

VISHWAKARMA SCHEME

Bharat—Naya Rutu —A Paradigm shift towards Reloaded Infra Revolution

An independent Analysis of The Infrastructure Push under the dynamic leadership of our PM Shri Narendra Modi for last 9 years have led the Economy to reach \$5Tn Economy.

OPINION

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skilled work like barbers, goldsmiths, washer men etc. The scheme will be launched in September, on the Vishwakarma Jayanti. Vishwakarma Jayanti falls on 17 September 2023.

Main objective of PM Vishwakarma Scheme aims to improve the quality, scale and reach of products and services of artisans and craftspeople and to integrate them with the domestic and global value chain. This would result in the economic empowerment of such workers, especially those belonging to the Scheduled Castes, Scheduled Tribes, Other Backward Communities, women, transgender and other weaker sections of the society. A New Scheme for Drone Training for Aangan wadi workers for Agricultural Sector. There will be a new Urban Housing Scheme to cater to the Middle class & Urban lower Sections of the Society, under this Scheme citizens will get a huge Relief in the interest rates on loan amount, under the Interest Subsidy Scheme, this Scheme is an extension of PM Awas Yojana. Cabinet approves "PM-eBus Sewa" scheme for augmenting city bus operations. The total cost of the project will be Rs 57,613 crore. 10,000 new electric buses in total will be made available. 100 cities will be selected

Take up one idea. Make that one idea your life; dream of it; think of it; live on that idea. Let the brain, the body, muscles, nerves, every part of your body be full of that idea, and just leave every other idea alone. This is the way to success, and this is the way great spiritual giants are produced."

The Idea is "Naya Bharat Naye Umeed, Vikas ki Aur" PM Modi announces Vishwakarma scheme with 13,000-15,000 crore allocation for those with traditional skills.

As PM Modi speaks during his address on the country's 77th Independence Day, in New Delhi, Tuesday, Aug. 15, 2023, from the ramparts of the Red Fort on the occasion of the 77th Independence Day on Tuesday, announced a host of schemes for skilled workers, women self-help groups and the urban poor among others. He said the government will launch the Vishwakarma scheme, for

based on a challenge method: 10,000 e-Buses to be deployed in 169 cities; infrastructure to be upgraded in 181 cities under Green Urban Mobility

Innovative projects like National Common Mobility Card, Intelligent Transit Management System, Multimodal Interchange facilities would also be developed...!!

Cabinet also approves 7 projects of Ministry of Railways with estimated cost of around Rs.32,500 Cr; projects to add 2339 kms to the existing network of Indian Railways

A major boost to Railways & Road Infrastructure which are key Drivers of Economic growth..

Developing public transportation systems demonstrate the benefits of infrastructure to communities and businesses, enabling them to grow and thrive.

In conclusion, infrastructure is essential to the growth and development of societies and small businesses. By supporting infrastructure initiatives, individuals and companies are investing in their future and contributing to the growth and development of their communities, creating a better and more prosperous future for all. The Prime Minister, Shri Narendra Modi flagged off metro trains marking the inauguration of completed sections of Pune Metro on 1st August 2023. He also handed over more than 1280 houses constructed under Pradhan Mantri Awas Yojana by Pimpri Chinchwad Municipal Corporation (PCMC) and more than 2650 PMAY houses constructed by Pune Municipal Corporation to the beneficiaries. He laid the

foundation stone for around 1190 PMAY houses to be constructed by PCMC and over 6400 houses constructed by Pune Metropolitan Region Development Authority. The Prime Minister also inaugurated a Waste to Energy Plant under PCMC developed at a cost of about Rs 300 crores.

Before 2014, the Prime Minister informed, the metro network was limited to only 5 cities in India whereas today, the metro is functional in 20 cities including Pune, Nagpur and Mumbai where the network is being expanded. "The metro is becoming a new lifeline for the cities in modern India", the Prime Minister remarked as he stressed the need for metro expansion to tackle climate change in a city like Pune.

Mumbai-Ahmedabad High-Speed Rail which will benefit both Maharashtra and Gujarat, the Delhi-Mumbai Economic Corridor which will connect Maharashtra with Madhya Pradesh and other states in North India, National Dedicated Freight Corridor which will transform the rail connectivity between Maharashtra and North India, and transmission line network to connect the state with Chhattisgarh, Telangana, other neighboring states which will benefit the industries, oil and gas pipelines, Aurangabad Industrial City, Navi Mumbai Airport, and Shendra Bidkin Industrial Park India has crossed 1 lakh startups compared to a few hundred 9 years ago. He credited the expansion of digital infrastructure for this success and praised Pune for its role in the foundation of India's digital infrastructure. "Cheap data, affordable

phones and Internet facilities reaching every village has strengthened the sector. India is among the countries with the fastest rollout of 5G services.

Waste to Energy Plant under Pimpri Chinchwad Municipal Corporation (PCMC). Developed at a cost of about Rs 300 crores, it will use up about 2.5 lakh MT of waste annually to produce electricity.

PM Narendra Modi walks the talk of two buzzwords CONNECT & CONNECTIVITY...oiling the wheels of Progress & Revolutionizing Digital connect...!!

Yes...Infrastructure Development is instrumental aspect for Supporting inclusive Economic Growth

Quoting Excerpts from Union Budget on Feb 1st 2023-- Union Budget in the Lok Sabha on February 1, Finance Minister Nirmala Sitharaman had announced hiking the capital expenditure by 33% to Rs 10 lakh crore for infrastructure development for 2023-24. The most notable progress that can be seen is... average annual construction of national highways has nearly doubled since 2014, & electrification of railways lines has increased to 4,000 route kilometers from 600 route kilometers. The number of airports have increased to around 150 from 74 in 2014. Gati Shakti National Master Plan is going to rejuvenate India's infrastructure and multimodal logistics.

Indian Railways expects to complete total revenue from traffic of Rs. 2,64,600 crore (US\$ 32.17 billion) for FY24.

The country also witnessed major constructions during this period like the World's

highest railway bridge, the Chenab Bridge, the World's longest highway tunnel, the Atal Tunnel, further the completion of many long-pending projects like the Saryu Nahar Irrigation Canal, Eastern, and Western Peripheral Expressway etc.

During 2022-23, everyday there will be 22km of National highway, will be laid down is the claim of our Government of India as compared to 12km during 2014-15

India is boosting connectivity with Bangladesh, Nepal and Bhutan, which has significantly increased in last 9 years of Modi Sarkar. India is also in talks with Bhutan to establish Rail Network between Bhutan & Assam.

Bharatmala Yojana - Around 13,500km National highways has been completed...thereby speed of construction reaches 30km/Day

Sethu Bharatam Scheme-37 Road over Bridges have been completed thereby Synergizing & enhancing Connectivity for Naya Bharat. We consider infrastructure development as the driving force of the country's economy. Following this path, India will achieve the target of becoming a developed nation by 2047. Now we have to increase our speed further. Now we have to go in top gear," Mr. Modi said, in his 77th Independence Day Address

Infrastructure Development under Speed & Scale principles is an essential aspect for an economic growth & inclusive Sustained development which will lead to Atma Nirbhar Bharat which is ably Scripted under the leadership of our PM Narendra Modi

Jai Hind

PERSPECTIVE
ICONS NO MORE

TWO ICONS, BOTH FROM DELHI, BOTH PUNJABIS, PASS AWAY

Delhi has seen many success stories and many of them feature Punjabis, who came to the city as refugees, but left their indelible mark that would continue to inspire the future generations. The latest instance is of Narendra Kumar, one of the most prominent Indian publishers and T.K. Malhotra, whose obsession with safe driving and rules made him India's virtual Ambassador to more than 160 countries he visited, to emphasize the need of having semblance on the roads. Both of them were legends in their life time and passed away in their favourite city in the last fortnight. Narendra Kumar, is regarded by many of his peers as a publisher who inspired hundreds of writers, and whose contribution to the profession is unparalleled. Although he was the Chairman of Har Anand Publications, he had made his mark very early in life and his contribution to the growth of Vikas, one of the largest publishing Houses was noteworthy. Kumar was looking after the operations, when Vikas brought out the Indian edition of "Freedom at Midnight" by Dominique Lapierre and Larry Collins. The book was an instant bestseller. Many veterans recall that 1975 was associated with two blockbuster. "Sholay" became one of the most memorable movies made in India and "Freedom at Midnight" is widely regarded as the first English book which broke all records in the same year. Narendra Kumar had arrived, and his name became a passport for pushing any book towards big times sales. Kuldeep Nayar's 'Judgment' on the emergency was another bestseller from the Vikas stable and the credit for its success was shared by many, but Narendra Kumar was regarded as someone who actually prodded Nayar to beat the clock and pen the manuscript. Kumar later parted company with Vikas and started his own venture which has perhaps more titles than most publishing houses, thanks to his persuasive powers of making many retired civil servants to write their memoirs. He would even corner journalists to tell their stories. Many journo who became authors, did so solely because Narendra Kumar, encouraged them to write and come out with books. The late Vijay Dutt, Hindustan Times London Correspondent for many years, also chose him to publish his memoirs. Narendra Kumar later joined the Delhi Public School Society and also served as the Chairman for many years. It was during his leadership, that DPS expanded to many new regions, to provide quality education to children from middle class families. He was a regular at the India International Centre where he would sit with his prospective authors and discuss the manuscripts for hours. On other occasions, he would talk about current politics and always had his perspective on most things. If Narendra Kumar was loud and often crude while deliberating on matters, T.K. Malhotra, was soft and persuasive. Malhotra headed the Automobile Association of Upper India for more than 42 years and during this period, he took the organization to its peak. He ensured that the office was re-located from the middle circle of Connaught Place to the Qutab Institutional Area, where it has a full-fledged building. The AAUI imparts road safety education to wannabe drivers and also equips them on how to deal with various hazards they face while driving. The institution has imported simulators where drivers are given a reality check. In fact, it is only because of Malhotra that many DTC's drivers, were trained at the facility and made aware of their responsibilities, since they carried hundreds of commuters in their buses on a daily basis. Malhotra knew virtually every administrator connected with traffic management or otherwise in the national capital and managed to make virtually all Lt. Governors as his patrons. Many Presidents, Ministers and distinguished bureaucrats were all a part of the AAUI set up, which was associated with international organisations and also had affiliation with AAA in America. In fact, it was because of him the AA members of India could take the benefits extended by sister organisations in other countries. Malhotra would travel every two months to a new destination where he would not only carry the message of India's commitment to road safety, but also bring back new innovations for its members to see back home. The AAUI had the permission from the Union and Delhi governments to issue driving licenses to aspirants who fulfilled all the requirements. He was also instrumental in getting the clearance to issue international driving licenses, something which was of immense value to thousands of AAUI members. Malhotra was always particular about his objectives and did not mince words regarding his obsession while discussing matters with top functionaries of the government. Always well turned out, Malhotra involved the officialdom in his success story, only through his vision and dedication. He had many anecdotes to tell and these would include the close relationship his family had with the Kapoor since the Peshawar days. The late Prithviraj Kapoor had encouraged him to come to Bollywood to act, but his mother put her foot down. A devout Hanuman Bhakt, Malhotra would send a video of Bajrang Bali to his friends and associates every Tuesday. Both Narendra Kumar and Malhotra would be missed and their contributions in their respective fields shall stand out.

PANKAJ VOHRA

BILATERAL RELATIONS

Italian industries prepare ground for Indian students



PRATAP ADITYA MISHRA

Relations between India and Italy are about to experience a new evolution in the different sectors including metallurgy sector. Even at different levels and forums and through seminars and conferences, serious discussion are being held not only to embolden the relations in the existing areas, but also creating pathways to navigate through new domains. One of the leading associations which have taken the lead in this endeavour is Confindustria Alto Adriatico of the territories of Pordenone, Gorizia and Trieste and the driving force behind this, is Michelangelo Agrusti, longest serving President for nearly 12 years and still counting. Besides holding different prestigious positions, he was also a Member of the Italian Parliament in the X and XI Legislatures.

The author along with Dr. Francesca Bruni, President ArtValley and Prof. Alberto Cavicchiolo, President Mill's had a very focused and a meaningful discussion with Mr. Agrusti, President of this happening association to understand the most effective way to ensure that those

who are and will be involved in, could benefit from this collaboration.

Mishra: You are the President of Confindustria Alto Adriatico (an Industrial Confederation in Northern Adriatic area of eastern Italy). Can you throw some light on your trade association?

Agrusti: Confindustria Alto Adriatico came into being in 2020 on the impulse of the entrepreneurs of Trieste, Pordenone and Gorizia, three states in eastern Italy, through a process of unification between the territorial associations: Confindustria Venezia Giulia and Unione Industriali Pordenone. It is a project of unification of cultures and visions, economic and social, beyond the geographical borders, to contribute to the renewal of the territories and their economies.

It is an autonomous and independent entrepreneurial trade association, open to all those who conduct business and who want to grow together in an ethical and positive way. While on one side it protects the interests of small, medium and large companies and on the other it offers them consultancy services for business competitiveness.

At the centre of its activities are innovation and digital transformation, which it also promotes through collaborations with public administrations, organizations and other associations, trade unions, schools and universities, the world of research and tech-

nological development.

We establish and maintain positive relationships with internal and external business and non-business stakeholders, including employees, businesses, governments, civil society actors and individual business experts. We create and maintain legitimacy and a social license to operate, design alliances, create proper Eco-system and shape as well as influence them.

Mishra: How do you see the growth and development of the Indo-Italian business relationship today and in the future?

Agrusti: I believe that our conference meeting puts a solid basis in order to build important relations between our territory, our industrial system and India, in particular with the State that you represented, Odisha. We are interested in both economic and import-export relationships, but we are also interested in creating a connection between our educational systems. We would like to pick Indian professional figures graduating in technical institutes. They should have high skills in engineering, mathematics, physics and software who can fulfil our urgent needs. We are working hard to ensure that young graduates coming here will have adequate logistics, so that they can be welcomed with dignity in our territories. Following the discussion that we had in the conference, we are taking steps to make sure that the valuable points are

translated into a concrete program.

Mishra: Economy is on the rise, infrastructure in India is on the rise, so many new themes are coming in different sectors. How do you think Italy is going to have a meaningful collaboration with India?

Agrusti: The main sectors that can cooperate are the metallurgy sector, engineering, logistics, electronics, mechatronics, industry 4.0 technologies. Generally speaking, anything concerning the digital transformation of the industry.

Mishra: Let's talk about Human Resources. Italy has a high demand in the technical area both for technicians and engineers. India has the ability to produce quality technicians and engineers. What kind of mechanism do you think we have to design so that both India and Italy will benefit in the long run along with the students and the industry?

Agrusti: A successful formula shall be to grant internships to final year students of universities in specific industries that we will identify. We may provide scholarships to facilitate the arrival and permanence of these students in our community. Cavicchiolo: You are well aware of the sensitive problems of this matter. I am referring in particular to the fact that people do their internship, take advantage of it and then leave.

Agrusti: This is an industrial risk, a risk that we are willing to take. We believe that if young graduates coming here

are able to join our companies at important levels and the conditions are in place to welcome them in their early days here with an adequate housing program, once they find their spots they will be just the same as all the other technicians and engineers already present in the area.

Mishra: Any international cooperation is in the mind?

Agrusti: Of course. We can also use funds from international cooperation. This is something we will be discussing with the foreign ministry and our ambassador in India.

Mishra: How do you ensure that the demand-supply balance is maintained in Italian industries?

Agrusti: We will try to investigate institutionally, but the absolute first thing to do is to understand the exact demand in this region for certain skills that are not covered by local personnel.

Bruni: The interesting aspect of the region represented by Dr. Mishra is that, in addition to being the richest in terms of mining, Odisha has good technical and secondary schools, colleges and institutes to the point that young people from other states go to study there. This could be very interesting because instead of getting lost in the large Indian cities, we can focus on Odisha as a starting point and then move to other states for sure.

Agrusti: I agree.

Mishra: The two prime ministers of Italy and India, Giorgia Meloni and Naren-