

Gør alle togstationer til-gængelige for handicappede / 육교를 더 많이 만들시다 / Öffentliche Verkehrszentren in Kulturzentren verwandeln / Give tax credits for riding a bicycle / 每天早上有公社瑜伽 / أن تجعل الخيارات السليمة سهلة المنال / Pintar las aceras de diferentes colores /

Et Εκπαίδευση des για την διαχει-ρηση των logements αποβλήτων / bon Portare più luce naturale nelle metropolitane / يوزر / יותר מקומות ציבוריים / اورب تكنولوجיים / दर नवीन जा सके / Ite'ramo si-se awon eto idanileko siwaju si paapa julo ni awon adugbo ti o ba si ku die k'a a to / Κοινωνική

通機関と公共交通機関をつなげるために、自転車用車線を設置する / Dolóz więcej starych do zredukowania hałas / Установить на крышах батареи, которые будут использоваться общим доступом /

ปลูกต้นไม้กันระหว่างทางเท้าและถนน / Criar uma versão virtual do município através das redes sociais / Làm thùng hấp dẫn để che giấu rác / هر هفته چیز ناهای خود می آموزم / Büyük şehirlerde kompakt araba paylaşım programları geliştirerek /

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Rethinking Kala Nagar Traffic Junction

A design competition by the Solomon R. Guggenheim Foundation and Mumbai Environmental Social Network (MESN), administered by LordCultural Resources Private Limited.

This international design competition is being undertaken as a part of the BMW Guggenheim Lab in Mumbai, a project of the Solomon R. Guggenheim Foundation.



Kala Nagar Traffic Junction
 Photo: courtesy MESN

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1. Overview

Mumbai is a city growing at an exponential rate. As it continues to expand beyond its seven fused island shores, its public spaces remain few, while for most of Greater Mumbai's twenty-two million citizens personal space is more a state of mind than a physical reality.

The BMW Guggenheim Lab in Mumbai, a project of the Solomon R. Guggenheim Foundation (SRGF) in collaboration with the Dr. Bhau Daji Lad Museum, examines how Mumbaikars negotiate the constantly shifting relationship between the individual ("me") and the community ("we") within the urban environment. The Lab explores the growing need for public spaces that enhance everyday life for more of those who live in Mumbai, aiming to inspire similar positive change in other cities worldwide.

As part of this exploration, SRGF and Mumbai Environmental Social Network (MESN) are inviting students and professionals to submit creative, fresh, and compelling solutions for one of the most vibrant and challenging public spaces in Mumbai—the Kala Nagar traffic junction—and its impact zone extending from Bandra Station to the Bandra Kurla Complex. The competition organizers and administrators have invited specialists to serve as the jury. LordCultural Resources Private Limited (Lord Cultural Resources) will be administering the competition.

1a. Key Issues

We are seeking proposals for a viable, mixed-used intersection that caters to both individuals and communities and represents a more progressive view of Mumbai's city infrastructure.

In Mumbai, traffic congestion, noise, pollution, poor traffic discipline, and inadequate pedestrian facilities have many negative effects on everyday life. These factors add to stress, create an unsafe environment, and increase already considerable travel time. As these tensions are charted across the city's private, public, and transient spaces, the limits of both individual comfort and urban efficiency are tried. The urban challenge remains to develop a shared public space for successful multifunctional usage and mutual responsibility.

If Mumbai's balance of public and personal space can work as a guide to redefine notions of the spatial divide between the individual and community, innovative design proposals for severely trafficked transportation nodes such as Kala Nagar could become examples of how urban design can effectively engage with and steer the relationship between the "me" and the "we."

SRGF, MESN, and Lord Cultural Resources invite you to show us how you would explore Kala Nagar junction's challenges and propose a viable, mixed-used intersection that caters to both individuals and communities and represents a more progressive view of Mumbai's infrastructure.

This competition is an opportunity to express your vision for extraordinary and inventive solutions that inspire change, reshape a sense of comfort, and lead to improved urban interactions. Would you weave traffic flows to make way for public spaces? Would you set up time-sharing modules for automotive traffic? Do

you imagine revitalizing the unused spots in the middle of all the hustle and bustle? We encourage you to share your forward-thinking ideas to turn this traffic junction into a transportation hub for the future.

2. Context

2a. Background

Historically, Mumbai's Island City has been a commercial and administrative hub, but in recent years the area has seen rapid change. The 2011 census report shows that Island City's population has declined by 5 percent over the past 10 years as a result of the constant rise in the cost of living. In contrast, population growth of nearly 9 percent has been registered in the suburbs to the north of Island City during the same period. Not only families, but also corporations and institutions have made the move to the suburbs (to areas such as the Bandra Kurla Complex). One could argue that Mumbai's city center is shifting from the south of Island City northward towards the geographic center of Greater Mumbai, located in what was previously known as the suburbs. This move from south to north has a deep impact on traffic flows and the use of public space around areas such as the Kala Nagar traffic junction.

In Mumbai, 60 percent of commuting trips to work are done on foot or by bicycle (55 percent by foot, 5 percent by bicycle). Yet the preferred method of transport in Mumbai is the rail system, which carries commuters on 8 million trips daily on a north-south axes. But the railway does not have the capacity to transport people east and west. As a result of poor traffic flow on the roads, Mumbai's train use has increased drastically over the past years

To improve the commuter experience, the city is currently working on an overhead metro. However, it will be several years before the metro is in operation, and proposals have been made to upgrade the bus system that can more easily cater to the need for east-west connections. Mumbai's largest bus system, Brihan Mumbai Electric Supply & Transport (BEST), carries people on four million trips a day. Even though its number of daily trips could have gone up drastically over the past years, it has stayed constant as a result of increased congestion on the road that does not allow for full use of the 4,500 buses. A BRTS (Bus Rapid Transport System), which would run along the Western and Eastern Express Highways, among others, has been proposed for Mumbai—so far, without much response.

2b. Site Description

The Kala Nagar traffic junction sits on the boundary between Island City and the recently urbanized suburbs. The junction is bordered to the south by the Mithi River and the Dharavi slum; to the north, by the Mumbai International Airport; to the east, by the Bandra Kurla Complex (Mumbai's new commercial center), the Bharat Diamond Bourse, and the eastern suburbs such as Kurla and Ghatkopar; and to the west, by the western suburbs such as Bandra West, Santa Cruz, and Juhu.

The junction is directly surrounded by residential and office buildings. Commercial and retail space is largely absent, though there are some hawkers selling goods on the streets. A larger flyover of the Western Express Highway juts out over the junction connecting the Sea Link in the west to the northern suburbs.

The junction area includes several public spaces that are currently largely underutilized. Some of them are tucked away under the flyover; others are situated out in the open. At the skywalk entrance to the traffic junction sits a relatively well-developed garden with controlled access that is hardly visible from the street level. Additionally, to the northwest, there is an open space that formerly functioned as a drive-in theater, and is being redeveloped into a commercial complex. A well-designed public toilet is located on the traffic island close to one of the busiest bus stops, but it is not clearly identified by signage, and so is hardly used.

2c. Traffic

Situated on the Western Express Highway, the Kala Nagar Traffic junction functions as one of the most important connections in Mumbai, especially for traffic moving from the east to the west of the city. Large traffic flows reach the junction from five directions: the Western Express Highway, BKC Road, Sion-Bandra East West Link Road, the flyover from the Sea Link, and Kala Nagar Road.

Recent research by MESN indicates that over the past two years, vehicular traffic through the junction has increased by 10 percent, while the suburban population has grown at less than 1 percent per year. In addition to the rapid increase in traffic towards the Bandra Kurla Complex, and an increase in traffic to the suburbs, the rise in traffic numbers for the Kala Nagar Traffic junction is due in large part to the growth of traffic to the airport.

As a result of the heavy traffic, and a shortage of traffic calming and organizing measures, the soundscape at the Kala Nagar traffic junction is intense. Also, much as with other junctions around the city, this junction suffers from incorrect use of lanes, a good deal of illegal parking, and inefficient boarding practices at bus stops, all adding to congestion on the ground level. On top of that, research shows that the Western Express Highway is among the top ten of Mumbai roads with the highest casualty rates.¹

With just a few stores, minimal hawking activity, an over-ground skywalk, and the extreme traffic situation, the ground level of the junction is relatively hostile to pedestrians. Surprisingly enough, a completely unused four-lane road starts beyond the traffic island at the center of the junction. This short, curved road at the junction connects the Western Express Highway to BKC Road. Studies have shown that this unused road space holds great potential to rearrange the traffic flow and improve road space utilization at the Kala Nagar traffic junction.

2d. Flyover

In order to improve transportation flows around Mumbai, the city has built approximately 50 flyovers during the last 17 years, often as a measure to strengthen north-south connectivity. Most of these flyovers run parallel with the main arteries such as the Western Express Highway, the Eastern Express Highway and Ambedkar Road in Island City. So far, only limited effort has been made to improve the weak and challenging east-west connectivity in Mumbai.

¹ "Mumbai's 10 Most Dangerous Roads," NDTV, ndtv.com/article/cities/mumbai-s-10-most-dangerous-roads-192699.

Typically, Mumbai flyovers have more traffic below than on top of the flyovers. Yet the spaces under flyovers are often disregarded in maintenance and visitor-experience plans. MESN's research shows that the traffic below the flyover at Kala Nagar Traffic junction is holding up to 53,000 people an hour during rush hours. On top of the flyover, rush-hour numbers come to 10,000 people an hour.

2e. Skywalk

To improve the pedestrian infrastructure around Mumbai, the Mumbai Metropolitan Region Development Authority (MMRDA) has invested Rs 735 crores (US\$133.6 million) in the construction of 36 elevated pedestrian skywalks throughout the city.

A 1.2-kilometer skywalk starts at Kala Nagar junction in the east, and further connects to the Bandra East Station road, Bandra Station, and S.V. Road in the west. Whereas pedestrian numbers on most skywalks in Mumbai are below capacity, this particular skywalk is relatively well used by pedestrians. MESN's research shows an average of 600 pedestrians an hour on the skywalk during peak hours. The skywalk is also actively used by residents of neighboring communities as a path for early-morning exercise, as it provides a long, uninterrupted stretch well suited for walking

During non-peak hours, the skywalk remains relatively unused, as many pedestrians are discouraged by the lack of elevators or escalators to get up to the skywalk. They risk their lives crossing the extremely wide streets on the ground level of the Kala Nagar traffic junction rather than climb the many stairs to reach the skywalk.

2f. Bus Stops

The Kala Nagar traffic junction is flanked by two bus stops on either side of the Bandra Sion East West Link Road. The stops are used by BEST buses for forty different routes, and are unofficially used by intra-city buses operated by private transportation companies. As a result, the bus stops are often over-crowded by both commuters and buses alike. Since the buses are often filled to capacity, people wait on the street instead of at the actual bus stops in order to get onto the bus before fellow commuters. Route information and signage at bus stops is largely inadequate and illegible.

3. Competition Details

3a. Objectives

The competition organizers and jury will be looking for innovative approaches to the unique features of the Kala Nagar traffic junction and adjoining public spaces. Entrants in the competition should focus on the following:

- Reducing congestion and enhancing mobility to achieve more efficient east-west connectivity.
- Creating a traffic situation that is less dangerous and stressful—and that incorporates advanced sustainability measures.

- Creating a better balance between traffic flows and public spaces with a focus on interactivity, accessibility, and the safety and comfort of commuters.
- Enhancing the mixed-use potential of the junction.
- Developing tangible ideas that can also inspire designs for similar locations around Mumbai.

3b. Evaluation Parameters and Criteria

All submissions will be judged based on how well they embody the following criteria, with each point of criteria being evaluated on a scale of one to ten.

- An approach that is responsive to the context with regard to optimum and efficient utilization of available public space in line with the set competition objectives.
- A clear, compelling idea with strong rationale regarding sustainable mobility.
- An innovative, replicable, scalable, and conclusive concept with regard to potential implementation.

3c. Evaluation Process

Applicants are invited to generate new concepts and propose program initiatives in keeping with the competition objectives. The jury will include experts from MMRDA, Municipal Corporation of Greater Mumbai (MCGM), traffic planning experts, architects, and other members from SRGF, MESN, as well as other collaborators (full list of names to be announced on December 20, 2012).

Eligible entries from each category (further described below) will be evaluated by select members of the jury using the above parameters for evaluation, each parameter of which will be given even weight. Ten entries with the highest scores from each category will be shortlisted, and such shortlisted entries will be listed on the BMW Guggenheim Lab website on January 10, 2013. For each of the two shortlists, the entire jury will identify two winning concepts that will be announced by January 18, 2013 on the BMW Guggenheim Lab website.

The ten shortlisted proposals in each category will be displayed at the BMW Guggenheim Lab at the Dr. Bhau Daji Lad Museum and each of the shortlisted proposals will be awarded an honorable mention.

Visitors to the BMW Guggenheim Lab exhibition will be able to vote for one “People’s Choice” award from the twenty shortlisted proposals displayed in the exhibition. The proposal with the most votes will win this recognition.

3d. Eligibility

Participants must be over the age of 18. Submissions are open to participants in two categories:

Category 1:

Students enrolled in undergraduate or masters programs for architecture, urban planning/design, transport management, engineering, or planning.

This category is also open to individuals who are not students, and who do not qualify for Category 2, but have an interesting solution for this competition. Please specify in your subject line: "Category 1–Special."

Category 2:

Open to all, including professionals from design fields such as architecture, urban planning, transport management, engineering, or planning.

Participants in this competition are encouraged to submit proposals in interdisciplinary groups, but individual entries are also accepted.

3e. Recognition

A First and Second top entry will be selected in each of the two categories.

Category 1:

Honorarium for Entry 1: INR 50,000

Honorarium for Entry 2: INR 40,000

Category 2:

Honorarium for Entry 1: INR 85,000

Honorarium for Entry 2: INR 70,000

Honorarium for "People's Choice" Entry: INR 15,000

All honorariums are subject to applicable taxes, which will be deducted. There will be no other compensation offered to any other participants for the preparation and submission of their proposals.

Participants are free to visit the site, participate in the exhibition at Kala Nagar skywalk on January 17, 2013 and the discussion on January 18, 2013 at their own cost. The Host, the Competition Advisor and the Competition Administrator (as later defined) of this competition are not liable to pay any costs incurred by any applicant in preparation of this competition or travel thereafter. Except for the above-mentioned honorarium money, no other honorarium or awards will be disbursed to the participants.

3f. MESN

Independently of this competition, MESN and others have been commissioned by MMRDA to undertake a study on the redesign of Kala Nagar traffic junction. After the competition, MESN may invite short-listed competition participants to join its design team for the redesign of the junction. For clarity: (i) MESN is not obligated to contact any competition participant after the competition; and (ii) by entering the competition, no applicant is granting MESN any rights with respect to his or her proposals, unless MESN enters into a separate agreement with such competition participant.

3g. Registration

Applicants are required to pre-register for the competition by sending an email to bglkalanagar@gmail.com between November 15 and December 3, 2012, until 12 pm Indian Standard Time. The subject line of the email must contain the category of submission, and the email itself must state name(s), nationality, identity proof, category of submission, and the following as per the applicable category:

Category 1:

Interested applicants for this category are required to include proof that they are currently enrolled in an undergraduate or master's program. Forms of proof can include:

- A scan of the student's ID
- Documentation of semester registration
- A letter from the university validating that the student is enrolled in the specific course.

All documentation should be dated after September 2011.

Category 2:

- License or registration document for the person/firm
- Proof of completion of course of study prior to September 2012

After registration, applicants will receive confirmation by email with a registration number that must be included in the submission (see sub-section 3h. Submission Requirements).

The Competition Administrator reserves the right to disregard any submission that is incomplete or incorrect. Submissions are limited to one (1) submission per registration number; anyone who enters multiple times will be disqualified.

Registration and submission of entry is free of charge.

3h. Submission Requirements

1. The submission shall have no name or logo but only the registration number.
2. All applicants must submit only one digital file by email. The digital file should not exceed 10 MB. Files that exceed the maximum size and printed portfolios will be automatically discarded.
3. The proposal should be designed as a single A0 sheet, as shortlisted entries will be printed at A0 size. Entries that are spread over two sheets will be disqualified.
4. All the A0-size proposals should have landscape layout, white

background, and black text. The registration number should be in the top right-hand corner in 40-point text.

5. The A0 sheet should not contain any of the background information included in this brief, as the jury will be well briefed on the competition guidelines beforehand.
6. The A0 sheet should contain the following:
 - a. At least one proposed plan and section of the traffic junction. All measurements should be in meters.
 - b. Any other visuals/drawings/graphics that will be needed to explain the analysis and proposal.
 - c. A project description of 200 words, maximum.

The Competition Administrator may invite authors of certain short-listed proposals to send a four-minute video clip to explain the approach and rationale behind the proposal, but this is not a mandatory submission requirement.

3i. Question-and-Answer Period

Applicants with questions are encouraged to send in their queries in the period mentioned in the timeline below. Applicants are not allowed to contact the Host, Competition Advisor, or the Competition Administrator directly with their queries. All queries are to be emailed to bglkalanagar@gmail.com.

All queries will be consolidated, responded to, and all queries and responses will be listed on BMW Guggenheim Lab website, as per the dates in the competition timeline.

3j. Competition Timeline:

Dates	Event
Nov 15 – Dec 3	Registration for competition
Nov 26 – Dec 2	Q&A Period
Dec 7	Response to Q&A
Jan 3	Online submission
Jan 10	Announcing the shortlisted entries
Jan 17	Exhibition on Kalanagar skywalk and “People’s Choice” award
Jan 11– 18	Exhibition of shortlisted entries
Jan 18	Panel discussion and announcement of the winners

All registration, Q&A, and submission periods will conclude at 12 pm Indian Standard time on the respective dates mentioned in the above timeline. Any emails after that time will not be accepted.

The panel discussion will mark the conclusion of the competition and is expected to include select jury members, additional experts, and concerned citizens. Any participant is welcome to attend this event at their own expense.

4. Materials

4a. Visual Materials

A plan and photos of the Kala Nagar Traffic junction will be provided on the BMW Guggenheim Lab website:

bmwguggenheimlab.org/whats-happening/mumbai-lab-city-projects

4b. Reference Materials

Additional information on the Kala Nagar Traffic Junction and on transportation and public space issues in Mumbai and India can be obtained on the websites of the following organizations:

Government:

Municipal Corporation of Greater Mumbai (MCGM)

The primary agency responsible for urban governance in Greater Mumbai.
mcgm.gov.in

Mumbai Metropolitan Region Development Authority (MMRDA)

An apex body for planning and coordination of development activities in the Mumbai Metropolitan Region.
mmrdamumbai.org

Maharashtra State Road Development Corporation Limited (MSRDC)

Mainly deals with the properties and assets comprising movables and immovables including land, road projects, flyover projects, toll-collection rights, and works under construction which are vested with the state government and are under the control of the Public Works Department.
msrdc.org/site/Home/Home.aspx

Mumbai Transformation Support Unit (MTSU)

Focus areas are physical and social infrastructure, environment, housing, governance, strategic planning and economic growth.
visionmumbai.org

NGOs:

UDRI (Urban Design Research Institute)

A forum that supports interaction among architects, urban designers, and professionals from such related fields as urban economics, sociology, planning, conservation and history.
udri.org

Partners for Urban Knowledge, Action and Research (PUKAR)

An independent research collective and an urban knowledge production center that provides a platform for cross-disciplinary, multi-sectoral, community-based research for issues related to urbanization and globalization.
pukar.org.in

Observer Research Foundation (ORF)

A not-for-profit, multidisciplinary public-policy think tank engaged in developing and discussing policy alternatives on a wide range of issues of national and international significance.
orfonline.org

Transportation:

EMBARQ

Network to catalyze and help implement sustainable transport solutions to improve quality of life in cities.
embarq.org/en/city/mumbai-india

The Institute of Transportation and Development Policy (ITDP)

Works with cities worldwide to bring about transport solutions that cut greenhouse gas emissions, reduce poverty, and improve the quality of urban life.
itdp.org

India Transport Portal

Indian transport news and analysis.
indiatransportportal.com

The Victoria Transport Policy Institute

An independent research organization dedicated to developing innovative and practical solutions to transportation problems.
vtpi.org

Public Space:

PK Das and Associates

The priority of PK Das has been to establish a very close relation between architecture and people by involving them in a participatory planning process.
pkdas.com

URBZ (User Generated Cities)

Facilitates the production and exchange of information, knowledge, ideas, and practices towards better cities for all.
urbz.net/tag/mumbai

Project for Public Spaces (PPS)

A nonprofit planning, design, and educational organization dedicated to helping people create and sustain public spaces that build stronger communities.
pps.org

Articles:

hindustantimes.com/StoryPage/Print/931106.aspx

mumbaimirror.com/article/2/2012072820120728022919171fc94fc2/BMC-accepts-plan-to-put-some-order-in-chaotic-Kalanagar-Jn.html

wonderfulmumbai.com/noise-air-water-environment-pollution-in-mumbai/

ndtv.com/article/cities/mumbai-s-10-most-dangerous-roads-192699

moneylife.in/article/brts-for-mumbai-clearing-some-doubts-raised-by-certain-groups-and-authorities/16478.html

dnaindia.com/mumbai/report_mumbai-s-east-west-connectivity-will-improve-in-2012_1630394

mapsofindia.com/maps/mumbai/mumbai_rail.htm

Competition Organizers:

Mumbai Environmental Social Network (MESN)

A registered non-governmental organization established in 2005. MESN is devoted to traffic discipline and management in Mumbai.

mesn.org

LordCultural Resources Private Limited

Offers a comprehensive range of integrated services including master planning, business planning, feasibility studies, cultural and heritage tourism planning, strategic planning, facility planning, functional programming, architect selection, interpretive planning, exhibition design, project management, training, and recruitment.

lord.ca/india

BMW Guggenheim Lab

Part urban think tank, part community center and public gathering space, the BMW Guggenheim Lab is a pioneering global initiative aimed at raising awareness of important urban challenges and inspiring an ongoing conversation in cities around the world.

bmwguggenheimlab.com

5. Legal Information

5a. Competition Organizers

The Solomon R. Guggenheim Foundation (SRGF), a New York not-for-profit education corporation, in collaboration with educational and research entities in Mumbai including the Dr. Bhau Daji Lad Museum, is organizing a project in Mumbai between December 9, 2012 and January 20, 2013 called the “BMW Guggenheim Lab” (the Project) (bmwguggenheimlab.com). This design competition is being run in connection with this Project.

Host: The Solomon R. Guggenheim Foundation (SRGF)

Competition Advisor: Mumbai Environmental Social Network (MESN) (mesn.org)

Competition Administrator: LordCultural Resources Private Limited, an Indian company (Lord Cultural Resources) (lord.ca/india)

5b. Competition Agreement, Public Exhibition, Copyright, and Release

The applicants/competitors indemnify and hold harmless SRGF, MESN and Lord Cultural Resources, members of the Jury, consultants and advisors from any and

all expenses, claims and/or other liabilities which may result directly or indirectly arising from participation in this competition.

The drawings and documents of all submissions become the property of SRGF and SRGF has the option of retaining any or all of the materials and drawings submitted by the competitors at each stage of the competition. However, the authors of all submissions, including the selected applicants, shall retain full copyright of his or her work, until or unless assigned.

Each competitor grants SRGF a free, non-exclusive, transferable and irrevocable license to reproduce the work submitted by him or her, primarily by way of photography, to publish it, convey it to the public by any means whatsoever, and to present it to the public at an exhibition, for all lawful purposes, including for promotional and publicity purposes in connection with the competition and the Project. In responding to and participating in this process, the competitors agree that SRGF shall retain unrestricted, but not exclusive, rights to display, photograph, copy, exhibit or reprint, publish or release for publication any or all submitted graphics or written materials, including drawings, narrative documents and videotape productions without further notice or additional compensation to the competitors. In all cases, the authors will be credited and cited. Each competitor specifically grants SRGF the right to sublicense the aforementioned rights to third parties in connection with the Project.

By participating in the competition, each entrant releases SRGF, MESN, Lord Cultural Resources, and their respective advertising and promotion agencies, parents and affiliates, trustees, directors, officers, employees, representatives, sponsors, and agents (collectively, the "Releasees") from any and all liability for any claims, costs, injuries, losses or damages of any kind arising out of, resulting from, or in connection with: (i) the competition, including without limitation, any technical or Internet malfunctions or human error of any kind which may occur in the processing of entries in the competition; and (ii) the acceptance, possession or use of any honorarium or/and prize awarded.

The video clip (if any requested and then submitted) will also be governed by the terms and conditions in this section.

All applicants who register are understood to have read and agreed to the entire competition brief including the Competition Agreement, Public Exhibition, Copyright and Release conditions and the Additional Terms and Conditions of the Competition and to have agreed to the same.

5c. Additional Terms and Conditions of the Competition

The Competition Administrator is not responsible for technical, hardware, software, telephone or other communications malfunctions, errors or failures of any kind (whether technical or human), lost or unavailable network connections, website, Internet, or ISP availability, unauthorized human intervention, traffic congestion, incomplete or inaccurate capture of entry information (regardless of cause) or failed, incomplete, garbled, jumbled, or delayed computer transmissions which may limit any applicant's ability to enter the competition, or the processing of the entries in this competition, including any injury or damage to entrant's or any other person's computer relating to or resulting from participating in this competition.

If for any reason the competition is not capable of running as planned, including infection by computer virus, bugs, tampering, unauthorized intervention, fraud, technical failures, or any other causes which corrupt or affect the administration, security, fairness, integrity, or proper conduct of this competition, the Competition Administrator reserves the right, in its discretion, to cancel, terminate, modify or suspend the competition.

This competition is governed under Indian law.