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Anil Bheemaiah Dr

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Ending corruption in India by privatization, the last mile

Dr Anil K Bheemaiah, Director Friends of Wildlife , Bangalore 560098 India
bheemaiaha@yahoo.co.in

Abstract—: Corruption in India is deemed an accepted reality by most Indians who spend at least Rs4000.00 a year on it. Even basic utilities that are run by the government need bribes ranging from thousands to lakhs of rupees. This paper is on the last mile of privatization that has at the least offered to the common man a world free of corruption. The last mile explores the privatization of electricity and transport, the two last domains of the government. The paper explores the final frontiers of privatization, private forest management, land tenure systems and alternative computational law leading to a total non dependence on the government by the people and freedom from corruption. The new world?

Keywords—anti corruption, aircrafts, metal air fuel cells, green technology, shared runway condominiums, privatization.

INTRODUCTION

Corruption defined by the authority on it the Transparency International India, has placed India last year at 84[1]. The Wikipedia lists corruption in India as a definite effort by the private enterprise in its demise[2]. A simple study on a search engine such as GOOGLE would enforce the view that privatization ends corruption, is possibly still in existence under the blankets, but will end [3, 4, 5]. There are literally hundreds of papers asserting this view, non against it. It implies that the consensus is for privatization. And it continues. The issue remains, is it sustainable? Is there a model of development for it? And what remains to be privatized, decentralized perhaps to end corruption?

2.0 The last mile.

The privatization of communication, security and courier services including imports and exports was the last decades hallmark of privatization in a world of corruption free services. The privatization of media was touted the liberalization followed by the complete westernization of automobiles and clothing. India had finally arrived in the map of westernization. But without the privatization of power there could not be the definitions of private enterprise at all. Without the much awaited reforms.

2.1 The last mile on power

[□]F. A. Author is with the National Institute of Standards and Technology, Boulder, CO 80305 USA (corresponding author to provide phone: 303-555-5555; fax: 303-555-5555; e-mail: author@boulder.nist.gov).

S. B. Author, Jr., was with Rice University, Houston, TX 77005 USA. He is now with the Department of Physics, Colorado State University, Fort Collins, CO 80523 USA (e-mail: author@lamar.colostate.edu).

T. C. Author is with the Electrical Engineering Department, University of Colorado, Boulder, CO 80309 USA, on leave from the National Research Institute for Metals, Tsukuba, Japan (e-mail: author@nrim.go.jp).

The government still remains stubborn on power, with no privatization on the anvil, but there were and are of course the decentralized solutions, fuel cells, generators, solar panels, windpower. All of which are used and in use. To add to this last mile are actually feasible fuel cells for Indian conditions that use alloy fuels.

2.2 The grid-less and road-less development model

Decentralized green power and green aircraft technology, off-grid and runway-less or with runways lead to the shared runway condominiums or worse the possibility of completely isolated housing solutions. It remains to be studied if this model of development is sustainable. It is current though with every developed country having shared runway condominiums and worse perfectly suited to India and Nepal. At present I believe it is the best solution.

2.3 Metal air fuel cells.

Alloy fuels with a renewable energy metal fuel cell are a last mile in eliminating corruption by privatization in decentralization. They are easily imported and inexpensive using aluminum, magnesium, or zinc as fuel in capacities from a few watts to very larger capacities. Corporations like zinc power inc (<http://www.powerzinc.com/en/index.asp>), Power Air, (<http://www.poweraircorp.com/zinc-fuel-cell>), Evionyx, (http://www.evionyx.com/press_20070110.html) and Eco totality(<http://www.ecotality.com/>)

<http://www.evionyx.com/scooters.html>, lists as energy and energy density, measures.

Measurement	eVionyx	Lead-Acid
Manufactured Cost (\$/k Wh)	<100	100-150a
Maximum number of Cycles	>700	300-500(a)
Manufactured Cost /cycle(\$/k Wh)	<0.02	0.20-0.50
Recharge time (hours)	1-3	3.8
Specific energy(Wh/kg)	>500	35-40(a)
Specific power(Wh/kg)	250-500	100-150(a)

Specific energy(Wh/L)	>2000	70(a)
Specific power(W/L)	1000-2000	175-300(b)

a) Gary L. Hunt, "The Great Battery Search," Spectrum IEEE, p. 21, Vol. 35 No. 11, 1998.

(b) Based on the following calculation: Power Density (W/L) = Power Density (W/kg) * Energy Density (Wh/L) / Energy Density (Wh/kg).

At less than \$100 a KWh and 2 kgs for a KWh it seems possible suddenly to use metal as fuel given that zinc or Aluminum powder is an industrial waste product? With a density of >200KWh/m3

Consider the corruption rates (private communication) to this, \$200/KW in urban areas and up to \$100/KW in rural, with this is the conclusion that solutions cost less than the corruption.

This forms a general theorem on corruption that there always exists a green technical solution that is of the same cost or lower than that of corruption, a topic of a future publication.

2.4 Roads, transport and traffic management.

With the newer toll ways coming up in India as a sure solution to hassled commuters, is the need to privatize all roads, their management and the management of traffic. Worse several indigenous solution providers have green recycled plastic roads [6]. Traffic management privatization would come a long way towards ending corruption. The fact still remains that Indians spend more than 200 rupees a month on corruption related to traffic police. This highly corrupt organization still exists distressing people in the nation.[7]

Privatization would be natural in the centralized theorem on traffic management, the theorem states that for every policy of legislation needing policing there exists a technological solution that can be invented by the automobile manufacturers association, like automated headlights, wipers, RFID at traffic lights, smart ignition and automatic seat belts and air bags, that eliminates the need for the police completely. And corruption.

The last mile to this is in clean electric unicopters, the hybrids of helicopters and gyros that if integrated with metal air fuel cells could provide the safest and a corruption free transport in ultralights.

<http://www.unicopter.com> lists many of the unique unicopter designs that use metal fuel. Energy densities as low as 240 Kg/watt are sufficient to fly with motors as low in power as 49 KW like the Toyota Prius hybrid.

With the common mans car, the Prius costing more than \$52,000.00 in India a unicopter costing \$22,000.00 is surely the affordable alternative for two people?

But where are the shared runway condominiums?

2.5 Shared runway condominiums

I purchased an aircraft for \$50,000.00 and the dreams of a shared runway condominium loom large, should not they be

around? For the middle class that is us? A world free of corruption. The last mile has been achieved, with similar ones around the world maybe India would come of age at last if we built them. They should be a world free of corruption.

3.0 Future work

Two separate papers, one on the corruption and privatization to end the corruption of land tenure and land management in the context of green buildings and the shared runway condominiums and another paper on the privatization of forests and forest management are in press.

The future papers are clearly on the winner, the shared runway condominiums, the green sustainable concept coupled with village knowledge centers and a super specialty flying hospital calls for much more to be done.

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