

Where is Delhi going wrong in fighting air pollution?

This is a Suno India production and you're listening to Climate Emergency.

Before we start, let me tell you a story of an environmentalist who went to Delhi in search of doing bigger things like fighting climate change, change policies, and make lives better. He was in Delhi for a few years, fell in love with the city, forget amazing organizations where he made some change, settled down, bought a child home with his wife. Everything was going great. But then, his daughter started falling sick more than usual. Every year in winter, it started to get worse. She would get up at night and cough for hours. They eventually became climate migrants and had to leave the city not because he could afford to, but because he had to. Ironically, this is my story. The thousands of stories like this are here every year. Some even called Delhi a gas chamber. But why is Delhi failing and what needs to be done to make it a better place for children to breathe and parents to live? To discuss this and more, we talked to Pallavi Pant, who was originally from Delhi, but now lives in Boston. She has over 10 years of experience in air quality measurement and management.

Rakesh Kamal (Host): So getting to the point, you know, why does Delhi have this problem every year? What is the main problem? Why is this new air pollution issue coming up every now & then?

Pallavi Pant (Guest): Yeah, so, basically, Delhi happens to be situated in a very sort of interesting place. So it's not just our air pollution sources and you know, sort of within the boundaries of Delhi, and around also the meteorological factors are what you know weather parameters like wind speed, where the winds actually coming from what the temperatures are in the city, but the relative humidity levels are all of them sort of come together to create a situation where air pollution levels go up, you know significantly compared to what we would you know expected to be, In terms of sources of air pollution, There are some local sources which are producing pollution within the city. So, things like transportation, things like waste burning and some informal factories that operate within the city. There are also broader regional sources. So, if there are power plants in the broader you know, Northern India plains area, they impact air quality across the region, in some seasons in particular, so, right now, For example, we are struggling more than usual because we have a lot of emissions coming from Punjab and Haryana towards Delhi, where crops you know, are being burned in summer. On the other hand, we tend to get dust from the, you know, desert and Rajasthan. So, I think it's a confluence of a number of local and regional sources, the topography of Delhi, where it is situated, and the fact that weather patterns change quite a bit. So every year around this time, we have some specific sources that become sort of very important. We have particular kinds of weather patterns that are, you know, sort of making or bringing all of this pollution over towards Delhi. And that Confluence together leads to the situation where air quality levels become really, really poor and you know, we

are able to see it as a visible sort of haze and smog around us. And even if you, you know, think back to just the last week, we have gone through the cycle where we had really high levels, everything's gray and dark to where the levels have gone down a little bit. And what changed really is that the weather patterns changed a little bit. So it was able to, you know, disperse some of that pollution and not everything was coming into the city directly.

Host: So, I mean, we've been hearing about the problem of air pollution, I would say more often in the last five or six years. Has it really been getting worse in the last five years? Or is it just you're getting better equipment now to monitor and track it?

Guest: Again, I think it varies a little bit from year to year because the weather conditions are not exactly the same every year. In the last few years. There have also been efforts to try and control some of the Crop burning in Rajasthan and Punjab, sorry, Haryana and Punjab. And I think the highest levels we saw were probably 2016-2017, they were really high this year and were very bad, as well. And I think improved monitoring is helping us because we are getting more information in the public domain, we're able to monitor in more places. But it's also, I think, the issue that more and more people are becoming really aware. So they're seeking various sources of information. We now have forecasting systems that can predict what air pollution is going to be tomorrow or the day after tomorrow. We have monitoring systems both, you know, run by the Central Pollution Control Board and the Delhi pollution control committee, but also a lot of low-cost sensors that people run, sort of in their backyards or local sensor networks that have been deployed across the city. So we really have a lot of information and that's making it easier to find You know those trends and patterns and say that the levels are high in this part of the city or that part of the city, if we, you know, sort of step outside of this Delhi zone for a minute, and think about the other smaller cities and towns in this belt, the Indo Gangetic plains belt, there are many places where we just don't know what their quality levels are because there's no monitoring happening on the ground. And as a result, it doesn't get highlighted as much. So on particular days, in fact, pollution levels might be higher in, you know, let's say a smaller town, or maybe 200 kilometers outside Delhi, but we wouldn't really hear a lot about it, because we haven't seen any data on it. So I think data definitely is playing a role and, you know, sort of making it more visible in some ways.

Host: And can you simplify how air pollution is measured? I mean, I understand, we keep hearing a lot about PM 2.5 PM 10 But I mean, can you simplify it? Like how small is this? I mean, I was also reading somewhere I think someone posted a cartoon about PM 2.5 can actually get in through the sides of your mask and simplify and explain a little bit.

Guest: Yeah, so imagine, you know, something like a strand of hair, which we can all see with our naked eyes. And that's about you know, 60-70 microns. Typically, when we talk about PM 2.5 PM 10, what we are essentially referring to is the, you know, how big is the particle, so what's the size. So 10 first 10 microns. 2.5 refers to 2.5 microns. So again, think about the scale human hair really can. You can see one strand that's about 60 to 70 microns. Now we're talking about, you know, 2.5 microns and smaller these particles tend to be very

very small and you know a lot of them you can't see with your naked eye individually you would never be able to see a particle in the air the dust that we can see you know the really big particles they are already several folds bigger. So, like you know 50 microns, 70 microns there in that size range. And in terms of measuring them, there are a number of methods that can be used, there are some methods that can do monitoring of these pollutants in real-time. Other sorts of ways which have been used for much longer include using specific filters that you can place and then you know, as air is passing through them, those particles can just settle on the filter. And again, on those filters if you see, you know, filter sample from Delhi, you would be able to see, you know, it's like really often it's very dark and black. Compared to another place, which might be a little bit cleaner, and you're gonna see this whole like, you know gradation of colors. Coming to the masks, I think the biggest issue there is that a mask can work if it fits your face really well and if it is sealed from all the sides, so there's no air going in from the corners because essentially what it is doing is filtering out any air that's going into your sort of breathing space. So the problem is, if the mask is something like a cloth mask, for example, or you know, a surgical mask that you can buy at the chemist shop, they are not meant to protect us against those very small particles. So they're not going to filter those out. If instead, you're using, let's say an N 95 mask, what is that sort of referring to is that it is going to capture 95% of the particles that are, you know, in that air that you're taking in but if the mask doesn't fit your face really well, of course, you're going to have these particles going in from the other side, and you'll end up breathing them into your system. And because these particles tend to be very, very small, they can go sort of deep into our lungs, in some cases when they're very small, so we also know that there are particles, you know, one micron is smaller. So again, human hair is about 70, you know, 60 microns, we're talking about particles that are one micron or smaller, so they can very easily go into our respiratory system into the lungs, and in some cases, sort of go into the bloodstream as well. So that's sort of, you know, the scale at which we are talking and which is why we often can't see these particles in the air around us unless the levels reach catastrophic concentrations.

Host: Yeah, I mean, for example, we'll take the example of My daughter, who lived in Delhi from the time she was four to six months, six months to around four years, there was no way that you know, she would let any of us even put the mask on her face, okay? Like, and these children are the most vulnerable, especially in the case of air pollution. So, I mean, the only options we had were to keep her indoors most of the time with air purifiers because she started to develop lung infections and what are the other health implications of this for the general public.

Guest: Um, yeah, so, unfortunately, there are a variety of ways in which we have found that air pollution can impact our health. Most often what we see and you know, hear about our respiratory illnesses, lung infection, for example. Some people you know, complain about breathlessness when air pollution levels are really high. But I think it's important for us to also consider that, you know, there are two distinct ways in which air pollution can impact us in the short term. So for example, let's talk about the last week in Delhi, air pollution

levels were very, very high. And people were, you know, sort of getting exposed to those extremely high levels for about a few days, a few hours, depending on you know, how much they were able to sort of stay indoors and, in a cleaner, relatively cleaner environment. In those instances, most often you'll see aggravation of any kind of respiratory system, sorry, respiratory conditions that people might have. If you're out and about, you might, you know, feel like your eyes are watering. There's itchiness in your throat. But as the pollution levels sort of go down a little bit and things get cleaner, those kinds of particular sort of symptoms would go away. But then the levels of air pollution you know, which are still pretty high and in Delhi as well as across most of India, you're constantly getting exposed to these levels day in and day out. And over the long term this can lead to a range of sort of fatal health impacts things like cardiovascular diseases, so heart diseases, things like stroke, it can, you know, air pollution exposure has now been linked to diabetes, chest and lung infections, of course, are a big one, lung cancer is another one. And there is increasing evidence. The field is sort of, I think, still, you know, developing to some extent, but air pollution exposure has been linked to a lot of cognitive outcomes in pregnant women, it can lead to preterm birth. So instead of you know the baby being born at nine months, the baby's born earlier. In some cases, babies born smaller than the usual way they should be, which then has implications on their health, and certainly, you know, over the life term. So there are some kinds of health impacts that we know, you know a lot more about. There's been a lot of research in the last several decades, including a lot of research in India. And then there are other outcomes that we're still learning about, there are newer studies coming out that link closer to air pollution with dementia and Alzheimer's disease, and, you know, to some sort of outcomes in children as well. So there's a whole spectrum it can lead to sometimes infections on your skin. So that's another, you know, way in which they can contribute. But I think what I would again try to emphasize is that there are impacts in the very short term which you will see and feel immediately, your eyes You know, start watering. I remember when I used to do fieldwork in Delhi on the roadside, that would almost always happen, you know, I would just feel really rough in my throat, my eyes would be watering, it would be itchy. But those go away once you're, you know, sort of out of that immediate, really high levels of exposure. But what's really happening to us in the longer term over years and years of exposure is that it's, you know, leading to these kinds of chronic diseases. And then often we can't link them back to air pollution because, you know, I would say, Oh, well, you know, if a person had a stroke, our immediate thought wouldn't be well, could it be linked to air pollution or, you know, if they suffer from cardiac arrest, for example, we wouldn't think immediately of air pollution as the problem but in a lot of cases, it is sort of the trigger that led to that event later in life.

Host: So, I mean, I understand you know, a lot of other cities across the world also had similar air pollution. Problems Beijing or LA, or even I think Paris, London, all the cities, I mean, what they do that we are not able to do that, you know, that they are able to tackle this problem?

Guest: Sure. So I think, again, you know, sort of taking a little bit of a pragmatic approach. what's critical for us to understand is that the problem is persistent all year round, we see a lot of media attention, and we see a lot of, you know, sort of public dialogue and discussion on, you know, social media, you know, when people are talking to each other at times when air pollution is really visible. So it would be you know, about now, usually during winter, and then the discussion sort of wanes a little bit and we are not asking, you know, those kinds of important questions about policies that are being put in place, starting with Beijing, which is sort of a very recent example, where air pollution levels used to be extremely high, you know, they've sort of gone through that cycle where they have experienced absolutely bad air pollution episodes. And they put in a number of different policies. And again, you know, not sort of focusing on one sector not focusing on one source, but going across the board in terms of what the major sources are. In LA, for example, you know, this has been an issue for the longest time and they have been trying to implement measures, again on a consistent basis in the long term, which has led to improvements in air quality. I would say the same thing for London, you know, over the years, they've tried several things. Not allowing the use of coal in households, you know, that was sort of a very early decision they made in terms of trying to control air pollution, and then over the years restricted What kind of vehicles can enter the city trying to keep, you know, things like, dirtier older vehicles out of the city limit so that the pollution is not happening within the confines of the city most recently, earlier this year, in fact, they've implemented an ultra-low emission zone, which is now further restricting which kinds of vehicles can come in. But at the same time, there have been efforts to try and improve public transport so that people are not really left with no choice in terms of how they can commute. And, you know, Paris, for example, again, occasionally suffers from these really bad air pollution episodes. In many cases, you know, they tend to sort of stop private vehicles from plying, they make public transport free for everyone. So I think, thinking about solutions that are sustainable, that are still practically sort of, you know, user Friendly, in some ways, and solutions that cut across the sector's cut across the various departments that we tend to function. And so it shouldn't just be the central pollution control board or you know, the Delhi pollution control committee that is thinking about the solutions, it should also be the municipal corporations that are thinking about it. In Indian cities, including Delhi, at the local scale, waste burning can be a very important source. And one way in which, you know, authorities can react to that is by saying, we will ban waste burning, which in you know, some ways might make sense to say, Well, if burning is the problem, let's just ban it. But the real problem really goes beyond it because if you ban waste burning, where does this waste going to go? And how are we going to deal with it? So at the heart of it, the question is, how do we improve our waste management system so that we Don't resort to burning the waste. And, you know, that includes improving efficiency in how the waste management pickup happens, where it goes, as well as improving sort of incentivizing people to try and make sure that they're reducing their, you know, waste production in some sense that there's segregating the base. So some of it can be recycled. With transport, it's, you know, again, the same thing, we can't expect that people would just give up private transport if a good, safe,

reliable option is not available in the case and you know, in terms of public transportation options. So, I think in a nutshell, we need policies that are going to be effective in the long term that will consistently try and improve upon what's already been done, but at the same time, think about, you know, how that impacts the greater sort of public In some ways, and what options are made available to them in case things are just taken out of the system, then the other critical thing is it can't all be at the city level because not all sources are at the city level. For things like, you know, vehicular emissions, the government has decided to bring in the Bharat stage six fuels, which is, you know, a good step forward, we're going to see impacts from that over the next few years as the fleet turns over. We've had schemes like, you know, Pradhan Mantri Ujjawala Yojna, which is trying to bring cleaner fuel to households. Again, at the national level, these kinds of efforts are going to be critical. So we need to be thinking about you know, what to do in a similar frame or industrial emissions for the power plants we have, which are also contributing to the overall problem.

Host: So I mean, I understand every city has its own problems. Different ways that air pollution the city's had to deal with air pollution, but are there any cities you know, which had similar problems. I mean, Indian, this is a very, I feel different kinds of problems that we have at stubble burning. I don't know if Beijing had stubble Burning problems or your Diwali suddenly, you know, on that day you see a hike and then it stays like that.

Guest: No, there's actually I mean, there will always be some sources that are very specific to, you know, cities and countries. But the issue of Diwali is, I think, a good one because we tend to think of fireworks being used in, you know, India during Diwali creates a huge spike on one day, but it's not a unique problem in India in some ways, you know, China during the New Year festival. They have a lot of celebrations, of course, and at the time, people traditionally use fireworks. And that had just been the way things were done. So again, You know, in Chinese cities, a similar increase in air pollution was always seen around the time when fireworks were being used for the festivities. And over time, what the government's there have tried to do is, you know, restrict what people can actually use. They ban the use of fireworks, they've tried to sort of move into some communal, you know, celebrations, which would reduce how much fireworks are used. And not just China. This has been, you know, a problem in the UK, this is a problem in the US when Fourth of July, their sort of Independence Day happens and there are fireworks in different parts of the country. And there's an increase in pollution levels. So I think some sources are going to be very, very unique to our cities and you know, to India, but there are always sort of these examples of sources that cut across so you know, traffic for example, in many places, cars continue to be a big problem and I As you keep on increasing the number of cars on the road, you're going to add to, you know, that contribution from the transportation sector. So effectively addressing that, in some ways making cars cleaner, more efficient. LA is, you know, a good example there because they tend to have the most stringent emission standards for vehicles. And they tend to sort of, you know, lead that space, even within the US they have the most stringent standards and across the world. And a part of that has been because they do experience, you know, or transportation is a big contributor there. So they've taken

that step of going in that direction. So there are some parallels that we can draw. I think Mexico City is one example that's often brought up in you know, as an example, in the Indian context, because some of the problems have been similar and over time, Mexico City has actually done really well in trying to control air pollution and trying to reduce the levels and it was, again, a very multi-pronged approach, addressing various sources trying to bring in as many partners on the government side to work together. And over a long term, so we can't, you know, we can't think about solutions that are just going to quickly fix something for now, but it might resurface at a later stage, we need to be thinking about solutions that will bring benefits, you know, tomorrow, and then six months from now and five years from now and 15 years from now. So that's sort of the approach that we need to be thinking towards, in a very specific, you know, stage by stage manner.

Host: Yeah, I mean, we see currently we see knee jerk reactions quite a lot. You know, stop sending children to school suddenly, you know, for a week without thinking, how the parents are going to manage. That's a big problem every year in Delhi. And then, you know, you have the odd-even that's being implemented the Government has not put out. I think the Supreme Court has asked for a study to be submitted if it's been helpful or not. So I mean, which means that the studies are not out in public saying, you know, exactly if these knee jerk reactions are even helpful, or are they just foul promises or just show off during the winter season to top off.

Guest: Yeah, I think that's, you know, you're sort of hitting the nail on the head in some ways, because all of these sorts of events in an emergency, of course, you have to try and, you know, do the best you can. If, if our pollution levels are really high, you know, the easy thing to do is to try and protect yourself and not get exposed to those high levels of air pollution. But you know, in today's time, it's harder to then try and immediately coordinate, you know, how you're going to make sure if your kids are at home in the school's clothes but at the same time, implementing, you know, solutions That can be helpful. So odd-even, for example, it is, you know, one possible wedge in that bigger, you know, group, but unless we are also dealing with the other issues and trying to, you know, control emissions from the different sectors that play a role that alone cannot be the sort of, you know, shining light that solves all of our air pollution problems. And in some ways, that idea of different agencies coordinating and working together, not just within one city and within one state but across states. I think that's going to be very, very critical because our air you know, doesn't really say oh, well this is Delhi's border. Now I'm going to stop because this is my limit like the air just sort of goes everywhere. So, emissions in other parts of India are going to impact Delhi emissions and Delhi could be impacting other parts of India. And it's, in fact, not just restricted to India, it also, you know, translates into trans boundary and pollution across countries, that idea of different agencies, different governments, different political parties coming together to address this problem, because we all read the same air, I think is an important one.

Host: What do you feel would be one big policy change that the government should take up, you know, to at least cut down the amount of pollution that happens? One major policy that you feel I know is like a mix of things, a lot of things need to be done. But what could be that one thing which everyone should sit on and say to it now?

Guest: I think, again, in this case, what scale we are looking at would, in some sense, decide what the solution should be a lot of conversation in, you know, recent months and in fact, every year around this Time tends to focus on stubble burning and you know why it happens? And what can we do? That as a source and itself we know is, you know, we can try and address it in a way that over the next few years, we're going to see less and less impact from the problem. If we think about national-level policymaking which is going to, you know, help Delhi but also a lot of other parts of the country then, you know, thinking about improving or controlling emissions from power plants and the industries I think can be very helpful at that scale at the city level, trying to, you know, improve access to public transportation trying to control waste burning, and you know, implementing solutions that improve efficiency and sort of environment-friendly waste management is going to be critical. So for each level of the government, I think there are things that they could be doing now, so that the next year and then in the following years, we see improvements in air quality. But I'll also add that we need to be, you know, very pragmatic. Even if we implement a policy today, it's not going to show us the results tomorrow. So it is going to take a little bit of time, and we need to be patient but at the same time, we need to make sure that the ball doesn't drop once you know, the skies Get a little blue again and that we are all thinking and trying to, you know, stay on this conversation all year round. And do sort of, you know, our part in keeping the issue in public, you know, sort of conversations and making sure that policy discussions are moving forward and implement In a way that will show results ultimately.

Host: In China, I've seen at least in videos and stuff, people are quite conscious about wearing masks and, you know, being careful, especially during high condition days, we don't necessarily see that in Delhi. There are some people who are, but I mean, even for example, if I'm not wrong, there is still GST on all the air pollution masks and all the air filters that you buy. Even from the government side, there is no promotion as such of you know, telling people I mean they are there are radio ads, but nothing more than that, in terms of policy intervention the government can do to promote people to know where masks or buy air purifiers at home or at schools. Yeah, some mandatory things. I mean, it might be a bigger expense, but then at least something like that needs to be what you feel about This.

Guest: Yeah, I think, you know, the issue of masks actually comes up quite a bit. And you're right in China, a lot of people, you know, use them quite a lot. And even in Kathmandu, in Nepal, if you, you know, are out at a time when pollution levels tend to be high, a lot of people are using face masks, and, you know, they're like hell, it's because of pollution and we want to protect ourselves. And we don't see that happen in Delhi as much. I think the issue is also a little bit convoluted in the sense that you know, you need to have the right kind of mask and it needs to fit you really well. And if you really think about it, if you know,

for someone who's able to afford an air purifier that, of course, makes sense they can go and buy one and use it. But think about you know, chaiwala on the side of the road. What is he going to do? I mean, I mean, you know, the concerns are so much bigger than What the air pollution levels are or, you know, the solutions that are being offered are so much beyond what they're able to really spend money on that it's not really going to be a feasible solution in some ways. And yes, the, you know, there could be more specific advisories at least in trying to sensitize people and you know, say that they should try and reduce their exposure in whatever way possible. And I would actually say just from my personal experience over the last few years that the awareness levels are increasing, in part, you know, because the issue is being made very public. A lot of you know, citizen groups are starting to become very active, particularly in Delhi. That is definitely the case. And they are trying to sort of, you know, bring awareness about how to reduce your exposure and what to do. So we are starting to see some of that happen. But again, the effectiveness of these kinds of measures really depends on how you're using them, especially for face masks. And recently, the Delhi government distributed, you know, a lot of face masks to people. And if they're not really given proper sort of guidance on how to use those face masks, and you know when to use them and what to do with them, then even having a face mask on is not going to be as helpful. So I think the bigger point that could be made is to try and minimize exposure when pollution levels are extremely high to the extent possible, you know, if you're a runner don't go run. When pollution levels are very high. It's probably not a good idea. But again, I think if you know, to some extent, in my view that the conversation does come To the point that it is not going to help unless we actually reduce emissions at source. You know, one completely different approach that some people have been suggesting. And I think being implemented in some places as well as, you know, is installing outdoor air purifiers in different parts of the city to try and improve the air quality, but again, that money in that time and effort would much rather be spent on doing something to reduce emissions at the source because those outdoor air purifiers are not going to change anything. It's, you know, an open environment, how are you going to really try and clean the air? That's all sort of around you.

Host: I read in a newspaper that a city that put air purifiers in front of Taj Mahal was wandering. I was wondering what effect it will have. I mean, I don't know how many people will benefit from it.

Guest: Yes, I mean, that's, you know, that's sort of the thing that, our policy solutions, even in case of emergency and you know, really high pollution levels need to be pragmatic and need to be things that are actually going to have an impact. But, you know, in some ways, I think I've been painting a very dim picture for the last few minutes. But I think if you, you know, look back to, like, seven, eight years ago, the conversation on air pollution tended to be sort of very restricted to a very small group of people. It was not an It was not a public issue. It was not something everyone was talking about. But you know, because of a. Then, the fact that pollution levels are becoming very, very high and people see it in front of their eyes and bark because there's more media attention and you know, more sort of citizen

groups and individuals getting involved. I think we are, you know, reaching that point where more people are interested and engaged and continue to be, you know, those numbers are continuously increasing the government, political parties are taking the issue and, you know, in sort of some serious light, there are ideas being floated on things to do and not to do. So this is the, you know, this is progress. Of course, we need a lot more than this, and we have a long way to go. But, you know, in some ways, just sort of, you know, offering some hope that yes, you know, we're sort of moving in the right direction, but we just need a lot more action on the ground.

Host: A couple of years back I remember, both the western peripheral and Eastern peripheral roads of Delhi, which are kind of a ring road was built with spending crores of rupees The government, the central government said, I remember Nitin Gadkari talking about the pollution of Delhi would be coming down because of these roads. But I don't think that has changed anything. policy decisions like these where you're putting in millions in the name of air pollution, and then the outcome, there is no mechanism or there's no mechanism of following up with these policies if they have really helped the city or if they have just continued to pollute the city. Things like this need to be done. I don't know if there are papers that are being done on things like these.

Guest: No, I, you know, this is such an important point here making Because ultimately, even when we have these different interventions, and you know now with a national cleaner program, cities around the country, more than hundred cities around the country are going to be implementing their own cleaner plans cleaner action plans, with within which they specify what kinds of efforts they will, you know, undertake. And we wouldn't really know whether or not any of these are having an impact unless we're quantifying what the net, you know, positive is if there is any. And that sort of goes back to an earlier point you were raised about the availability of information and availability of data on air quality. I think one critical role that could qualify, you know, data across the country will help us do is essentially address this question you're asking, did a particular intervention actually help or not? You know, because if we have certain planned interventions in different cities, and we are able to actually measure what the impact of those interventions is, then it makes sense to try it you know if we see really good results from a particular intervention, then there are ways to institutionalize in a way that it can be implemented across the country but some other intervention on another hand may not change anything at all. In that case, is it really worth spending time & money on that kind of work? It's the point that people have started raising now since the national cleaner program sort of talks about targeted reduction, sort of 15 to 20 percent. How will quantify that, who will quantify that, how will actually know if that happens? So, a lot of these questions tend to be interlinked in a sort of where their answers lie.

Host: Any final words you would like to add?

Guest: I think what I would probably end by saying is that first and foremost as air quality level improves relatively speaking, in Delhi and other parts of India. we should not stop

thinking about the issue, not stop talking about the issue, even when the sky is blue, air pollution levels are generally high. Both in Delhi and other places. So we need to keep the conversation going, we need to keep the government and bureaucrats accountable for trying and continuously implementing measures to improve air pollution. Besides, stay safe and limit your exposure as much as you can.

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