PHD CHAMBER

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NATIONAL APEX CHAMBER

Dilli
Kal, Aaj aur Kal

Towards a Sustainable and Smarter Delhi

Background Paper

PHD CHAMBER OF COMMERCE AND INDUSTRY

From President's Desk

Rajeev Talwar

MESSAGE

The PHD Chamber of Commerce and Industry, is organising a Conference on **"Dilli: Kal, Aaj aur Kal"** – Towards a Sustainable and Smarter Delhi.

This is being organised at this time because the citizens of Delhi are facing challenges related to severe air pollution and we as an apex industry body, are working in our own little way to see what the industry can do for tackling these challenges. Delhi being a heritage city has also been identified as a smart city with different stakeholders making their contribution towards a sustainable and smarter city.

It is my earnest hope that the deliberations at this Conference will lead to the development of a Plan to tackle the issue of pollution and contribute to the task of making a sustainable and smart city of Delhi.

(Rajeev Talwar)

From Secretary General's Desk

Dr Mahesh Y Reddy

MESSAGE

I have the pleasure in presenting "**Dilli : Kal, Aaj aur Kal**'' – an Annual Conference to deliberate on the issues and challenges being faced by Delhi.

As a partner in progress, the PHD Chamber is actively involved in the dialogue on making the NCT Delhi a clean, ecologically balanced, knowledge based Industry friendly region to take it to the next level of sustainable development. We will continue to hold informative interfaces with all stakeholders including Union Government, Government of NCT Delhi, MCD, Civil Society and Industry at large to achieve this objective even before 2021.

I am confident that the deliberations at the Conference will pay the way forward for a more sustainable and smarter Delhi.

I am sure, we will have all support in translating this objective into an achievable realm.

(Dr Mahesh Y Reddy)

From Managing Director, Resurgent India Ltd.

Jyoti Prakash Gadia

MESSAGE

It is my privilege to be a part of PHD Chamber of Commerce and Industry. The journey has been full of learning and knowledge sharing, wherein many experts have been sharing their thoughts on various financial aspects with regards to sustainability in India and more specifically in Delhi. Delhi's economy is the 13th largest among states and union territories of India in terms of its economy. The nominal GSDP of the NCT of Delhi for 2017-18 was estimated at 6.86 lakh crore (US$110 billion) recording an annual growth of 8.1%. In 2017-18, the tertiary sector contributed 85% of Delhi's GSDP followed by the primary and secondary sectors with 12% and 3% respectively. The services sector recorded an annual growth of 7.3%.

Delhi has one of India's largest and fastest growing retail industries. Delhi was able to attract a high FDI in the realty sector. Sectors in Delhi which have a positive outlook include IT, food, automobile, hotel and tourism. The number of industries in Delhi is increasing and is adding to the industrial growth. The government is providing adequate financial assistance and taking many other initiatives to promote the industrial sector.

I congratulate the Industries Department for its concerted efforts in bringing out the long-awaited Industrial Policy for 2010-2021 for the NCT of Delhi. I hope this initiative will help the city towards developing a sustainable and Smart city.

(Jyoti Prakash Gadia)

Dilli: Kal, Aaj Aur Kal

Delhi: City with its own beauty

Delhi at a Glance

Delhi officially the National Capital Territory of Delhi (NCT), is a city and a union territory of India. It is bordered by Haryana on three sides and by Uttar Pradesh to the east. The NCT covers an area of 1,484 square kilometres (573 sq. mi). According to the 2011 census, Delhi city's population was over 11 million, the second-highest in India after Mumbai, while the whole NCT's population was about 16.8 million. Even though state's GDP and per capita income are estimated to have grown handsomely in the last fiscal. Delhi's GDP is estimated to grow at Rs 6.86 lakh crore for 2017-18, an increase of 11 percent. Delhi accounts for 1.4% of India's total population.

Delhi has been continuously inhabited since the 6th century BC. Through most of its history, Delhi has served as a capital of various kingdoms and empires. It has been captured, ransacked and rebuilt several times, particularly during the medieval period, and modern Delhi is a cluster of a number of cities spread across the metropolitan region. The 69th constitutional amendment is a milestone in Delhi's history. In 1991, Delhi was declared as the National Capital Territory by the Government of National Capital Territory of Delhi Act, 1991. Delhi has a complex administrative structure having dual jurisdiction i.e. of the Union Government and the State Government. Delhi is the prosperous state with the second highest per capita income in India. The average per capita income of Delhi remained more than 2.5 lakh in three consecutive years i.e. 2015-18.

Place with rich history

The area around Delhi was probably inhabited before the second millennium BC and there is evidence of continuous inhabitation since the 6th century BC. The city is believed to be the site of Indraprastha, the legendary capital of the Pandavas in the Indian epic Mahabharata. According to Mahabharata, this land was initially a huge mass of forests called 'Khandavaprastha' which was burnt down to build the city of Indraprastha.
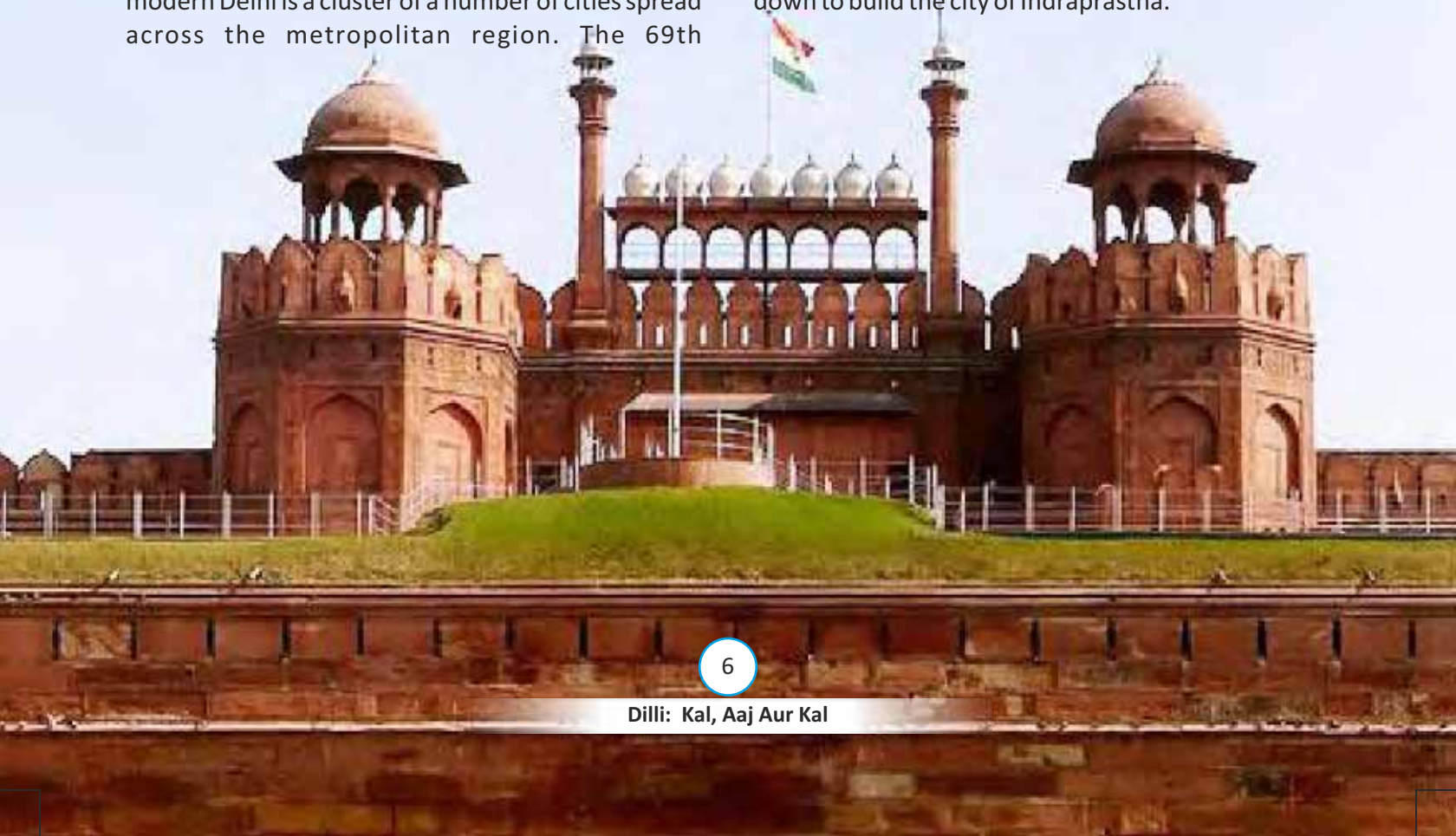
Quick facts about the city

- Delhi is the capital of India and also a state for administrative purposes. It is one of the largest metropolises in the country.
- Delhi has a cosmopolitan culture with a mix of languages.
- The state of Delhi is divided into 33 sub-divisions under 11 districts.
- Delhi's Khari Baoli market is Asia's largest wholesale spice market.
- Entire public transport system in Delhi runs on CNG.

| Geographical Area (Sq km)	1483
Administrative Districts (No.)	11
Population density (persons per sq km)	12,591
Total population (million)	16.8
Sex ratio (females per 1,000 males)	868
Literacy rate (per cent)	86.2

Civic Administration of Delhi

The Delhi metropolitan area lies within the National Capital Territory of Delhi (NCT). The NCT has three local municipal corporations: Municipal Corporation of Delhi (MCD), New Delhi Municipal Council (NDMC) and Delhi Cantonment Board. MCD is one of the largest municipal corporations in the world providing civic amenities to an estimated 13.8 million people. The capital of India, New Delhi, falls under the administration of NDMC. The chairperson of the NDMC is appointed by the Government of India in consultation with the Chief Minister of Delhi. Delhi has four major satellite cities which lie outside the National Capital Territory of Delhi. These are Gurgaon and Faridabad (in Haryana), New Okhla Industrial Development Authority (NOIDA) and Ghaziabad (in Uttar Pradesh). Delhi is divided into nine districts. Each district (division) is headed by a Deputy Commissioner and has three subdivisions. A Subdivision Magistrate heads each subdivision. All Deputy Commissioners report to the Divisional Commissioner of the Government.

Dilli: Kal, Aaj Aur Kal
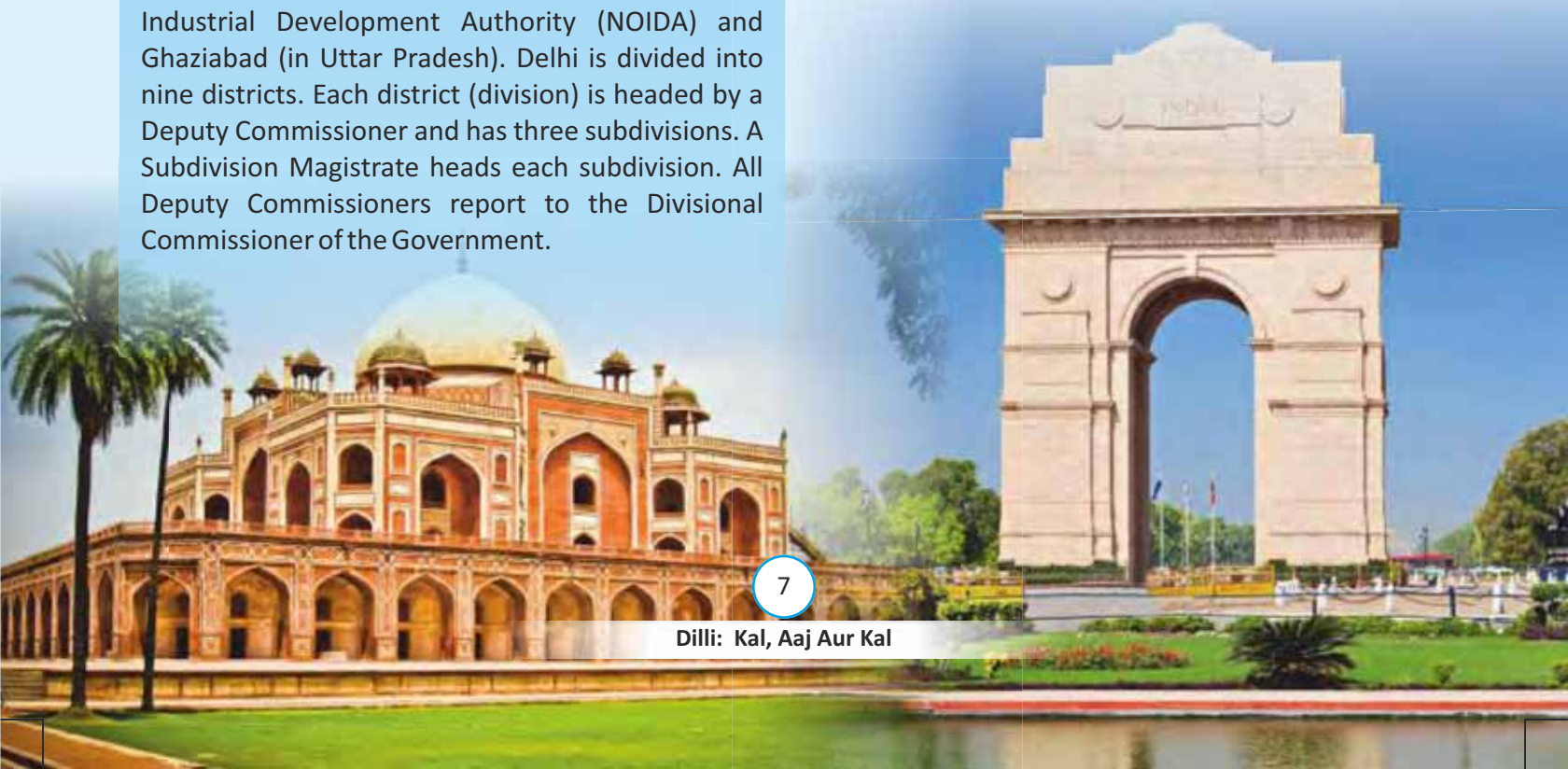
Delhi: Infrastructure

Under the MPD 2021, adequate emphasis is being laid on the development of Infrastructure, befitting a mega polis under development. Besides roads, flyovers, water, sewerage, power etc, there is substantial emphasis on the softer infrastructure like recreation, sports, ecology & environment, health, etc.

Four major infrastructure projects, some of them pending for more than a decade, have been inaugurated or are scheduled for completion. These include-Signature Bridge in Wazirabad (Tourism dept), Rani Jhansi Flyover (North civic body and the Central Road Research Institute), the ITO Skywalk (PWD) and the Union Urban Development Ministry), and a flyover adjacent to the Noida Link Road (PWD). These projects will not only reduce commuting time in the National Capital Region (NCR), but also help in reducing traffic congestion on Delhi's roads.
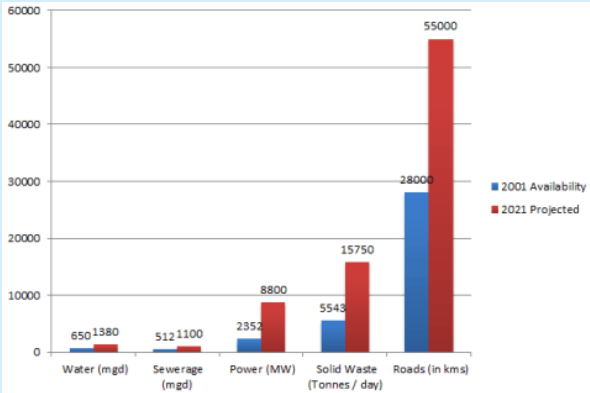
	Availability	Projected	Additional
WATER	650	1380	730
SEWAGE	512	1100	588
POWER	2352	8800	6448
SOLID WASTE	5343	15750	10207
ROADS	20800	55000	27000

Signature Bridge

Of these four projects, the Signature Bridge — touted to be India's first asymmetrical bridge is the oldest. Proposed in 2004, work began three years later and the project missed its 2010 Commonwealth Games deadline. The 657m-long bridge was planned to reduce the load on the Wazirabad bridge on the Yamuna. From the initial budget of Rs. 400 crore, multiple deadline missed have escalated the cost to more than three times to Rs. 1,518 crore.

MAKING A **CONNECTIVITY HUB**

① The foot overbridge (FOB) will start at Pragati Maidan Metro station

② Will lead to a common area that will be developed commercially

③ From common area, three arms will extend to various

exit points

④ One arm will go under the Metro line and take pedestrians to Tilak Bridge railway station

⑤ Another will turn left and drop down close to Pragati Maidan's gate number 9

⑥ Third arm will open at ITO crossing; will also be independently connected with the railway station arm

⑦ A separate FOB will start at ITO's Institute of Engineers and connect the other side, just before the W-crossing

ITO Skywalks

According to estimates of the Public Works Department (PWD), more than 30,000 people will benefit every day from this skywalk fitted with CCTV cameras for security of pedestrians who can use it to reach Pragati Maidan and ITO Metro stations.

Rani Jhansi Flyover

A lack of coordination among agencies has led to this grade separator earn the dubious moniker of flyover of deadlines. Construction work began in 2008. The six-lane, 1.8 km grade separator has missed six deadlines. The Central Road Research Institute (CRRI) was involved in carrying out a stability test. The project was conceptualised 18 years ago for the purpose of decongesting the densely populated area between Pusha Road and ISBT Kashmiri Gate.

Mayur Vihar Flyover

This flyover project, which was conceptualised in 2010 to ease the traffic burden of six-lane UP Link road, will soon be ready. The project is supposed to bring in better connectivity between NCR satellite town Noida and Laxmi Nagar in Delhi. The 700m-long carriageway is being executed by the Public Works Department.

Road Network in Delhi

The road network of Delhi serves over 10 million vehicles, as per Delhi Economic Survey 2017-18. National Highways Authority of India, Public Works Department, Municipal Corporations of Delhi, New Delhi Municipal Council, Delhi Cantonment Board & Delhi Development Authority are the responsible authorities for the development & maintenance of road network in Delhi. There are 5 national Highways that originate or pass through Delhi connecting the city to almost all parts of India and providing transportation for goods and people. They are NH1, NH8, NH2 and NH10. From historic times, Delhi has seen the development of highways and the Grand Trunk Route built by Sher Shah Suri of which NH 2 and NH 91 are a good example. The total length of roads in Delhi is more than 28508 kms and that also includes about 400 kms of National Highways.

Agency	2016-17
East DMC	162.24
South	9592
North DMC	3272.65
New Delhi Municipal council	1290

Health Infrastructure in Delhi

Commencing a quick look at the demographic scenario in Delhi:

Geographical Area:	1483 sq km
Population density:	12591 (person per sq km)
Total Population:	16.8 million
Sex Ratio:	868
Literacy Rate:	86.2

Delhi has one of the best health infrastructure in India with the latest technologies.

Government has taken many initiatives to improve health infrastructure in Delhi:

- 1,000 Mohalla Clinics to be set up in 2018-19.
- 94 dispensaries to be converted into polyclinics.
- 2,546 beds to be added in seven existing hospitals.
- Mobile van clinics to be started for eye and ear care services.
- Universal Health Insurance Scheme to be introduced.

Health Infrastructure in Delhi

Primary Health Centres	5
Sub Centres	26
District Hospitals	23
Sub district facilities	24

Dilli: Kal, Aaj Aur Kal

Education Scenario in Delhi

School	Number of schools	Number of teachers
Pre-primary primary school	2375	28,989
Middle schools	933	12657
Secondary school	400	9401
Senior secondary school	1704	97,224

Universities	Number of Universities
Universities	12
Deemed to be	11
Institutes of national importance	4
College for general education	85
College for professional education	107

Government's measures for education infrastructure:

- Under State Budget 2018-19, education received the highest share at 26 percent. Rs 13,997crore (US$ 2.16 billion) has been allocated to the education sector in 2018-19.
- Announcements for the education sector under Delhi Budget 2018-19:
- Construction of 12,748 additional classrooms and 30 new school buildings
- Setting up of nursery classes in 366 Sarvodaya Vidyalayas
- 120,000 CCTV cameras to be installed in all government schools
- New scheme for evaluation of all schools

Dilli: Kal, Aaj Aur Kal

Metro Rail

The Delhi Metro Rail Corporation (DMRC) was registered in 1995 under the Companies Act, 1956, for development of Delhi Mass Rapid Transit System (MRTS). DMRC has equal equity participation from the Government of India & Government of National Capital Territory of Delhi (GNCTD). Average ridership of Delhi Metro was approximately 2.76 million per day during 2016-17. The complete phase III of Delhi metro is expected to become operational in 2018. The Board of National Capital Region Transport Corporation has invested US$ 3.34 billion in the Rapid Rail Transit Corridor (RRTC), which will operate between Delhi, Ghaziabad & Meerut, making it a 92 km long corridor. Line 2 is underground for its entire 11 km length. All-but-one of its 15 stations have been built nearly 13 m below ground using by cut-and-cover methods; Chawri Bazar, which lies some 20 m down, needed tunnelling to be built. All stations have escalators, elevators and tactile tiles to guide the visually impaired from station entrances to trains. Many of the stations are equipped for rainwater collection as part of their environmental policy. Delhi Metro has a fleet of 280 coaches, which DMRC runs 210 trains every day. Each train can accommodate 2,290 people, about 240 seated.

Airport

- The Indira Gandhi International Airport in Delhi serves domestic and international passengers. It was considered the 16th busiest airport in the world in 2017 in terms of traffic volumes. The airport handled around 65.69 million passengers in 2017-18 and 23.47 million passengers in April-July 2018.

- Terminal 3 is spread over 500,000 square metres area & equipped with 95 immigration counters, 168 check-in counters & 78 passenger boarding bridges to handle 34 million passengers per annum & 12800 bags per hour. The planned ultimate design capacity of the airport is 100 million passengers per annum.

Industry Scenario

Delhi has emerged as a key redistribution centre due to its strategic geographical location and infrastructure. The wholesale markets in Delhi deal in 27 key commodities consisting of textiles, auto parts and machinery, stationery, food items, and iron and steel, as per the Master Plan document 2021 of DDA. The trade and commerce segment in Delhi is also vital due to its substantial contribution in terms of tax revenues and employment generation.

Delhi is one of the largest trade and consumption centre in North India. There is a large presence of textile manufacturers followed by metal products and parts, machinery and transport, equipment-machine tools including electrical appliances, paper and paper products, rubber, plastic, petroleum, coal products, basic metal and alloy industry, repair of capital goods and repair services among others. As Delhi is a metropolis and the capital of the country, it focuses on promoting hi-tech, sophisticated, export oriented, small-scale industries.

The following are some of the prominent public sector undertakings (PSUs) in Delhi:

1. Delhi Transport Corporation
2. Housing and Urban Development Corporation Ltd.
3. HUDCO Bhawan
4. Indian Renewable Energy Development Agency Limited
5. Mahanagar Telephone Nigam Ltd.
6. Indraprastha Gas Ltd.
7. Intelligent Communications Systems India Ltd.

Some power plants such as Badarpur Thermal Power Station and Rajghat Power Station are also managed by the Public Sector in Delhi.

Hospitality and Tourism Industry

The metropolitan city of Delhi has always been the main tourist attraction of the country. The famous tourist places of the state are Akshardham Temple, Azad Hind Gram, Bahai Temple, Birla Mandir, Dilli Haat, Garden of 5 Senses, Humayun's Tomb, India Gate, Jama Masjid, Jantar Mantar, Lodi Tomb, Parliment House, Purana Quila, Qutab Minar, Safdarjang Tomb & Red Fort. Owing to its geographic advantage, Delhi is a key arrival point for foreign tourists. The percentage share of Foreign Tourist Arrivals at Delhi Airport was highest in India in April 2018 at 28.75 per cent. It was ranked the best tourist destination in India in 2017. The national capital received 28.46 million domestic tourists and 2.52 million foreign tourists in 2016.

Dilli: Kal, Aaj Aur Kal

Delhi: An emerging IT and Knowledge hub

India's IT profile

The IT industry in India has grown considerably in the last two decades. Its share in the country's GDP increased from 1.2 percent in 1998 to an estimated 9.3 percent in 2016. India has successfully established its information technology (IT) and IT enabled services sector, which currently accounts for about 67 percent of the world's US$ 124-130 billion IT market. Overall, the IT sector generates over 10 million jobs in India

Delhi: An emerging IT and Knowledge Hub

Delhi NCR has become one of the fastest growing economic regions of India, accounting for seven to eight percent of the nation's total GDP. Its proximity to government institutions, the presence of a business friendly infrastructure, and a burgeoning entrepreneurship culture make the city a viable IT hub. Consequently, several companies have set up their delivery centers and liaison offices in Noida, Delhi and Gurugram in order to take advantage of the high quality infrastructure, manpower, real estate and supportive government policies.

Government's initiatives towards making Delhi an emerging IT Hub

The Industrial policy, only the second for Delhi, seeks to an give an entirely new thrust and direction to industrial activity in the city for the period 2010 to 2021. It says Delhi should develop a hi-tech, knowledge-based service sector and IT and IT enabled services industries in the NCT to replace the small, low-skilled manufacturing units that dot the city today.

Establishment of two SEZ in the Baprola village for future development

These SEZs would be pollution-free industries where workers would "walk to work" and get all amenities within the neighbourhood. The policy calls for setting up of a business facilitation council. This body will comprise members from industrial associations, DSIIDC, DDA, MCD and other stakeholders to facilitate entrepreneurs in obtaining clearances from various departments and agencies for setting up enterprises. The IT and ITES SEZ is being set up in an area of 26 acres at an estimated cost of Rs 395 crore. This SEZ is expected to provide direct employment to 36,000 people while generating 1,08,000 jobs indirectly. The IT SEZ will also house convention halls, hotels, a hospital and residential complex.

Knowledge based Industries in Delhi

If one may recollect, there were moves to make DSIIDC the captain of industrial growth of Delhi, and there was special emphasis for the growth of Soft Industries or Knowledge based industries. New Industrial estates like Kanjhawala, Ranikhera & Baprola were touted as the absorption centre for the knowledge resources being churned by Delhi's colleges & Universities. There was also the proposal to shortlist the ownership of 27 industrial areas to DSIIDC, by the MCD.

Under the Industrial Policy of Delhi 2010-2021, the following are the classification of Knowledge based Industries. (KBI)

- Software
- IT services
- ITES
- Media
- Biotechnology
- R & D and design
- Business services (provided remotely)
- Educational services

Software Exports from STPIs in Delhi (US$ million)
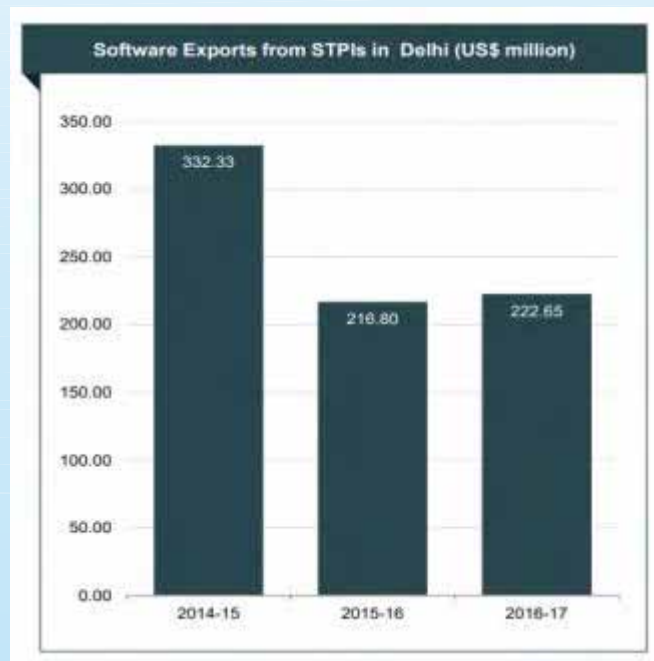
Among all states, Delhi has the largest share of skilled workforce, making it suitable for knowledge-based economic activities such as IT/ITeS, designing, R&D & financial services. As Delhi is the country's capital & has ample facility support, it attracts skilled & semi-skilled labour from across the country. It houses a few of the country's most prestigious institutes such as IIT, IIFT, FMS& AIIMS.

Start-up ecosystem in Delhi

The Delhi has a thriving startups ecosystem and is home to more than 5000 startups with the highest number of online retail startups in India. Delhi is one of the top 10 startup destination in the world and has created a Global Startup

Delhi Start-up Policy
* 5000 New Startups in Delhi.
* Establish minimum 2,50,000 sq. ft. area for incubation centres and support existing one.
* Setup 5 Fabrication labs in Delhi by 2023
* To establish 100 Entrepreneurship Development Cells.

Ecosystem. The startups in the national capital have already gained $558.5 Mn in funding across 85 deals. But there are still gaps in the overall startup infrastructure, as recently a fall in a number of deals have been witnessed. Since 2014, about $11 bn have been invested across 924 deals in Delhi/NCR region. But the number of deals fell drastically in 2017. The year 2015 had witnessed 305 deals, which grew to 316 in 2016. However, in 2017, the deals fell by 30% in comparison to 2016. It was also observed that Bengaluru took a lead over Delhi/NCR because of the significant rise in seed stage funding deals. The seed funding deals fell by 42% in 2017 in comparison to 2016 and stood at 49 deals for Delhi/NCR. Delhi is the heart of our nation and its successful set-up as the epicentre of India's startup economy showcases the success of the nation. Its the students of IIT Delhi who happily skip placements to start something of their own.

The major players in the national capital are late-stage companies like OYO, Urban clap and Paytm amongst others, which gained huge funding rounds last year.

Government's initiatives for startups- Delhi focus

* Reimbursement of SGST: Annual Reimbursement of SGST paid in Delhi, upto a maximum of Rs.50 Lakhs turnover by incubated startup companies.
* One-Time Matching Capital Grant of 50% of the capital cost (excluding the cost of 13 building and land) up to a maximum of Rs.1 crore, which may be given to an approved incubator to set up or scale up incubation facility.
* Incubators recognized or funded by the Startup Evaluation Committee will be given Rs. 10 lakhs per year as part of operating and management expenses, for a period of 1 years.
* The primary focus sectors for the policy are given below: Artificial Intelligence, Robotics, Education, Renewable Energy & Environment Protection, Cyber Security & Technical Innovation, Big Data, Pollution Control, Solid-Waste Management, Urban Infrastructure Planning & Development and Automation.

Growing number of educational institutes have started setting up incubator programmes independently or jointly. Shri Ram College of Commerce, New Delhi for example has set an incubator to help their student in their own startups, VESIT college of engineering has set up an incubation centre with the same objective.

Green Delhi: Clean Delhi

Rapid rise in population and speedy economic development has raised the concern for the environmental degradation in Delhi because of which Delhi is the most heavily polluted city in India, having for instance one of the country's highest volumes of particulate matter pollution. Unprecedented scale and speed of urbanization in Delhi and consequent pressure on physical and social infrastructure has created damaging stress on living environment and affected the level of pollution adversely. Increase in number of vehicles in Delhi, construction of roads, other construction activities, agriculture residue burning in the NCR and neighbouring states are the major contributors of the particulate and other gaseous pollutants in Ambient Air of Delhi. Noise pollution comes mainly from industries, transportation, aircraft etc. Water pollution and lack of adequate solid waste treatment facilities have caused serious damage to the river Yamuna on which banks Delhi grew. Several steps have been taken in the recent past to improve the environment conditions which include massive focus on afforestation, universal use of CNG by commercial vehicles, odd-even traffic scheme, financial subsidy on newly purchased Battery Operated Four Wheelers and Two wheelers, ban on plastic use, better management of solid waste, treatment of waste water and improvement of sewage system etc. But there are still many challenges remain to contain the environmental pollution.

E-rickshaw initiative in Delhi

E-rickshaws are non-polluting vehicles. Replacing conventional vehicles (such as auto-rickshaws) with e-rickshaws can significantly improve the air quality in Delhi. DMRC tries to incorporate eco-friendly initiatives in all its spheres of functioning. So, ensuring dedicated E-rickshaw service at the Metro stations will enable the commuters to prefer non-polluting public transport modes over personal vehicles. In 2016, in Delhi alone, the number of electric rickshaws plying on the roads was over 1,00,000. Initially launched in Delhi during early 2010 with an objective to eventually phase out physically taxing cycle rickshaws, the e-rickshaws presented themselves as an affordable and clean mode of mobility that had the immense potential of bridging the gap of first and last mile connectivity.

In Delhi, this battery fitted three-wheelers were able to provide the much needed first and last mile access to Delhi Metro, which received a mixed response; while it was welcomed by the passengers, the lack of regulation triggered concern for the authorities. These vehicles run on batteries that in turn put extra strain on the overtaxed electricity grid. An average electric rickshaw takes up to 7-7.5 units of electricity, which is charged domestically or in some case electricity is consumed through unregistered sources.

Solid waste management in Delhi

The quantity of municipal solid wastes generated in Delhi has been consistently rising over the years. This can be attributed to the rapid population growth, mass migration of population from rural to urban areas, increase in economic activities in general in the city and the change in lifestyle of the people. Urban solid waste is normally a complex mixture of household, construction, commercial, toxic industrial elements and hospital wastes. On an average, Delhi generates 14000 tonnes of municipal solid waste per day. A physical analysis reveals that it consists of about 32% compostable matter. The recyclable components include paper 6.6%, plastics 1.5% and metals 2.5%.

Three municipal bodies - the Municipal Corporation of Delhi (MCD), the New Delhi Municipal Council (NDMC) and the Delhi Cantonment Board (DCB), are responsible for solid waste management in Delhi. MCD alone manages almost 95 % of the total area of the city.

Challenges for waste management in Delhi:

- Infrastructure for segregation
- Waste management in unauthorized areas and slums.
- Waste generation on roadside by street vendors/hawkers.
- Waste from fruit and vegetable markets
- Inventorisation of waste
- Processing of mixed waste
- Availability of Land for disposal of waste.

Techniques to be adopted for waste management

Preventing or reducing waste generation: Extensive use of new or unnecessary products is the root cause of unchecked waste formation. Disposing of the wastes will also assume a formidable shape. A conscious decision should be made at the personal and professional level to judiciously curb the menacing growth of wastes.

Reducing Waste Generation   Recycling   Waste Incineration

Municipal Waste Disposal Sites

KEY
NCT Boundary
River
MCD Zones
Existing Sites
Proposed Sites
Airport

Recycling: Recycling serves to transform the wastes into products of their own genre through industrial processing. Paper, glass, aluminium, and plastics are commonly recycled. It is environmentally friendly to reuse the wastes instead of adding them to nature. However, processing technologies are pretty expensive.

21

Composting: It involves decomposition of organic wastes by microbes by allowing the waste to stay accumulated in a pit for a long period of time. The nutrient rich compost can be used as plant manure. However, the process is slow and consumes a significant amount of land. Biological reprocessing tremendously improves the fertility of the soil.

Sanitary Landfill: This involves the dumping of wastes into a landfill. The base is prepared of a protective lining, which serves as a barrier between wastes and ground water, and prevents the separation of toxic chemicals into the water zone. Landfills should be created in places with low groundwater level and far from sources of flooding.

Government initiatives for waste management in Delhi

Segregation at source

The new rules have mandated the source segregation of waste in order to channelise the waste to wealth by recovery, reuse and recycle. Waste generators would now have to segregate waste into three streams- Biodegradables, Dry (Plastic, Paper, metal, Wood, etc.) and Domestic Hazardous waste (diapers, napkins, mosquito repellants, cleaning agents etc.) before handing it over to the collector.

Collection and disposal of sanitary waste

The manufacturers or brand owners of sanitary napkins are responsible for awareness for proper disposal of such waste by the generator and shall provide a pouch or wrapper for disposal of each napkin or diapers along with the packet of their sanitary products.

Collect Back scheme for packaging waste

As per the rules, brand owners who sale or market their products in packaging material which are non-biodegradable, should put in place a system to collect back the packaging waste generated due to their production.

- **Promotion to waste management**
- **Revision of parameters and existing standards**
- **Management of waste in hilly areas**
- **Constitution of a Central Monitoring Committee**

Non Polluting Industry

How industries pollute Delhi

FIVE MOST POLLUTING INDUSTRIAL AREAS

Pollutants — PM10 — PM2.5
Kg/day — So2 — NOx

Wazirpur
138.85
124.97
1,785.47
587.02

Okhla ph-1
94.36
84.93
1,239.1
373.38

Narela
468.66
401.98
162.77
78.72

Bawana
431.3
388.35
211.85
102.05

Lawrence Road
226.67
204.01
157.73
55.42

Big Industrial area
Other Industrial area
Power plant

Several small and medium-size industries were relocated from Delhi in the 1990s as a measure to control pollution but that has not been enough. The city has two power plants — at Rajghat and Badarpur — and about 20 big industries (having stack height more than 20m) which contribute more than 90% to the SO2 and more than half to the NOx emissions, the IIT Kanpur study says.

The two power plants are also major sources of fly-ash. Officials in the Environment Department of the Delhi government asserted that they have implemented strict measures to control fly-ash. However, they admit that fly-ash from poorly-maintained disposal ponds becomes a problem in summers. Coal and fly-ash contribute about 30% of PM10 in summers.

Switch to CNG

In the late 1990s, Delhi's first big bang CNG programme was kickstarted when activists filed Public Interest Litigations in the Supreme Court to control the city's rising air pollution. The SC set up the Environment Pollution (Prevention and Control) Authority in 1998 to advise it on controlling pollution and to monitor the implementation of its directives.

The Yamuna

Yamuna is the sub-basin of the Ganga river system. Out of the total catchment's area of 861404 sq km of the Ganga basin, the Yamuna River and its catchment together contribute to a total of 345848 sq. km area which 40.14% of total Ganga River Basin (CPCB, 1980-81; CPCB, 1982-83). It is a large basin covering seven Indian states. The river water is used for both abstractive and in stream uses like irrigation, domestic water supply, industrial etc. It has been subjected to over exploitation, both in quantity and quality. Given that a large population is dependent on the river, it is of significance to preserve its water quality. The river is polluted by both point and non-point sources, where National Capital Territory (NCT) – Delhi is the major contributor, followed by Agra and Mathura.

Delhi: An upcoming smart city

1. History & importance

Every country in the world develops & showcases the historical & administrative importance of their capital. India can preserve Delhi's rich heritage, and build a modern smart city in the outer part. Being the capital, it would always preserve political stability & foster a secure investment climate. There's an impending need for Delhi to meet its obligation towards the growing population, and not allow the capital to be developed in a haphazard unauthorized manner.

2. Land under Delhi master plan 2021 & Land pooling

Surprising as it may sound, constituency of NW-Delhi alone has 32000 hectares of land available for planned urbanization, under the notified Delhi master plan 2021. The majority of the farmers & land owners are aware of the operational mechanism of Land pooling policy, and would be willing to partake in the development process.

3. Smart and Sustainable Resources

Delhi has an advantageous location, good people resources and affluence. Delhi has 87% literacy through 5200 schools, 210 higher educational institutes and about 100 technical institutes. Almost 63% of revenue comes through the service sector, and a significant portion of the balance through wholesale trade. Delhi should be power surplus, with availability of water from the Yamuna, which flows through NW-Delhi. A robust mechanism is easier to install on sanitation, urban waste management and efficient urban mobility. The planners have already built in these elements into the Delhi Master Plan 2021.

4. Policy & Governance

Delhi is the seat of governance for the country, and the positive outlook that prevails at the Union of India, can pursue an aggressive development agenda for a Smart city @ outer Delhi. The Delhi Development Authority (DDA) has already notified the many regulations governing future development, and the state govt.

5. Industry and Investments

Most also do own properties in Delhi, with the future in mind. Multi-national institutional investors would be willing to loosen their purse strings owing to the peaceful law & Order situation, and the high IRR forecasted.

- The fastest growing state economy.
- Highest per capita income.
- Highest investment on infrastructure amongst metros.
- Worlds largest metro rail by 2025.
- Well networked with every part of the world.
- Willingness of the Industry to Partner & develop Delhi as a Knowledge driven Industrial hub.

Dilli: Kal, Aaj Aur Kal

Ease of Doing business in Delhi

Delhi, the capital of India, has emerged as a major commercial capital and industrial hub of India. It is home to a wide range of industries including textiles, electrical and electronics, IT and ITeS services, hotel and tourism, which have contributed immensely to economic and industrial growth of the country. Delhi stands at 6th position among 17 cities surveyed.

As the cosmopolitan capital city of the Republic of India, New Delhi is the political, commercial and financial center of the country. The vast amount of workforce available combined with the fact that English is one of India's official languages has made New Delhi an excellent destination for doing business. Particular sectors which are attracting an increasing amount of foreign investment include tourism, banking, telecommunications, media and IT. New Delhi is known for its flexible attitude to time so business people will be forgiving if you will reach a few minutes late. Government officials may arrive late for meetings or cancel at the last minute but they will not normally tolerate you arriving late as they see this as disrespectful. Delhi has become an attractive business and tourist destination. This is driven by its improved infrastructure, good connectivity with other Asian and western regions, ease of access to market and availability of skilled labor among others. Consequently, it has emerged as one of the most preferred investment and business destinations. Survey findings revealed that nearly 88% of the SMEs operating in the Delhi cluster find it an attractive destination for doing business.

Industries	No. of firms	Investments
Rubber, plastic & Petro based	142	5254
Metal based	83	2905
Engineering units	73	2701
Electrical	151	5436
Repairing and servicing	85	3230
Agro based	19	475
Cotton textile	2	45
Jute	7	210
Wooden	17	595
Leather based	22	748
Others	232	10690

Dilli: Kal, Aaj Aur Kal

Advantages of operating in Delhi

- Wide market access
- Easy to product sale
- Loan financing available
- Market growth
- Simplified Tax structure
- Power supply
- Easy available raw material
- Industrial Land available
- Favorable government policies
- Export promotion
- Import/Export benefits
- Connectivity: Considered the largest agglomeration in the world, Delhi NCR (National Capital Region) is comprised of the states of Rajasthan, Uttar Pradesh, Haryana as well as the National Capital Territory of Delhi. The area covers approximately 33,578 sq. km and is home to over 17 million people. The Indira Gandhi International Airport connects this city to other major cities across India. There is also a sophisticated bus system in the Delhi NCR, as well as a modern metro rail system. Along with that, Delhi has a good metro connectivity with NCR. So, this good connectivity helps in ease of business and transfer of products and services from one place to another.
- Trade and Commerce hub: Delhi has emerged as a key state with immense scope for development of the services industry such as Banks and Financial Services Institutions (BFSI), IT and ITeS, Consulting, etc. It is a prominent agri-trade centre of the country as well as a
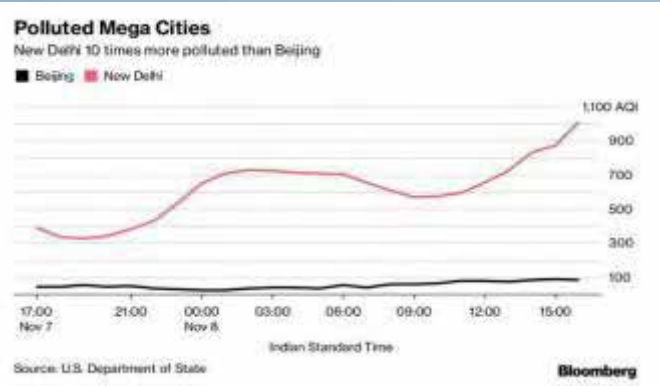

Major benefits of operating in Delhi cluster

Source: D&B Research
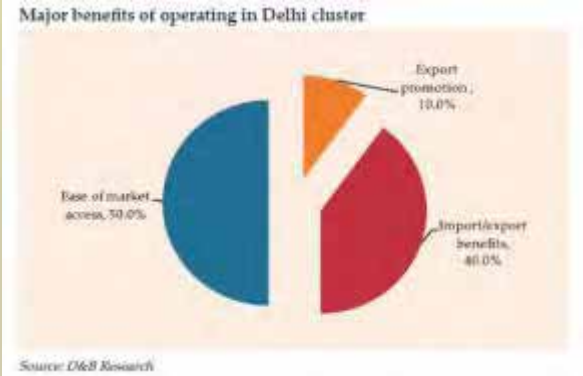
preferred tourist destination. Many of the global corporations have offices in the state.

- Policy and fiscal incentives: The state proposes a wide range of fiscal and policy incentives for businesses under the Industrial Policy for Delhi, 2010-2021. Additionally, the state has well drafted sector-specific policies.
- Infrastructure: Delhi has well developed social, physical and industrial infrastructure and virtual connectivity. It has an international airport and well developed rail and road infrastructure. There has been significant infrastructure and environmental development in Delhi over the last 20 year.
- Govt. policy being the seat of the Central Government, Delhi has an important position in the country in terms of formulation of policies. It has also become an important centre for trade and commerce with a number of key industry associations being present. The state also hosts several trade conventions and fairs throughout the year.
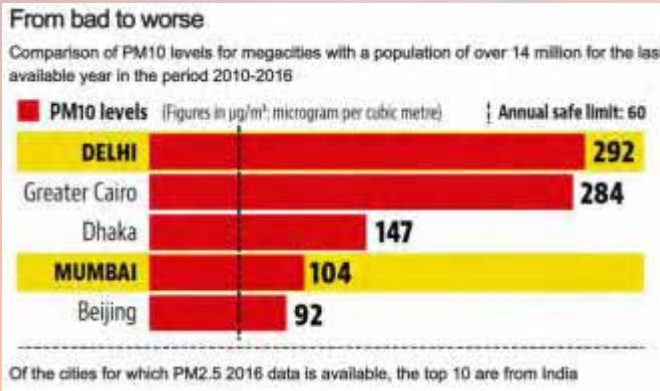
Parameter	Cost estimate
Commercial office space cost (per sq ft)	US$ 130 to US$ 965
Labour cost (minimum wages per day)	Un-skilled: US$ 5.9 Semi-skilled: US$ 6.5 Skilled: US$ 7.1
Power cost (per kWh)	Commercial: US$ 0.13 to US$ 0.15 Industrial: US$ 0.11 to US$ 0.14
Residential rent (per sq ft per month)	US 23 cents to US 105 cents
Water (per 1,000 litres)	Industrial: US 25.23 cents to US 252.39 cents

Delhi: Pollution Control

Delhi has earned the unenviable distinction of becoming the most polluted city on Earth this month, as air quality has reached epically bad proportions. The Chinese government has taken some concrete steps to cater to the problem of pollution. Following the 2013 event of heavy smog over one million square kilometres of Chinese territory on January 25-28, 2013, Chinese government waged a battle against it.

Polluted Mega Cities
New Delhi 10 times more polluted than Beijing
■ Beijing ■ New Delhi

Source: U.S. Department of State   Bloomberg

The country developed a network of over 1,500 air quality-monitoring stations. Comparatively, till the last count, CPCB (Central Pollution Control Board in India) made available data from 67 stations, though it has plans to create a network consisting of 683 operating stations covering 300 cities/towns in 26 states and four Union Territories of the country.

From bad to worse
Comparison of PM10 levels for megacities with a population of over 14 million for the last available year in the period 2010-2016

PM10 levels (Figures in μg/m³ microgram per cubic metre)   Annual safe limit: 60

DELHI — 292
Greater Cairo — 284
Dhaka — 147
MUMBAI — 104
Beijing — 92

Of the cities for which PM2.5 2016 data is available, the top 10 are from India

Apart from that, in Beijing, the authorities set up a 'smog police' to take on the violators of the regulations. The country reduced the dependency on coal-fired electricity and asked steel factories to cut down on production.

Pollution Control in China

Energy structure optimization and coal-fired emission control: Coal has long been an important source of energy in Beijing. It is mainly used for heating, power generation, industrial production and residential cooking. Since 1998, Beijing has promoted the structure optimization of energy consumption as part of its effort to improve urban air quality. Primary measures have included implementation of strict emission standards for coal-fired boilers, subsidized replacement and after-treatment, retrofitting of coal-fired boilers, mandatory application of low-sulfur coal and accelerated use of natural gas, imported electricity and other clean energy.

Gas fired power plant in Beijing Coal to clean energy conversion boilers

Power Plant: As a large consumer of coal, the city's power sector began to implement a "coal to gas" strategy in 2005, which has resulted in a gradual increase in the consumption of natural gas in power generation.

Coal-fired boilers: Comprehensive control on coal-fired boilers that are used for industrial and residential purposes is an important priority for air pollution control in Beijing. The city has proactively established coalfree zones in areas where new construction of coalfired burners have not been approved. Consequently, coal-fired boilers have been primarily rebuilt into natural gas boilers, with a smaller number converted to be run by electricity or oil, or connected to the municipal heating supply network when possible.

Integrated framework for vehicle emission

Integrated control of Vehicle emission
Beijing has been implementing integrated emission control measures for vehicles through an integrated package that includes new vehicle control, in-use vehicle control, fuel quality improvement, promotion of clean energy and new energy vehicles, traffic management and economic measures, including, among others, economic incentives to promote the phasing out of older vehicles. The city is also developing public transport that focuses on rail-based modes and promoting slow-speed traffic modes, such as walking and bicycling Its urban subway has increased from just two lines before 2000 to 18 lines and 527 km of total rail mileage. Picture: Fuel cell vehicle in China

Compressed natural gas (CNG) buses were introduced in Beijing in 1999. By 2009, 29 CNG stations had been built to serve more than 4,000 CNG buses. The city can now boast that it has one of the largest CNG-powered bus transit fleets in the world. Construction of important supplementary infrastructure, including natural gas stations and charging facilities, will be accelerated. Also, the current license control policy for light-duty passenger vehicles has been configured with a special quota for new energy cars by implementing a separate license-plate lottery system to encourage private purchases of new energy cars.
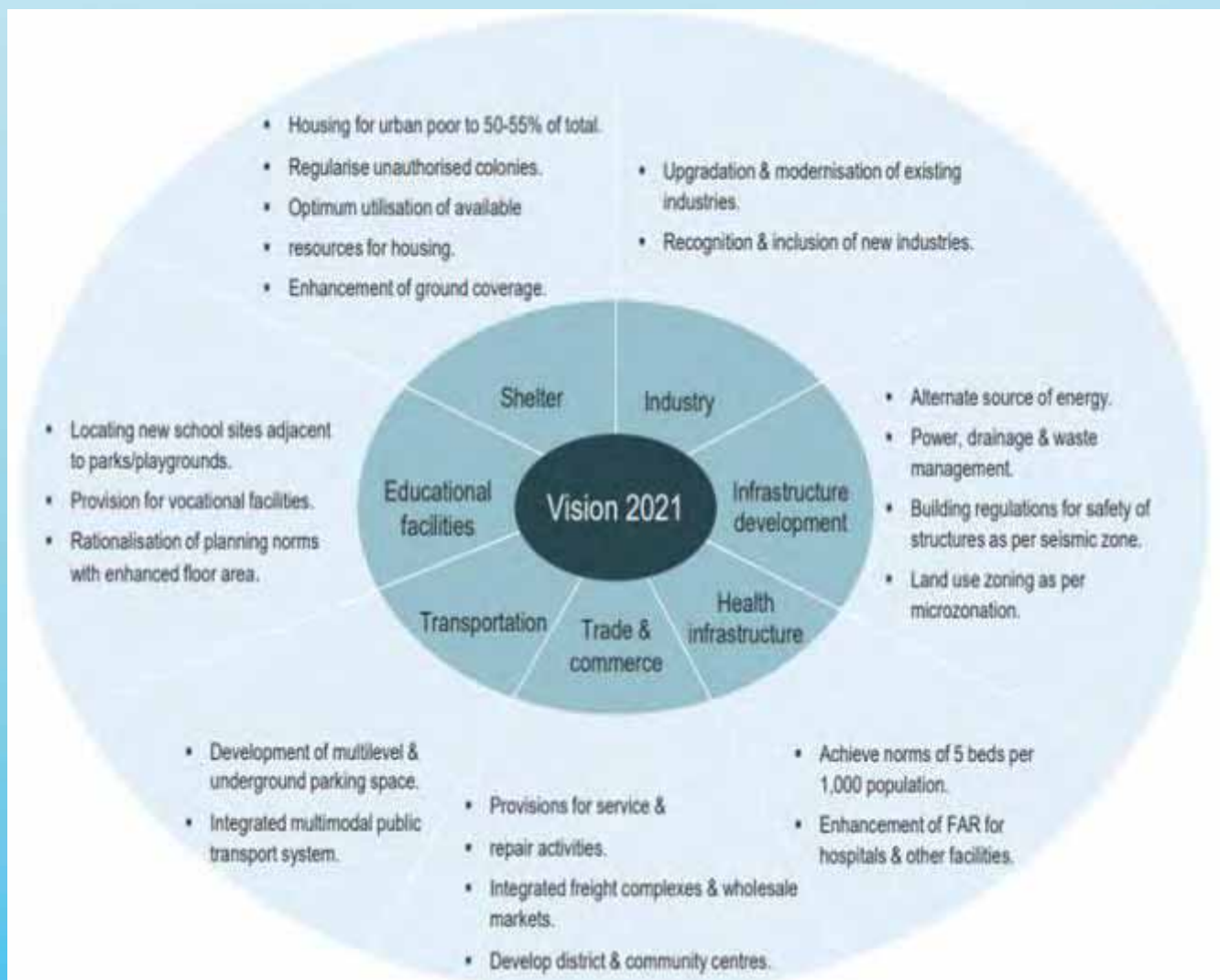
Delhi Vision: 2021

"Make Delhi a hub of clean, high-technology and skilled economic activities by 2021 by adhering to following basic principles:

- Infrastructure Development
- Decongestion
- Promoting "Walk to work"
- Simplifying business·
- Industry consulation in Decision making and Sustainability

# Delhi: City with great Potential
An exciting place to visit

- Delhi as a hub to many nearby attractions.
- The majesty of Red Fort, Purana Qila, Humayun's Tomb & many more.
- The shopping of Chandni Chowk – colors, chaos, wholesale, bargains, some of the largest markets in Asia.
- The many gourmet delights of Delhi.
- The quality, & price, of golf in the NCR.

Delhi: A Gourmet City

- Probably the greatest quality of Delhi is its' food – variety, ambience, history – certainly the best in India, and potentially in the world
- There are a large number of food tourists in the world, who aim for places like Turkey, France, Morocco, Singapore, and increasingly Dubai
- For the rest, if food is not the primary destination decider, it still ranks high – Goa is beaches & seafood.
- Delhi has about 2,500 licensed restaurants, 200 caterers and approximately 5,000 unregistered eateries.
- Delhi, however, eats out 1.5 meals/month as compared to 32 meals/month by New York – Huge potential.

Sporting Delhi
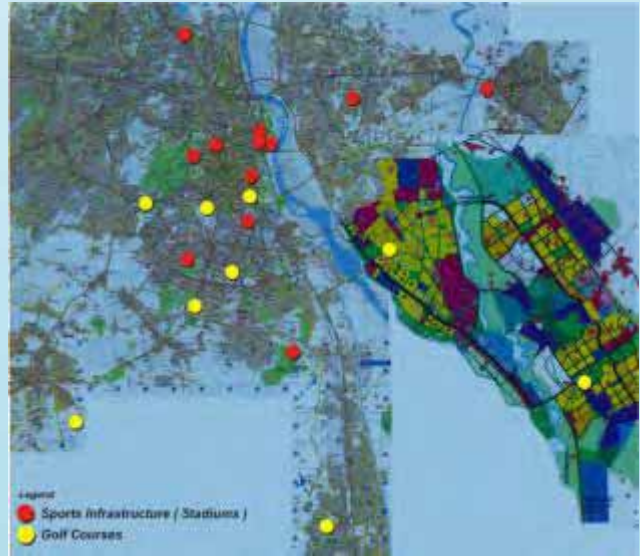
- Delhi has an impressive track record in hosting international sporting events –Commonwealth Games 2010 and possibly 2014 Asiad.
- Delhi has potential to become the SPORTING CITY of India as basic ingredients – national capital, international airport, hospitality & civic infrastructure and track record.
- The existing sports infrastructure, however is scattered, outdated and inadequate to make Delhi a world class sporting destination.
- Yamuna Node is the answer
  - Consolidation of international standard sporting facilities supported by quality infrastructure & management
  - Free-up the valuable land from existing sports infrastructure leading to better land management.

Increased human population, economic growth, application of resource depletion and polluting technology has degrading the environment and society beyond repairable limit resulting into the people facing a constant struggle with polluted water, polluted air, overflowing sewage, congested roads, hanging cables and wires, open foul-smelling garbage dumps, construction dust choking nasal passage and lungs, poor infrastructure and many others.

Some of the barriers for sustainable city development are encroachment, additional growth in number of vehicles occupying the mobility space, unregulated vendors, non-capping of public transport, unregulated waste management practices, non-implementation of industrial rules and non-implementation of penal actions, governance failures and missing local area planning.

Sustainably strong, healthy, liveable cities with compatible carrying capacity depend on clean air to breath, clean water to drink, smooth mobility, proper infrastructure, proper Garbage management, adequate energy and food supply, use of latest technologies and regular monitoring and speedy grievance mechanism.

This is not possible to achieve without considering the carrying capacity of the city.

Carrying Capacity means the compatibility of available resources, utilities- sewage, power, water, health services, education services, infrastructure and transport, housing, urban & rural green lung, security etc. in the state that can cater to the needs of population or accommodate a particular level of population continuously and without any constrain. There are set norm nationally and internationally but in case of metro cities like Delhi, Mumbai etc. they change. Ever increasing Population each year serves as a deterrent to carrying capacity of the city and hence the announcements of Free Bees and Soap-opera in these cities should be completely discouraged and banned.

The political compulsions cannot and shall not encourage it and methods to control the same must be developed. May be a challenge?? To accomplish it However, during the previous year's certain policies that have been formulated for sustainable development but implementation on ground failed due to:

- Ignorance of citizen with respect to lack of communication between government and policy makers
- No framed structure is available for regular interaction of authorities and ministries with masses.
- Local area plan is missing
- Ignoring carrying capacity
- Environment degradation is by and large occurs as a ripple effect of the all above and reduce the capacity of available clean air to breath

Likely Solutions of the problems (in the path of the development of sustainable city) may be as:

- Need to develop a process to take citizen into confidence to work with the policy to achieve desired outcome
- Behavioral change and capacity building of the authorities and agencies
- Knowledge sharing and reporting within the departments and inter departments
- Reporting and execution under one roof in a ward
- Ward level /district level/zone level planning committees that include the executors and the beneficiary
- Don't provide free housing, subsidies to utilities in the name of poor or below poverty line. If at all a provision is to be made- keep a capping period of not more than three years.
- Delhi's development into a world-class destination requires
  Co-ordination among several authorities
  Co-ordination among NCR states
  Co-ordination between Delhi State and Central Governments

Besides this, each and every step planned for the advancement of the city should be only initiated taking the carrying capacity into consideration, without which any development would not sustain for land and eventually effect the environment and society adversely.

Issues and Suggestions

1. MULTIPLICITY OF AGENCIES

Problem:
At present, there are a number of parallel agencies from which the industrial/ commercial establishments have to obtain permissions / licences. The multiplicity is due to various permissions/ licences formulated by Govt. of NCT of Delhi / MCD instead of one composite licence/ permission covering all avenues for both industrial & commercial units.

Elaboration:
The owners of both industrial/ commercial establishments keep running from department to department doing separate paper work for obtaining these licences. For instance, different licences are required to be obtained from Delhi Pollution Control Committee (DPCC), MCD, under Factories Act 1948, Weight & Measures, Fire Deptt. etc.

Suggested Solution:
• Single Window Service' should be started by the Municipal Corporation of Delhi & Govt. of NCT of Delhi. Under this scheme, a single department may be appointed as the nodal agency where all the services are made available at district level.
• Single Window Service for all departments of Govt. of NCT of Delhi and a separate Single Window Service for all departments of Municipal Corporation of Delhi should be started.
• Also, it is suggested that application and issuance of all the licenses required be made online and time-bound, for instance, a time frame of 30 days should be stipulated for the same. All Licenses should be granted within 30 working days of application after which time they should be deemed to have been granted/permitted.

• Simplification of all Application – Forms having maximum 5 to 10 columns – One Page Form only.
• There should be need for ONLY Registration. Renewal is NOT needed as it ONLY leads to harassment & needless costs to Industry Owners.

Single Window Clearance – Links
Please refer to below links for Single Window Clearance – state model.
Rajasthan: http://bipraj.raj.nic.in/
Gujarat: http://www.ifpgujarat.gov.in/portal/jsp/aboutUs.jsp
Madhya Pradesh: http://www.mpindustry.org/Single_Window.pdf

2. SIMPLIFICATION OF ALL LICENSES ISSUED BY GOVT. OF NCT OF DELHI

(a) Lift License:

Problem:
There are more than 40,000 Lifts installed in Delhi. However only 17 Inspectors have power to issue/renew the annual Lift Licenses. Every year nearly 3000 Applications for New Lifts are filed.

Suggested Solution:
The power to issue & renew Licenses should be outsourced / given to the companies which have supplied these Lifts like MITSUBISHI, OTIS, SCHINDLER etc. Some reasonable Annual Maintenance Contract fees should be fixed &

the Lift Manufacturers should be held liable for the Lifts SAFE Performance subject to payment of AMC by the Owners.

There should be need only for One Time License & Registration. If A.M.C. is taken annually, then the same should be deemed RENEWED. No Need of Annual Renewal.

(b) Fire NOC:

Problem:
To obtain NOC from Fire Department is a HERCULEAN TASK as the FORM is immensely complicated & unnecessary documents plus equipments are being demanded.

Suggested Solution:
Kindly "Simplify the process to obtain the NOC for FIRE" on a PRIORITY basis. SELF CERTIFICATION may kindly be encouraged & EASE of doing Business be provided to full Industry & Traders of Delhi. One Time License & N.O.C. should be needed. There should be NO need for Annual Renewal.

(c) Pollution Licenses:

Problem:
To obtain consent to operate, consent to establish & subsequently renewal of DPCC Permission is a cumbersome process.

Suggested Solution:
The same may kindly be simplified & ONLINE system of Approval implemented for One Time Registration ONLY.

Private Sector Company's may be selected for Annual Maintenance Contracts. Subject to A.M.C. Validity, the Registration should be deemed VALID.

3. (a) APPROVED INDUSTRIAL AREAS OF DELHI (b) CONVERSION OF USE OF PLOTS IN INDUSTRIAL AREAS FROM INDUSTRIAL TO COMMERCIAL

(a) Problem:
Harassment by MCD's in Approved Industrial Areas. Approved Industrial Area Property belongs to DSIIDC hence it comes under the ambit of Govt. of NCT of Delhi solely. Industrial Areas are governed by the DIDOMA Act, hence DSIIDC is the sole regulator over such areas & Not MCDs. Delhi Factory Owners' Federation has filed a case titled 'DFOF V/s SDMC & Others' in Delhi High Court & the Hon'ble High Court Justice has in his observations agreeds to the above position. The next date of hearing is 15th February, 2019 for Reply of Affidavit filed by Delhi Factory Owners' Federation.

Suggested Solution:
Govt. of NCT of Delhi should rightly take over all Approved Industrial Areas. MCDs should be excluded. Delhi Govt. should appoint a Senior Advocate to defendits rights & not allow MCD to take over the Approved Industrial Areas. All Revenue should go to Delhi Govt. & they should be converted to World Class Industrial Areas.

(b) Problem:
At present, permission has been granted to industrial units on 80 feet roads only to get their usage converted from Industrial to Commercial upon payment of conversion charges.

Elaboration:
Manufacturing processes/ Industry Operations in Delhi are increasingly becoming financially non-viable due to High cost of Land, Highest Minimum Wages etc.

Also, the new Industrial Policy formulated by the Govt. of NCT of Delhi also emphasizes on making Delhi a hub of pollution free, high technology and knowledge based industrial activities. This shall also help in easing the pressure on infrastructure namely power, water and civic infrastructure. Hence, it becomes important to change the existing policy on conversion of use on industrial plots and allow change of use from Industrial to Commercial for all industrial units irrespective of the size of roads.

It shall benefit the government in terms of revenue through conversion fees and benefit the plot owner by saving from the trouble of usual hassles such as sealing of building, challaning, etc.

Suggested Solution:
§ It is suggested that this should be permitted to all industrial units of Delhi and the conversion charges may kindly be made reasonable to encourage this shift. The present rate of approx. Rs. 12800/- per sq. mt. is very high & the same should be lowered to Rs. 3000/- per Sq.mt.

Also approved Industrial Areas of Delhi to be under the exclusive control of DSIIDC and all Conversion charges from Industrial use to Commercial use to be paid to the Govt. of NCT of Delhi. Delhi Factory Owners' Federation case is pending in Delhi High Court on this topic & hopefully court shall order this too.

4. NON-AVAILABILITY OF GODOWN / STORAGE SPACE

Problem:
There is NO provision / permission for Godowns and storage spaces in Delhi. Non-confirming / Urban Villages have been declared residential and industrial areas have to be used for running industries. Where does ONE have a godown / storage space in Delhi?

Suggested Solution:
Permission may be given for use of industrial premises and areas in Non-confirming / Urban Villages for use as godown and Storage space for Non-inflammable goods ONLY. A simplified procedure may be announced.

5. CIRCLE RATES

Problem:
The CIRCLE RATES which are already notified are way above the MARKET RATES. This is leading to NIL or minimum transactions in Industrial & Urban Villages as well as colonies like New Friends Colony.

One example is of Urban Village TEKHAND. The circle rates applicable are those of Okhla Industrial Area i.e. FIVE times more than the market rate of Village TEKHAND. The market rates presently are absolutely WRONG & too high. I am sure everyone will SELL their properties to Govt. of NCT of Delhi at the so called MARKET rates. Also the circle rates in many Industrial as well as Residential areas need to be reviewed.

Suggested Solution:
Reduction in CIRCLE RATES by at least 50 Percent to market rate level. ONLY in those areas where the rate is HIGHER.

6. POLLUTION & WATER SHORTAGE

Problem:
Pollution & Water shortage in Delhi is reaching alarming levels. Also the Forest cover is very limited.

Suggested Solution:
• Kindly involve Industry Chambers in massive Tree Plantation Drive with clear & easy procedures. Roads under P.W.D., Central Circles & spaces below Flyovers can be handed over to Industry. Industry should be able to display their company & product Boards / Advertisements.
• Yamuna River Bed – on both sides of the River, massive Tree Plantation Drive should be undertaken. In M.P. – 2 crore trees are being planted alongside the NARMADA.

Industry, NGOs & Religious Gurus can be involved in this major movement.
• Water Harvesting should be greatly encouraged & agencies identified who are experts in this. Rates should be fixed & maximum Water Harvesting Pits should be made.
• Solar Power – should be encouraged & subsidized.
• PNG – All Industries should switch to PNG – Subsidy should be given & PNG Availability made easily.

7. MINIMUM WAGES

MIMUMUM WAGES – A New Labour Bill for Delhi should be introduced in which there should be attractive wages while ensuring Productivity and Hire & Fire Policy.

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About PHD Chamber

PHD Chamber of Commerce & Industry, a leading Apex Industry Chamber of India, ever since its inception in 1905, has been an active participant in the India Growth Story through its Advocacy Role for the Policy Makers and Regulators of the Country. Regular interactions, Seminars, Conference and Conclaves allow healthy and constructive discussions between the Government, Industry and International Agencies bringing out the Vitals for Growth. As a true representative of the Industry with a large membership base of 1,30,000 direct and indirect members, PHD Chamber has forged ahead leveraging its legacy with the Industry knowledge across sectors (58 Industry verticals being covered through Expert Committees), a deep understanding of the Economy at large and the populace at the micro level.

At the National level, the PHD Chamber is well represented in 16 States with its own offices and MOUs with 11 Partner Chambers in different States.

At the Global level we have been working with the Concerned Ministries, Embassies and High Commissions to bring in the International Best Practices and Business Opportunity.

PHD Chamber has special focus on following thrust areas:

- Agriculture
- Banking, Financial Services & Insurance
- Defence & Homeland Security
- Digital India
- Education & Skill Development
- Healthcare
- Housing & Urban Infrastructure
- Industrial Development
- Infrastructure
- Retail, Luxury & Lifestyle
- Telecom

DR MAHESH Y REDDY
Secretary General

"Towards a Prosperous India"

NATIONAL APEX CHAMBER

PHD House, New Delhi

PHD CHAMBER OF COMMERCE AND INDUSTRY