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Farmers' protest: No headway yet, next meeting to be held on December 9

The government has said it needs some more time for internal discussion as farmers held their ground that they want withdrawal of the laws, not amendments.



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Why our reliance on cars could start booming



Until earlier this year, Alley Vandenberg was a regular bus rider. She'd wake up each morning and take line 15 from her apartment in the City Park neighbourhood of Denver, Colorado, to her office at a financial institution in the bustling Civic Center Plaza. Because the commute was just 2.5 miles (4km), the investment supervisor left her car at home so she could avoid the hassle of driving through the heart of downtown at rush hour. It also saved her the \$200 cost of monthly parking. Then, the pandemic threw a major wrench into her seamless commute.

"In May, when my office started asking people to return, my bus route had been cut to fewer runs, and capped at 15 riders per bus," she says. Pre-Covid-19, the bus was always standing room only by the time it got to her, "so I knew I would just end up sitting at the bus stop for an hour or two, watching buses go by because they were already at capacity".

This, coupled with news of riders not following guidelines for mask-wearing and social distancing, led her to swallow the additional costs and commute to work by car.

She's hardly alone in making the change. Ridership on public transport has plummeted to historic lows both in the Americas

and Europe, including on the London Underground and New York City Subway. Meanwhile, recent reports suggest that, despite our apparent embrace of biking and walking during the pandemic, many people can't wait to get back into their vehicles. And they might even use



them more after Covid-19 passes. Transport planners warn that this rapid shift back to the comfort of cars may be setting the stage for post-pandemic gridlock that could hamper economic recovery in cities across the globe. A November report by automotive-services company RAC claims that the pandemic may have set the UK back decades in attitudes of driving versus taking public transport. Out of the 3,000 car owners surveyed, 68% considered their vehicles essential for daily errands, up from 54% last year. Reluctance to use public transport was at its

highest in 18 years. Some 54% of respondents said safety was a top consideration, but only 43% agreed that they would use their cars less if public transport was improved, which was the lowest figure since 2002. "The pandemic had the effect of making drivers who already had cars realise that

they would depend on them more than ever," says Rod Dennis, a data-insight spokesperson for RAC. "The million-dollar question is whether or not this is a deep-rooted change."

The generation that has been historically least interested in car ownership, Gen Z, may offer some clues. Auto Trader, a digital marketplace for cars, says 15% of its website audience in the UK between June and September was aged 18 to 24, compared to just 6% during the same period in 2019. Rory Reid, Auto Trader UK's YouTube director, noted that "the pandemic has shifted young people's views of car

ownership and gotten them to hit the road earlier than usual, as they look to rely less on public transport and try to minimise risk of spreading coronavirus".

And, perhaps surprisingly, fears over the potential environmental risks of increased car use don't seem to be a top concern for many around the world. A YouGov-Cambridge Globalism Project survey of 26,000 people from 25 countries showed that an overwhelming majority accept human responsibility for climate change. Yet the poll, conducted between July and August, found that the majority of respondents also plan to drive more in the future than they did in the past. For example, take Brazil, where 88% of respondents believed in human-induced climate change. Some 60% of those same people said they would use their car more after the pandemic than before, while just 12% said they would use it less. More than 40% of respondents in the US and Australia also said they would drive more after the pandemic compared to just 10% who said they'd drive less.

Car traffic, in some places, has already exceeded pre-pandemic levels. Greater Paris hit record levels in late October ahead of a new national lockdown, with jams stretching to a cumulative 430 miles. Road congestion levels in outer London have

increased nearly a fifth above last year. Traffic in Perth, Australia, is now 18% above pre-pandemic levels.

Many leaders around the world, most notably President-elect Joe Biden in the US, have announced aggressive plans for an economic recovery spurred by investments in green energy. However, these figures suggest targets set by the Paris Agreement may already be in jeopardy.

Concern over the safety of public transport has been one of the major factors luring people into cars in recent months. However, studies in France, Japan and Austria that have looked at the first wave of the virus have shown little evidence tying major coronavirus outbreaks to buses or trains. On the contrary, these studies showed that, with measures like social distancing and mask wearing in place, infections on public transit were actually quite rare.

Nevertheless, transit administrators have worked around the clock to enact new safety measures aimed at luring back riders. These include reducing capacity, enhancing sanitation measures and tapping into technological innovations. The latter has been a major focus of New York's Metropolitan Transportation Authority (MTA). It moved more than a billion people in 2019.

100 child sex abuse cases a day. Time to raise our voice

Rituparna Chatterjee's memoir 'The Water Phoenix' may help many child sex abuse victims open up about their own horrors

Early this month, a junior staffer in the Uttar Pradesh irrigation department was arrested from Banda district by the Central Bureau of Investigation (CBI) for allegedly sexually abusing around 50 children in the 5-16 age bracket over a period of 10 years. He has also been accused of selling photographs and videos of the children to paedophiles around the world via the darknet.

While the case came as a shocker, it's a reality that more than 100 children are being sexually abused every day in India. And this is just an official number from the National Crime Record Bureau (NCRB). The actual scale and problem of child sex abuse in the country are much bigger as a large number of cases go unreported, say campaigners.

Questions have also been raised over the implementation of the Protection of Children from Sexual Offences Act (POCSO) 2012. It's a comprehensive law to provide for the protection of

children from sexual assault, sexual harassment, and pornography. It requires special treatment of cases such as setting-up of special courts, hiring special prosecutors, and supporting the child sex abuse victims.

While infrastructure and funding remain a hurdle in the way of justice, the predators are often known to the victims. And, thus, the problem needs to be dealt with not just by the police and legal system but the society as a whole, say experts. The so-called taboo and the stigma that haunt the victims need to go. So that more of those who have suffered child sex abuse could speak out.

It is in the context that Rituparna Chatterjee's memoir 'The Water Phoenix' (Bloomsbury) becomes more than relevant. Rituparna Chatterjee, who was born in rural Bengal and now lives in San Francisco, has shown the courage to document, in detail, the sexual abuse she suffered from the age of six. The first at

the hands of a family elder. Another predator was a teacher. The list kept growing.

The highly intuitive child's beautiful world, steeped in magic realism, and described through her razor-sharp gaze, goes haywire. She often finds herself running, literally, from her realities, and has some near-death experiences.

Acute anxiety, panic attacks, and severe depression follow her -- from her boarding school to her move to Silicon Valley. She finally heals herself after a long process that culminates in her coming face-to-face with her original rapist. She eventually becomes a healer. Set in five parts -- Childhood, Boarding School, Bombay, Forgiveness, and Freedom -- the story is spread across 21 chapters. 'The Water Phoenix' is haunting, evocative, and brave. It is not just as a catharsis for the author but may help many others open up about their horrors. The final chapter is aptly titled "I Am Not My Story: Life as Art". What



matters more today is what you child sex abuse victims. do with the past. A senior office- "Forgiveness is the most selfish bearer at Child Rights and You choice you can make. It is the (CRY), said, "The increasing most self-loving choice you can numbers of crimes against make. Forgiveness is the last children are extremely alarming, step but you cannot rush or force but they also suggest an it. You cannot just wake up one increasing trend in reporting morning and decide to forgive," which is a positive sign as it Rituparna Chatterjee writes in her reflects people's faith in the book. Rituparna Chatterjee's take system." "It also provides a on forgiveness may resonate direction in which government with many, "... you can only interventions must be made and forgive when you are ready. evidence needs to be created. Forgiveness often comes While some major efforts have been naturally when you have healed taken to ensure child protection, a enough to truly know your Own lot more is needed to see expected Power and realise that there is results on the ground," she said. nothing left to forgive," she From mental health experts to adds. We need more such spiritual gurus, they all never seem stories so that we deal with child to emphasise enough on the sex abuse more effectively, and importance of forgiveness for there is a collective catharsis.

New Chinese dam on Brahmaputra: China has already built 11 in Tibet



China is planning another dam on the Brahmaputra, a river that it is using to hydrate its drier regions. The new dam will come up at just 30 km from the India-China border along Arunchal Pradesh. China has already built several dams on the Brahmaputra as well as the Indus systems.

China is known to use water as a strategic weapon against its neighbours. In Galwan, the site of a violent clash that left many soldiers dead earlier this year, China blocked the flow of river just above the point it entered the Indian side in Ladakh. Some satellite photographs shared in public domain show the Galwan river having turned from blue to a dry muddy patch of land on which Indian soldiers have parked their trucks. Post-Doklam standoff, China had refused to share hydrological data on the

Brahmaputra, known as Yarlung Tsangpo (also spelt Zangbo) in Tibet, while it shared the information with Bangladesh. This behaviour of China alarmed the Mekong riparian countries -- Myanmar, Laos, Thailand, Cambodia and Vietnam. China has built eight dams on Mekong river, and three more are in the pipeline. The Brahmaputra is another river that has been on China's radar for decades. It has built 11 dams on the Brahmaputra river. Reports now say it is building another dam in Medog, in the last county of Tibet

autonomous territory, near India-China boundary. This is being built as part of 55 reservoirs that the country has planned in the Tibet plateau region. China is using the water resources of the Tibet plateau region to hydrate its drier regions of Xinjiang (adjacent to Ladakh Union Territory) and Gansu (east of Xinjiang and tourist attraction for the Great Wall of China).

China has built some of the world's biggest dams on the Brahmaputra river network. It completed the Zangmu dam in 2010 and became fully operational from 2015. It is a gravity dam and a big reason for concern for India. The Zam hydropower station was operationalised in 2015. It is the biggest hydel-power station of the world. The Lalho hydel project

was another big blockade of the Brahmaputra river system.

Three more dams are presently under construction at Dagou, Jiacha and Jeixu. The new one in Medog will come up at the site just 30 km away from the Indian border inside a giant canyon of the Brahmaputra. The canyon is the bent of the Brahmaputra river and is about 320 km long and almost 5 km wide. But Chinese attempt to use river water as a strategic weapon is not limited to the Brahmaputra system. It is equally deeply entrenched in the Indus river system in the west. Earlier this year, the Diamer-Bhasha dam on the Indus river was a bone of contention for India. It is being built in the Gilgit-Baltistan region, a territory of Ladakh but under Pakistan's occupation since 1947. China

signed an MoU with Pakistan for construction of Diamer-Bhasha dam. It is an agreement between the Chinese state-run firm China Power and the Pakistan Army's commercial wing Frontier Works Organisation. The dam will be completed by 2028.

Another big dam in the region is the Bunji dam, being built in the Indus river. Reports suggest China has deployed its team that built the Three Gorges dam -- the largest in the world -- on the Yangtze river.

On Galwan river blockade, the theory is China stored the water of the stream to use it tactically to create a flash flood to target the road that India is building along the river as part its infrastructure upgrade programme in the strategically important Union Territory.

CPEC Crisis: China plays hard as Pakistan spirals deeper into debt trap | Deep Dive

Political turbulence, foreign debt limits and the Covid-19 pandemic have all come together to slow down Chinese investment in Pakistan as Beijing holds off on projects under the \$62 billion China-Pakistan Economic Corridor (CPEC), including a \$6.1 billion railway renovation plan.

The recent controversy is surrounding the Main Line 1, or ML-1, railway project, the largest in China's Belt and Road Initiative (BRI) in Pakistan, as Beijing is hesitant to finance it at the 1 per cent interest rate requested by Islamabad. With 2,655km of track, it connects Karachi in the South to Peshawar in the North. It also includes dualisation and upgrading of the railway track from Peshawar to Karachi.

Pakistan has now decided to seek \$2.7 billion in loan out of the total estimated Chinese financing of about \$6.1 billion.

The ministry of railways was in favour of making the request for full financing of \$6.1 billion but due to overall debt sustainability fears, they decided to request for the loan across three phases, subject to China's ratification. Reports indicate that the Pakistan railways would find it difficult to continue paying salaries and pensions to its employees without a cash injection from the federal government. Federal minister for railways Sheikh Rashid Ahmed claimed that ML-1 will provide jobs to 150,000 people in Pakistan. But this claim has been contested by critics, experts and the opposition.

The financial breakdown is for Pakistan to invest 10 per cent of the project cost as equity and to bear the remaining 90 per cent through a Chinese loan under the CPEC framework. Only Chinese companies are entitled to bid on the project, according to government sources.

The first phase is scheduled to start from January 2021. However, after the indecision showed by Beijing on agreeing to terms requested by Pakistan, the ML-1 project looks unlikely to start on schedule. Experts believe that Beijing is employing its typical delaying tactics in order to get a better deal.



Chinese authorities have also conveyed that the interest rate could be higher than the 1 per cent Pakistan is asking for.

This project is not a "Chinese investment" but a project backed by "Chinese loans". Economists monitoring CPEC progress opine that China wants to ensure that projects are viable enough to make financial sense even under tighter conditions. They have been reluctant to slash interest rates on new or existing projects both in Pakistan and globally. Abdul Basit, an associate research fellow at Singapore's S. Rajaratnam School of International Studies and a former research analyst at Pakistan Institute for Peace

Studies, spoke exclusively to India Today on the overall debt situation of Pakistan and the strategic nature of the Pakistan-China relationship.

"The CPEC and specifically the ML-1 project were negotiated, renegotiated, suspended and recommenced. There were differences between the two nations across various stages. The primary difference has been around the rate of interest of these loans. China, I feel, is playing the hardball but will eventually provide the monetary assistance. China will indulge in some posturing to get a better deal as Pakistan cannot get a loan from anyone else in the current diplomatic and financial

climate." Against this backdrop, Pakistan has secured a temporary debt relief of \$3.2 billion under the G-20 Covid-19 Debt Service Suspension Initiative. Jeremy Garlick, an assistant professor at the Jan Masaryk Centre of International Studies at the Prague University of Economics and Business, was quoted across Pakistani newspapers saying Beijing was using delaying tactics on the ML-1 as it doesn't want to end up with a bad deal on its hands.

"Beijing doesn't want to say no to ML-1, it wants to appear committed in Pakistan, but at the same time it is aware of the risky environment for Chinese investments," he added. It is now

believed that the G-20 debt relief can only briefly stem the tide but can't hide the fact that Pakistan needs long-term solutions to deal with its serious lack of foreign reserves. If conditions continue to worsen, Pakistan may have to back down and accept the Chinese loan at an interest rate closer to China's offered rate.

Internal Report in Pakistan Blames the Govt - The Institute of Policy Reforms (IPR), a think-tank run by a senior leader of Pakistan's ruling party, the Pakistan Tehreek-e-Insaf (PTI), has made a startling claim that "Pakistan has slipped into a debt trap due to the government's failure to bring reforms and weak fiscal management, which has also raised national security concerns." In a report published by the IPR titled 'Pakistan's debt and debt servicing is cause of concern', the specifics behind the crippling economy and soaring debts and liabilities have been discussed, while the government has been criticised for weak fiscal management. "We are in a debt trap that is entirely of our own making. It is a risk to our national security. The government was borrowing to repay the maturing debt, which now seems to be a concern for all the political parties, businessmen and experts," the report said.

The world is one big reality TV show now. And we're all out of the loop

Ameme page incredulously asks if the Travis Scott x McDonald's collab is real. True, the idea of McDonald's selling a Travis Scott-branded McNugget body pillow seems absurd. But ultimately it's not so much a glitch in the algorithm as a glitch in the simulation. There are so many scams and deepfakes floating in the feed. When you make a risque joke about period panties, Thinx replies. One subtweet and you've elicited the attention of a bored social media manager. They're desperate to loop you into a post-relevant conversation about a forgotten brand from 2015.

These little micro-viral moments remind you that no one is in The



Loop any more. There are simply too many loops going on at once. You get this feeling most intensely when you're somewhere like Dimes Square in New York or Soma in San Francisco -hot little brand crucibles. "You don't listen to X podcast?" "You don't get ads from

this brand?" The people that populate these little scenes are incredulous because you, a visitor, have, if only for a moment, popped their little reality distortion field. On a road trip to see Cher in Vegas some years ago, I started complaining about Allbirds. I had been working at

an ad agency in Playa Vista and the sustainable and washable wool sneakers were all but ubiquitous. Strategists loved them, because strategists love these succinct little brand stories. Sustainable wool farming in New Zealand. My friends, both fashion industry veterans, were unnerved by the ungainly orthopaedic forms. They were even more unnerved by the immediate introduction of Allbirds ads into their carefully curated feeds. Our little educational conversation had created a chink in their armour and exposed them to the unfathomable desires of others. Back in Los Angeles, I pitch an idea for a new research study: Red, Weird, and Blue.

In ancient Italian monastery, monks defend a dying tradition



In an ancient monastery behind huge medieval battlements in a hilltop town just south of Rome, 10 monks are striving to keep alive a 1,600-year-old spiritual tradition against increasing odds. Aged between 23 and 89, they are among Italy's last remaining Byzantine-rite monks.

In an ancient monastery behind huge medieval battlements in a hilltop town just south of Rome, 10 monks are striving to keep alive a 1,600-year-old spiritual tradition against increasing odds. Aged between 23 and 89, they are among Italy's last remaining Byzantine-rite monks. They are inspired by the teachings of fourth-century St. Basil, following an ascetic regimen of prayer and work. Brother Claudio Corsaro, 27, abandoned a promising career as an opera singer to become a monk. The only singing he does now is in the chapel. "I was only six years old when I felt the Lord for the first time but I fully realised my vocation many years later, when I had already started my singing career," he said while walking between olive trees in the monastery compound. Corsaro and his confreres dress in the habit of Orthodox churchmen, including flowing black robes

and the traditional flat-topped round hat.

Basilian monk St Nilus founded the Grottaferrata abbey in 1004, 50 years before the Great Schism of 1054 split Eastern and Western Christianity.

At the time, the Grottaferrata monks chose to remain faithful to the pope in Rome rather than switch allegiance to the newly established Orthodox patriarch in Constantinople, now Istanbul.

However, to this day they worship in the Eastern, Byzantine rite, including saying the Divine Liturgy, their version of the Mass, in ancient Greek. Catholics in the West say the Mass in local languages and occasionally in Latin.

The daily regimen starts at 5:30 a.m. with individual prayer and communal worship. Then there is work in the vegetable garden and olive groves, painting icons, study, and house chores. Lunch is followed by rest, vespers, more work, more prayer and then early to bed.

Most of the monks have connections to tiny ethnic Greek or Albanian communities in southern Italy populated by descendants of early settlers from the East.

They are the last monks of the Catholic Byzantine Italo-Greek rite.

Brother Filippo Pecoraro, 23, was raised in an Italo-Albanian family in Sicily and is from the Arbereshe people who fled

Ottoman invasions of the Balkans between the 14th and 18th centuries.

"I grew up in an environment very close to the Church and this life choice was inside me," Pecoraro said.

The young blood has not stopped the order's numbers from shrinking significantly. In the middle of the last century the abbey was home to around 80 monks.

Nonetheless, Corsaro is steadfast in his belief that preserving the ancient tradition is his sacred calling. "I feel like someone the Lord has chosen among the few to continue this responsibility and I thank God for the grace he has given me to carry out this task," he said.

The Great Drone Lesson: What India could learn from Azerbaijan's victory over Armenia | Deep Dive

They assess targets with greater precision, divide up tasks and execute them with minimal human interaction. A technology of the 21st century that was first used by the United States after the 9/11 bombings. They are called drones, and they are changing the face of modern warfare. Drones have helped win numerous wars in recent times; the latest being the Azerbaijan-Armenia conflict where they proved tremendously effective against armour and artillery.

The modern drone strikes were first seen when the US cracked down hard upon insurgents and terrorists soon after the 9/11 bombings. The last four years saw several countries using drones in their battles; Nigeria used drones against Boko Haram, Turkey used them in Syrian raids, the UK in Iraq and Syria, and the US in Libya.

Fast forward to September-end 2020. Azerbaijan used its drone fleet to destroy Armenia's weapons systems in Nagorno-Karabakh, enabling a swift advance. The six-week war left Armenia thinking of its air defense systems, many of them



older Soviet systems, that failed to stand the new-age drones. A Russia-brokered peace deal was signed between Armenia and Azerbaijan on November 10.

It is clear that the genie is out of the bottle, and every nation wants to own it. Prior to 2011, only three countries had armed drones: the US, the United Kingdom and Israel. Now, the armed drones are proliferating rapidly, with China becoming a major supplier. This leaves India to focus on revamping its military with this niche technology as it has two enemies to deal with Pakistan and China. Here we take a quick look at the Azerbaijan-Armenia battle that was completely won with the help of drones. The Azerbaijan-Armenia conflict & its

history - The conflict surrounding the mountainous region of Nagorno-Karabakh dates to World War I but escalated in the final years before the split of Soviet Union. In 1988, ethnic Armenians forming the majority of this territory sought to disaffiliate and split from Azerbaijan which was a Soviet republic back then. Little initial skirmishes between Armenians and Azerbaijanis resulted in an all-out war as the USSR collapsed in 1991. In 1994, after some 30,000 people were killed in fighting and pogroms conducted by both the nations, a ceasefire was called. The Armenians retained control of Nagorno-Karabakh (7,000 sq km), along with several other

provinces, amounting to almost 9 per cent of Azerbaijan's territory. More than 1 million people, mostly on the Azerbaijani side, were displaced from their homes, while Nagorno-Karabakh has taken on an iconic significance for both sides.

Back to 2020, Azerbaijan, now backed by far superior military equipment and an airborne fleet of Israeli and Turkish drones, has taken control of the land surrounding Nagorno-Karabakh previously occupied by Armenian forces. The Armenians have been caught off guard and their weaponry is from the 1980s. Azerbaijan has had the most success in the south, between Nagorno-Karabakh, the border with Iran and Armenian sovereign territory. Its troops had advanced rapidly across the flat, sparsely populated region where its air superiority made the difference. Drones upped the game - Experts opine that this was a factor of invincibility that Armenia banked upon all these years. But, their reliance on old military doctrines, old weaponry like tanks and heavy artillery have been undone severely by the

influx of drones and Unmanned Combat Aerial Vehicles (UCAVs) in Azerbaijan's repertoire. Fueled by billions of dollars in oil and gas sales, Azerbaijan's military spending over the past decade totaled \$24bn, according to data from the Stockholm International and Peace Research Institute. Armenia during the same time has spent \$4.7bn and its reliance on Russia as its main weapons supplier means that its unmanned aerial vehicle, or UAV, capabilities are relatively lacking because Moscow has not focused its defense development on drones. Armed drones, or UCAVs, have upped the ante in long-simmering regional conflicts that until now have been low-level in nature. That has predominantly been owing to the limitations faced by these smaller countries with regards to carrying out precision strikes. Technology has now changed this altogether. Before the latest fight broke out on September 27, Azerbaijan had in its possession twice as many military aircraft as Armenia, double the number of artillery launchers, and a plethora of advanced armed drones.

Farmers' protest: No headway yet, next meeting to be held on December 9

Even after four hours of consultation for the third time after the 'Dilli Chalo' protests began, the farmers and the Centre could not reach a common ground on Saturday and the next meeting will be held on December 9, ANI reported. The proposed Bharat Bandh on December 8 will go on as announced, Bharatiya Kisan Union president Rakesh Tikait said. It has been learnt that the government side sought some more time to come up with some concrete proposals to which the farmers' leaders agreed. Before the protests began on November 26, both the sides met twice to deliberate over the concerns. However, the meetings have recorded some developments as the farmers have accepted the government's standpoint on minimum support price that MSPs won't be done away with. The government has also agreed to proper registration of traders. But the discussion is hitting the wall as the farmers are now stern in their demand of a complete withdrawal of all the three laws. All eyes were on Saturday's meeting as the farmers earlier said that this was the last chance and the government, on the other hand, assured that a solution will come out after Saturday's meeting. The meeting assumed much importance as ahead of the meeting Prime Minister Narendra Modi was briefed about the current situation. Earlier, Union home minister Amit Shah, Punjab chief minister Amarinder Singh discussed farmers' issues. Coming out of the meeting, Bharatiya Kisan Union leader Rakesh Tikait said the government will prepare a new draft and the future course of action will be decided on that. Meanwhile, the Bharat Bandh that the unions have called will be on track, he said. "Government will prepare a draft and give us. They said that they will consult the states too. Discussions were held on MSP too but we said that we should also take up laws and talk about their roll-back. Bharat Bandh (on 8th Dec) will go on as announced," Tikait said.

Union agriculture minister Narendra Singh Tomar and railways minister Piyush Goyal, who is also in-charge of the food ministry, addressed Saturday's meeting. Tomar requested senior citizens and children who are at various protesting sites to go home, as the talks between the two sides will be going on.

Union ministers Rajnath Singh, Amit Shah, Narendra Singh Tomar and Piyush Goyal met Prime Minister Narendra Modi at his residence in New Delhi hours ahead of the talks between the government and protesting farmers over the contentious farm laws.

Bharat Bandh (on 8th Dec) will go on as announced, said Rakesh Tikait, Bharatiya Kisan Union, reports ANI. Next talk of rounds between centre, farmers' leaders on Dec 9 - It was decided at the meeting that the next round of talks between farmer leaders and central government to be held

otherwise, we are walking out of the meeting', say farmer leaders participating in the fifth round of talks with the Central Government, at Vigyan Bhavan in Delhi, reports ANI.

Why can't our parliament discuss issue if Canada's parliament can: farmers' representative

If Canada's parliament can discuss the issue, why can't our parliament do it, asks Kulwant Singh Sandhu, General Secy, Jamhoori Kisan Sabha, Punjab on Canadian MPs raising the issue relating to the farmers protest in the Parliament post which the Canadian PM wrote a letter to the government of India. Farmers' leaders have lunch carried by them to the fifth round of talks venue

Govt gives written reply of minutes of meeting to farmers' leaders

The government has given written response of the minutes of the meeting to the farmers' leaders. The fifth round of talks has been paused for a 15-minute break, reports ANI.

Farmers' leaders ask centre its decision over farmers' demands Farmers' union leaders during the fifth round of talks with the centre at the Vigyan Bhawan said they don't want further discussion and instead just need a solution or commitment. They want to know what the government has decided on the demands of the farmers.

Union minister Tomar tells farmers' unions Centre committed to talks

Union agriculture minister Narendra Singh Tomar tells farmers' unions Centre committed to talks, welcomes feedback on farm bills, reports PTI. Farmers' representatives bring their own food to fifth round of talks at Vigyan Bhawan

Govt agrees to give written reply of last talks on farm laws as per farmers' leaders demand- Farmers' representatives during the fifth round of talks regarding the farm laws asked the centre to provide a pointwise comprehensive written reply of the last meeting, the government has agreed to do so.



The farmers maintained their stand throughout that they don't want amendment as the laws, they said, have been designed to make government and corporates benefit, not the farmers. The leaders also said that they are well-equipped to go on with their protest. They will not indulge in

Four rounds of negotiations, conducted between three Union ministers and farmers' representatives, have so far failed to break the deadlock between the two sides.

The Centre has agreed to review the recently enacted legislation and bring amendments if required

on December 9th, on the request of all stakeholders reports ANI.

We do not want corporate farming, law to benefit only govt: Farmers' leaders

Union minister Tomar appeals farmers' leaders to send children, senior citizens home

Agriculture Minister Narendra Singh Tomar requests the farmer leaders during the fifth round of talks to send senior citizens and children home. He said, "I appeal to all of you to kindly ask senior citizens and children, at the protest site, to go home.", reports ANI.

Farmers from Bilaspur, Uttarakhand reach Delhi borders to join protest Farmers from Bilaspur, Uttarakhand reach Ghazipur border (UP-Delhi border) & join protesting farmers stationed at Delhi-Meerut Expressway, reports ANI.

Farmers' leaders threaten to walk out of meeting if Centre fails to decide on demands raised

'The government should make a decision on our demands,



any violence. "Intelligence Bureau will inform you what we are doing at the protest site. If the government wants us to stay on road, we have no problem," a leader said.

The fifth round of talks between the protesting farm union leaders and government to bring a solution to the deadlock over the new farm laws is going on at Vigyan Bhawan.

to address the farmers' demands. The farmers, however, said that they did not want amendments to the new laws but want them rolled back entirely.

Govt will prepare a draft and give us. They said that they'll consult the states too. Discussions were held on MSP too but we said that we should also take up laws & talk about their roll back.