic rules, verification of documents and for promoting responsible vehicle usage by the users/ operators for which intimate interest had also been expressed by Transport Commissioner J&K, Vishesh Paul Mahajan. As per information shared with the media out of the 125 vehicles that were inspected 49 were challaned and 5 were seized (Rs 1,33,500 fines collected on spot) which reflects that nearly 42 % of the vehicles out of the vehicles inspected were violators of the rules like vehicles plying with riding 2-wheelers without helmet, overloading (P&G), reckless driving, underage driving, non compliance of traffic rules, expired fitness certification, route permit violations. RTO Jammu has been quoted highlighting the dangers of negligent driving /driving vehicles against rules adding that he could quote several instances wherein negligence of a fraction of 'second' had 'claimed several lives and such drives by the Department are also focussed / aimed against defaulters so as to reduce incidents of road accidents and also for instilling a culture of civic responsibility among road users. Such seriousness on the part of the Motor Vehicle Department surely needs appreciations & cooperation from one and all. But how for such checks have so far produced the

results well reflects from the high percentage of defaulters booked out of 125 vehicles checked on 20th December 2024.

As reported RTO Jammu, Pankaj Bhagotra, had very truthfully expressed concerns for the accidents on roads but something more need be done ground to enforce the traffic rules on regular day basis & not simply through occasion group checks. We have cameras installed at important locations and not many traffic personals are needed even at signal posts. .

But for that in addition to traffic rules, vehicle maintenance requirements & presence of proper fitments / accessories on the vehicles while presented for passing before RTO and their use while moving on roads have also to be particularly kept in focus particularly the fitment of headlights/ lights on the vehicles, their focussed inspection at the time of passing of a new / old vehicle by the RTO/MVD and also regular check for such fitments by the traffic police while the vehicles are moving on road (particularly during evening / night hours). Many vehicles these days are found fitted with banned lights which almost blind the approaching vehicle drivers, more so 'hardly' any one is found using even dipper during night hours which can result in accidents, increased travel time and increased fuel consumption. Very rarely we may see some MVD/ Traffic police doing checks for an authorised use of such lights or non use of dippers (when we can have speed checks on road side we can also

have checks for use of banned lights/ no use of dipper).

We well know in India there are no less rules available for regulation of sale of vehicles and use of vehicles which also relate to civic discipline as well as safety on the roads like supply of vehicles with safety belt & use of belt while driving ; provision of dipper (for headlight) on the automobile & use of dipper while driving so that vehicles approaching each other may have some better vision; no use or provision of extra bright lights as lights / headlights on vehicle beyond a prescribed brightness / dazzling light blinding the approaching drive to avoid chances of accident or extra reduced speed . But it is observed that vehicles are running on roads fitted with extra bright white 'blinding' lights without any check by MVD officers or Traffic police in cities like Jammu city which causes lot of inconvenience to normal citizens and very particularly to the elderly people . Not only that in cities like Jammu on main roads we may hardly find some one even using dipper at night while approaching other vehicle where as there is strict enforcement in cities like Chandigarh : Mumbai.

In 1970s/ 1980s The headlight glass of vehicles in India /J&K used to be got half as painted black by the traffic police /even passing authority and sometimes police was found stopping vehicles and getting painted half black at owner cost as a regular feature{The practice of painting headlights half black was



A Look through the Mist

indeed mandated by the Indian government, specifically under the Motor Vehicles Act, 1939, and the Central Motor Vehicles Rules (CMVR), 1957. Rule 104 of the CMVR (1957) specified the requirements for headlights, including the beam pattern, intensity, and colour. The rule also mandated that the upper half of the headlight glass be tinted or painted black to reduce glare. These days we do not find such practice since the rules have been amended (In 1989, the CMVR was amended, and Rule 104 was modified. The revised rule no longer required the upper half of the headlight glass to be painted black. While the rules still specify requirements for headlight beam patterns, intensity, and colour, there is no longer a requirement for the upper half of the headlight glass to be painted black), may be hoping that people have over the years become more aware and would be using features like dipper on their own (but that is not happening) .

The Motor Vehicles Act, 1988 regulates the use of vehicles, including safety features and lighting, Central Motor Vehicles Rules (CMVR), 1989 specify the standards for vehicle lighting, including headlights, taillights, and indicators and Automotive Lighting standards, set by the Bureau of Indian Standards (BIS), specify the requirements for automotive lighting, including intensity, colour, and mounting. To be brief it could be said here that among

the 'Prohibited Lights' we can include (i) High-Intensity Discharge (HID) lamps that produce an intense white or blue light are not allowed as headlights (ii) LED lights are allowed but LED lights with high intensity (above 10,000 candelas) are not permitted (iii) Laser lights are not allowed as headlights or auxiliary lights. In case there is some change the quotes here are subject to correction and mentions made here can be surely taken for concept sake.

It is not wrong to say here that the Vehicle manufacturers have the responsibility to must ensure that vehicles are fitted with lighting systems that comply with Indian standards and regulations; RTO officers must also verify that vehicles comply with safety and lighting regulations before registering them and Traffic police must also enforce the rules and regulations, including checking for prohibited lights. Ministry of Road Transport and Highways (MoRTH) GOI has also issued notifications regarding vehicle safety and lighting standards.

For instance (i) The position of headlights on vehicles should be as per Rule No. 104 of the Central Motor Vehicles Rules (CMVR), 1989. The light flux for passing filament was about 750 lumens, and for driving filament, it's about 1250 lumens ; (ii) The Automotive Research Association of India (ARAI) has guidelines for the approval of headlamps emitting an asymmetrical passing beam or a driving beam or both (iii) The daytime running lamp should switch OFF automatically when the headlamps are

switched ON is also safety recommendation. For more detailed information one can refer to the Automotive Industry Standards (AIS) and Central Motor Vehicles Rules (CMVR), 1989.

I am sure the Checklist used by Motor Vehicle Inspectors (MVD) to verify compliance with safety and emission standards must be also including the head lights/ Certificate of Road Worthiness issued by the MVD Inspector too includes compliance with safety and emission standards. Check lists under Safety features must be also including (i) Seat belts (ii) Headlights (low/high beam) (iii) Taillights (iv) Brake lights (v) Indicators (vi) Rear view mirror (vii) Horn. Forms and checklists used by Inspectors in different states may vary in the format used but would they must be meeting all such requirements .

The current regulations governing headlights in India are specified in the Central Motor Vehicles Rules (CMVR), 1989, as amended. While the rules still specify requirements for headlight beam patterns, intensity, and colour, there is no longer a requirement for the upper half of the headlight glass to be painted black.

Any how the rules/guidelines governing the Headlights too should be on the priority check list during inspection of vehicles before passing and while on road on the MVD Officers / Traffic Police Officers for better road safety and hope the inspecting teams would reset priorities likewise . Continued (The writer is a Sr Journalist & analyst of J&K Affairs)