

THE GATEWAY

Rotary Club
of Bombay



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PRESIDENT'S MESSAGE ■■■ MUMBAI, INDIA'S GOURMET CAPITAL



Today Mumbai is India's restaurant capital. From it is a genre-defining to the genre-defying cooking. Mumbai is experimenting with flavours and formats that are transforming India's food landscape, leaving a foodie like me spoilt

for choice. There is an energy to the city's restaurants, a sense that a chef can do anything and the only rule is courage.

10 to 15 years ago it wasn't so - Mumbai was a culinary backwater. With the exception of the occasional Indigo or Thai Pavilion and the local Gomantak and Malwani restaurants, our city was caught in a time warp.

Then suddenly around five or seven years ago, everything started to change; the list of trailblazing restaurants in Mumbai suddenly exploded. Starting with The Table, The Bombay Canteen, Bastian, Yauatcha, Masque, O'Pedro, Suzette, Le15 Patisserie; brave souls were inventing newer gastronomical wonders.

This explosion was the result of first generation of Indians that grew up in a liberalised country. They didn't need to follow their parents into traditional jobs. However, that didn't mean that they needed to just sit around or pursue their dreams in Dubai or London or New York. These young entrepreneurs had studied and worked internationally and then chose to return to pursue their dreams, and where in India but the city of dreams!

Mumbai's intrinsically cosmopolitan culture welcomed

young chefs into its culinary arms to a place with the energy and vibrancy of a New York or London but quintessentially Indian. Almost every meaningful chef or restaurateur who has emerged over the last half decade has traversed this journey.

Food is an art form, a means of creative expression and will always blossom in places that are open to new ideas and new thoughts that celebrate diversity and freedom.

So let's celebrate Mumbai, a city that has, for well over a century, found a way to be both truly global, yet in her heart truly Indian.

President Framroze Mehta

#tuesdaythoughts

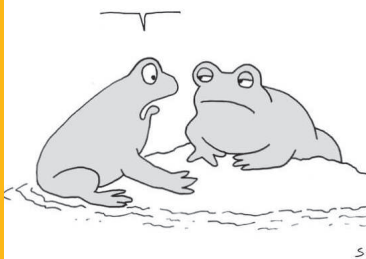
"Anyone who's a chef, who loves food, ultimately knows that all that matters is: 'Is it good? Does it give pleasure?'"

-- Anthony Bourdain

#numbercrunching
Rs. 26,601 crore
The estimated worth of Mumbai's unorganised food service market in 2019 with the organised sector being at an additional Rs 14,279 crore.

#caughtintheweb

I HAD A HORRIBLE NIGHTMARE,
SOMEONE KISSED ME AND
I TURNED INTO A FRENCH CHEF.



MUMBAI'S BICYCLE MAYOR FIROZA SURESH WANTS MUMBAI TO BECOME THE BICYCLE CAPITAL OF INDIA

I STARTED CYCLING WHEN I WAS VERY YOUNG. KIDS THESE DAYS ARE BLESSED BECAUSE PARENTS GIVE THEM BICYCLES AND ALL THE SPECIAL GADGETS OF THE DIGITAL WORLD. IN OUR TIMES, WE WENT TO NEIGHBOURHOOD CYCLE RENTAL SHOPS WITH 50 PAISE IN OUR HAND. WE WOULD CHOOSE A CYCLE AND COME TO THE PUMP. THERE WOULD BE FIVE KIDS WAITING FOR ONE BICYCLE WHICH YOU COULD USE FOR HALF AN HOUR. THOSE WERE THE DAYS. MOST OF THE TIMES WE WERE OUTDOORS BASKING IN THE SUN, PARENTS DID NOT CALL US BACK HOME, AND WE ENJOYED OUTDOOR ACTIVITY. THAT IS HOW I WAS BORN AND BROUGHT UP.

For me, cycling was more of a very purposeful vehicle, geared towards commuting. As a teenager

it became important to save my pocket money. So I used my bicycle to commute purposefully between my tuitions, which were in three batches as I was in the 12th std. Point A to point B, I really didn't know what I was doing for the environment, I just knew that I was saving money for myself and my family. That was my journey during college.

I am born and brought up in Mulund. The journey from Mulund ki Cyclewali to Bicycle Mayor of Mumbai has been interesting. I got back into cycling in 2009 and things have changed. When you are young you see beauty in a cycle in its colour but 2009 was different because international cycle companies had come in and there were aerodynamics and geometry and you had to have a cycle with your perfect frame size and height.

So, things have changed but it was good because I invested in an expensive bicycle.

Normally, women invest in gold and diamonds, for me investment was when I purchased a very good cycle. In 2012 I had a job at Dadar, Portuguese Church and I had one bicycle. Instead of using the public transport, which I am a fan of, I thought I would cycle the 12 km route. I guess that was the beginning: media started writing about us - people who cycle to work. I came across enough CEOs and CFOs who cycle to work and I thought it was interesting to dwell upon because late in the '60s and '70s, Mumbai's mill workers cycled to work too. So, this had already been happening but with the advent of other two-wheelers and motors, cycling began to be seen as a poor man's vehicle.

TODAY: RUPALI BHANSALI, CHIEF INVESTMENT OFFICER, ARIEL INVESTMENTS, 7 PM



IPP Preeti Mehta



PE Shernaz Vakil



PN Vineet Bhatnagar



PP Dr. Mukesh Batra



PP Dr. Rahim Muljani



PP Vijaykumar Jatia

I don't know how this conversation shifted from cycling being the best transport to being a poor man's vehicle but there was a shift in urban cities and urban India. Pune, earlier, was a cycling Mecca. When I started promoting cycling to work in 2012, it was unheard of. That was the first intervention I started for Mumbai with banners at Bandra Railway Station. We did a fancy bicycle flash mob for Mumbai city, we did the dabbawalla ride because they are the ones who have been cycling length and breadth of Mumbai like invisible cyclists.

2014 was the first time we did the Cycle to Work event. This entire journey has been organic. There was no thought-out plan. I am not an architect or an urban planner or transport planner to understand how the city needs to evolve with all the cycling belt. These are all languages that I finally got when I was dwelt upon this subject.

When we did the first Cycle to Work event for India, in Mumbai city, Sofitel – Accor group was very kind to us and hosted the event. We made it a little difficult, we did it on a Friday morning. We didn't want to do it on a Sunday morning because then it would look like a cycle-thon thing. So, that is how it went on, we met like-minded people, think tanks and relevant people and then went on to relevant forums. For me, 2014 is when the feeling ignited in me to make Mumbai a cycling zone. In 2017, I was invited to Amsterdam as a speaker at a very prestigious, annual conference called the Velocity Conference, which takes place under the European Cycling Federation.

When I went to Amsterdam, I thought it was a wonderful city. I thought that I was born in the wrong city – Amsterdam was the perfect city for

me to travel, there were cycling tracks, there were stands, everything was perfect. Then, when I spoke to my son, I said, 'I think Mamma is born in the wrong city!' He was very young, and he said, 'no Mamma, you will bring about the change for Mumbai city and you need to work towards it'. I haven't looked back since.

I quit my corporate job and started my own foundation called the Smart Commute Foundation and since then, we have worked to make Mumbai more cycle-friendly. We have a lot of engagement, intervention and meetings with local authorities and the government to implement and have proper governance.

We are not talking about cycling across the length and breadth of the city, we are talking about cycling for short commutes. We are talking about last mile connectivity so you can take a cycle to the nearest railway station or metro. That is what we are talking about. I was appointed bicycle mayor in 2019 for all the work I had done and got endorsed by the ex- Municipal Commissioner Ajoy Mehta and current Metropolitan Commissioner, R.A. Rajeev.

The entire leadership programme of the Bicycle Mayor is led by a Dutch NGO called BYCS. They have a mandate which is 50:30, which means the goal is for 50 per cent of commutes to be on bicycle by 2030. That is the mandate for all Bicycle Mayors across the globe. In India, there are 43 Bicycle Mayors. Each city has a different Bicycle Mayor. I am the first for Mumbai, my tenure is for four years – and I completed two years last January. We started a campaign called Cycle Chala Seeti Bajaa because it can't be just pedal karo.

If we talk about transport solutions and how to integrate smart

commutes in Mumbai, it is simple. We have the software, the hardware and the organisation and governance. Software is typically engagements like Rotary, understanding the programme, building up a culture, having events – everything is part of that software.

Hardware means needing infrastructure, good roads, no potholes, cycle stands, cycle tracks, and traffic lights that are more cycle friendly. Most importantly, road safety because we reach out to kids, women and corporates. So the first point that comes up is road safety and whenever we meet the HR or CSR there is always talk about road safety. When we talk about fatalities in Mumbai traffic, most occur in a leisure place, not in a commute space because when you talk of peak traffic, it is close to 10-15 kms/hr. It doesn't harm the cyclist because the traffic is cushioning for the cyclist when it is at a slow speed and policy intervention is very important because we do not have the budgets. We have a budget for road infrastructure, gardens, coastal roads, health care and all, but there is no budget for non-motorized transportation which means walking and cycling. It is for this that we are pushing current authorities. I recently met with Mrs Supriya Sule, Commissioner Iqbal Singh, Mayor of Mumbai – Kishori Pednekar – it was important because we are sharing the roads with motorized transportation and there is a long-term plan that needs to be looked at.

We all think someone else will take care of the problems but ultimately someone should come ahead and take the lead in transformation. There would be a designed solution as well. For example, Amsterdam pulled out a street/lane and said that this should only be a cycle or walking lane. I have been in conversations

with Rtn. Manjeet Kripalani, she took me around Colaba and we will work towards a vision.

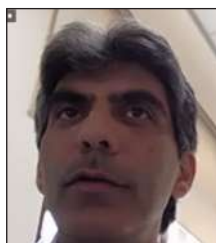
Coming to statistics, Mumbai will need to reduce air pollution by 44 per cent by 2030 to maintain the current level of death and disability. I have been working in this space since 2012 and the corona virus pandemic became a boon for cyclists. Lots of people purchased a bicycle because of lack of transportation, fitness became important, work from home became the new normal. As I speak, there is a huge shortage of bicycles across the globe. If we sustain this opportunity, I would say currently we would have roughly 5-6 lakh cyclists around the city and if we are not able to sustain them, it is a lost opportunity for us and for the city. Mumbai currently is at 97th position in world when it comes to using cycling in the city, and among the first are, of course, Copenhagen and Amsterdam.

So, we need a vision to make Mumbai the Bicycle Capital of India by 2030. There are 43 Bicycle Mayors across India and I am proud to say we take it very seriously. The journey to come to this vision has been organic. I still feel that we can push it to 2025 if we are able to do the steps that are required to build up to that kind of vision. We know the current infrastructure. There was a cycle track in BKC, I wouldn't say that cycle tracks are failed projects, it is always the balance between the infrastructure and the programmes and the focus of ridership.

We just can't focus on cycle tracks and ignore the ridership because anytime when you get a cycle track, you need to have a cyclist using that. It can't happen only in the recreation or fitness space where cycling is done only in the morning and evening. Then the entire infrastructure is empty in the afternoon. So, I am



President Framroze Mehta



Rtn. Dr. Aashish Contractor



Rtn. Ashok Jatia



Rtn. Dushyant Dave



Rtn. Farhat Jamal



Rtn. Manjeet Kriplani

not currently pushing towards infrastructure because I know it is a chicken and egg situation, we need to have balance between both.

Every city has a transport mode share, in India it is 51 per cent, in Mumbai it is 3 per cent in other cities could be more, the short commute or non-walk trips that is 2-3 km of commute using a shared car, auto etc. is 22 per cent and you can save a lot of emission if you switch to cycling. Cycles is a multi-dimensional vehicle. It can be used for recreational, commute, livelihood bicycles, people use it for multi-day touring, endurance, long distance and competition. So, it is all that comes in. I like commuting so, I can pick up my bicycle very purposefully to go from point A to Point B, I love to run my errands on bicycle. Eventually my journey has been really organic, so, I would like to know what would work for the city. The cycle to work that I started can be tough at times because of behavioural change problems, people are used to AC car, AC office and so, it is like picking that one thing that could get us closer to our vision.

We realised how half of the Indian population live in slums and they don't complain. They don't complain of the harsh humidity, sweating or infrastructure problems, cycle tracks, they just look at the electric pole or some kind of street furniture where they can park. So, that is a hard fact and then the other set of cyclists in Mumbai are the invisible ones, your Swiggy, Zomato walas, Dudhwala, Istriwala, Dabbawala, all of them and they are not bothered about pollution and all. They cycle because that is livelihood. So, that is our pledge to increase ridership by one lakh cyclists.

How? We are looking at major CSR and funding and if we really want to live in a pollution free environment. We need to spike our ridership by at

least a lakh by 2023 and, selfishly, I will focus on the urban poor here because that is where you get the single fold of cycle to school, cycle to college, last mile connectivity, livelihood that is where the focus is to give the cycles to the urban poor to spike up ridership that is where you can build a cushion between motorized transportation people sharing on the road. You can build up pressure with the authorisation that now we will have to demand cycle tracks, cycle stands. So, this would be the focus and game changer for Mumbai.

As the Bicycle Mayor, we are the first city to appoint 24 Bicycle Councillors – one each for 24 wards. This is something we achieved during the pandemic. We announced the project on June 3rd which is World Bicycle Day and 150 people applied because we were very clear with the vision. We finally got them on board and Bombay Times covered our event. They look at the increased ridership and secondly liaising with the local authorities, meeting up with the councillors, MPs. Commissioners of the wards and getting basic minimum cycle stands. Currently we are focusing on a couple of wards for Mumbai city where the local authorities are putting up the infrastructure.

We have regular ward rides within the particular ward. It is like a cycling club, they take the cyclist to a short heritage tour within their wards. This is something we have tied up with bicycle donation. We have a program called Me Cylerider. 2018 when I was cycling in one part of an urban poor settlement and I saw these kids playing. I asked them would you want to come along to Juhu beach for cycling? And immediately they said Yes! It struck me they didn't bother

to ask their parents, they just wanted to come along. So, immediately I reached my cyclists and said we need to organise to bring these children to Juhu beach. The parents were a little hesitant initially but I guess, over a period of time, when we donated the bicycle to that particular area in K west ward, that is where the confidence built up and now, we have been nurturing corner of slums out there. We donated old and new bicycles; we made a prototype of bicycles which is zero maintenance. It has a solid tyre, doesn't require air, even the brakes are drum-brakes because eventually the kids have to continue on the bicycle, they don't need to come back to me and say there is a problem in the brakes, there is no air and all. I want them to continue.

We wanted to understand how does livelihood cycle in Mumbai city and we gave them a device, so, we gave it to the dabbawalas, Swiggy and Zomato walas, agarbatti wala, it was a legit commute trip so, on an average they do a 30-35 km trip. We got the trip length of that livelihood cyclist. Swiggy/ Zomato walas do about 6-7 km legit cycling in the city and that is why I come back to this that there is nothing like a behavioural change problem. We also donated electric bicycles. We reached out to Hero cycles and we gave out electric cycles to Swiggy and Zomato cyclist also to understand that if they had those, would they be able to do more deliveries than usual.

In the western suburbs, there is a 36 km cycle track which the MCGM has announced along a pipeline, this is a game changer. There are 41 exits to this particular run. Mr Devendra Fadnavis had already estimated Rs 300 crore for this project, but it is taking some time due to encroachments along the line. We

are also looking at easy low hanging Bicycle Stands in the 24 wards, I have given work to my councillors that they have to give me photographs of 25 locations in their wards, multiplied by 24 which is 600. The entire project is going to Mrs Kishori Pednekar, the Mayor of Mumbai, by next week. I am hoping this goes through and we have told them to sustain the momentum.

We still need a comprehensive network plan, a citywide cycling network is crucial, it could be shared, below the Metro, all of that will be part of comprehensive Network Plan and this requires money. We need a resource, the willingness of people in doing this, we can start with two wards and scale it up eventually. We have tied up with a Netherlands based organisation called Move Mobility, they showed an interest in funding part of the comprehensive Network Plan. The other part has to come from CSR because that is how they want to match up the funding. If we reach to that, we will get at least one association for that.

Every time we reach to an authority, the question is how many cyclists are there in the city; we reach out to an international company called STRAVA for the data and they gave a data for Mumbai city but we need that app which can be as simple as an app where we understand the cyclists of Mumbai city, how much carbon emission we have saved, the pollution controlled, for all this it's important to get that app in place.

We are looking forward to collaborating with many more organisations. In Mumbai, we compromise on everything: the potholes, the congestion, the city is not even well equipped for a disabled person to move around, hence it is important to have a comprehensive Network Plan!

HOME IS WHERE LOVE IS



ELSIE NANJI'S UNIQUE AESTHETIC HAS CREATED IDEAS AND IMAGES OVER THE LAST FOUR DECADES THAT HAVE BLURRED THE LINE BETWEEN ART AND COMMERCE. WORKING WITHIN A CULTURAL AND SOCIAL CONTEXT OVER 40 YEARS, SHE HAS SHIFTED HER FOCUS FROM ADVERTISING TO PURE DESIGN IN THE WORLD OF GRAPHICS, ENVIRONMENTAL BRANDING AND INTERIORS.

She feels fortunate to have worked, and to continue working, with some of the greatest minds in photography, film, creative writing, art and architecture. Her journey leads to new ideas, executions and installations for major brands, corporate offices and homes.

She is currently working as a design consultant to Mahindra and the RPG group working closely with the top management. She shares her life and her dreams with her husband Hossi, and their two children, Yohaana and Aria.

Elsie has travelled the world and on one such trip to Mykonos, she fell deeply in love with the Greek

island. Once home, she wanted her house at Kashid to reflect the feel of Mykonos. She shared the journey that saw these dreams unfold with Rotarians at RCB's In-Camera event.

After carving out the beautiful dream home with architect Nozer Wadia, Elsie designed a rooftop bar at Four Seasons hotel which made its entry to the Condé Nast Magazine, and then there was no stopping Elsie.

Elsie not only keeps rotating and redecorating her house but also collaborates with other artists to try new things. She collaborated with Ayesha Broacha for 'Save The Elephants' campaign in 2017 which gained a lot of popularity. She designed a brownie box for her close friend who had just started Theobroma. The box design went to become something very special for the brand and Elsie still continues designing for it.

Recently, Elsie designed a mural to thank Covid front-liners and continues to be influential in the field of architecture and interior design.

PAGES FROM ELSIE'S PORTFOLIO



Aishwarya Rai modelling for Garden Sarees



Advertising for a hotel



Theobroma designs

ELSIE'S KASHID HOME REFLECTS THE SPIRIT OF MYKONOS



Feels like outdoors yet indoors



Inspired by Mykonos





Outdoor dining indoors



Sofa in the pool

Rotary
Club of Bombay

Christmas Party

Carols and songs of yesteryear by
Sinatra, Beatles and Elvis

Cocktail Mixing

Prizes and more...

Hosted By :

Christopher Bluemel Framroze Mehta
Ian Pinto Mukesh Batra Paul George
Peter Born Sabira Merchant
Sameer Tapia Samir Chinai
Satya Bansal Sheila Bulchandani
Sherbanu Baldiwala

6.45 pm
Tuesday, December 22, 2020

Zoom link will be sent one day prior

Dress code : Xmas colours

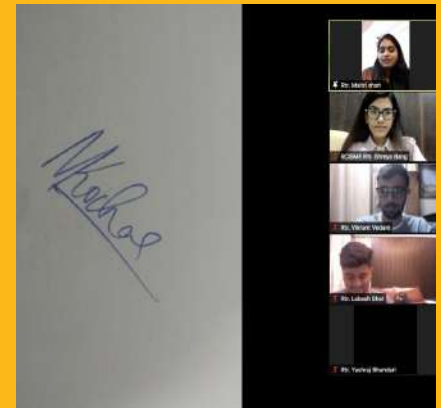
MONTH REPORT FROM RCISME

WRITE STUFF

A graphology session was held for Rotaractors on November 9th, titled Who Are You, Really?, by graphologist Rtr. Maitri Shah.

She spoke about the use of graphology to explore one's personality. She is the founder of a homegrown, India proud

diffusion hub with a shaded soul vibe. The Shaded Soul (her organisation) blends into varied cultures and thoughts to transform mindsets, thoughts and soul. It was a wonderful session in which she analysed signatures of Rotaractors and fine-tuned their insights into themselves.

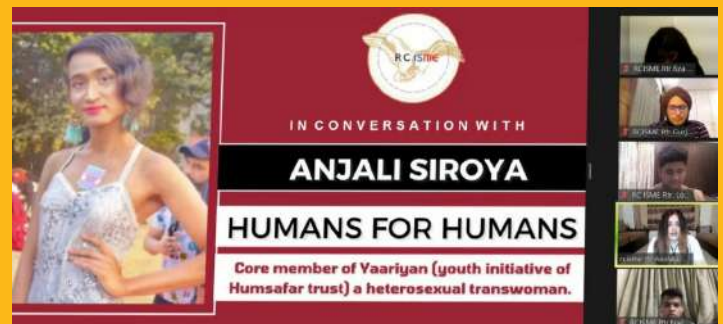
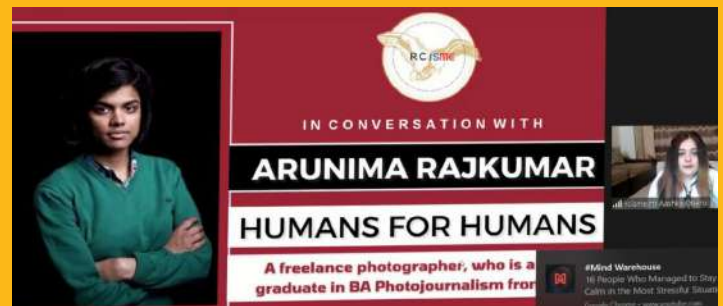


BEING HUMAN

Held on November 24th, 2020, the aim of this project was to remove the myths about a transgender's life and to spread awareness about the LGBTQ+ community. Six other Rotaract clubs joined us to help spread awareness to a larger audience. Approximately 90 people joined the webinar, the first half of which had Miss Anjali Siroya's insights about the transgender community. Anjali Siroya identifies as a Heterosexual Transwoman. She's a survivor of discrimination and abuse and feels that she is a Human Being first and that should be considered. She's a media graduate and was the 1st transgender woman in Mumbai to be crowned as a queen in her college. She is currently working at The Humsafar Trust as Advocacy Officer and is a recruitment coordinator in a

project for the socio-economic inclusion of the Transgender communities. She's the core member of Yaariyan (youth initiative of Humsafar Trust)

She shared her journey and also some common misconceptions about gender and sex. A Q&A session was followed by a panel discussion regarding the LGBTQ+ community. The panellists were Miss Anjali, Miss. Arunima Rajkumar and Miss Hansika Jethnani. Arunima Rajkumar is a freelance photographer raised between India and the UK. She is a graduate of BA Photojournalism from UAL. Hansika Jethnani is a poet and visual artist. She is from the diaspora and was born in Indonesia. Having lived in multiple countries since then, she moved to Mumbai in 2018, where she and Arunima now live together as an openly queer couple.

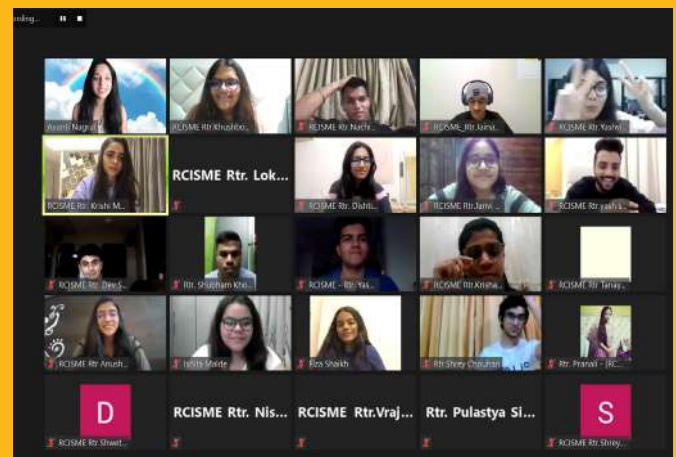
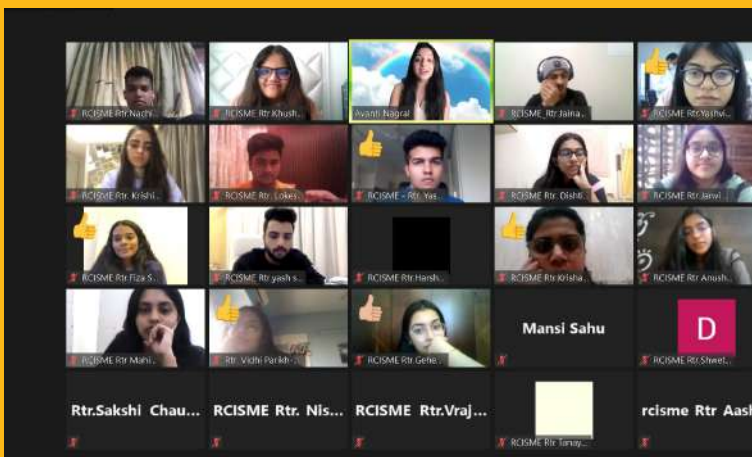




FUTURE LEADER SERIES

Training and learning sessions have been greatly reduced during Covid-19, which is why we took the initiative to bring this event online. The topic of the October month was Ms. Avanti Nagral's entrepreneurial journey on November 25th.

Ms. Nagral, a Harvard student spoke about her interesting journey, she spoke about how she prepared for Harvard and got admission. She gave us few tips and tricks on how to crack the interview followed by other questions regarding the lifestyle there. She was also a singer, a youtuber, a verified instagramer, so she also answered a few questions regarding that.



GIFTS FOR BY STUDENTS

As an encouragement and a reward for the Bhavishya Yaan's NMJ children for attending classes over Zoom, a fun online session was organised for children from Standards 5 to 10.

Many students attended and thoroughly enjoyed themselves.

Prizes were given to winners of the event as well as all the other children who attended BY on a regular basis. Mrs. Salgaonkar, the School Principal, offered to distribute the gifts as she and the teachers are going to school every day. She managed to get class teachers involved in the distribution of gifts.



ROTARIAN BIRTHDAYS



DECEMBER 17
Rtn. Anand Dalal



DECEMBER 17
Rtn. Aliakbar Merchant



DECEMBER 19
Rtn. Shailesh Patkar



DECEMBER 19
Rtn. Sanjiv Mehra



DECEMBER 21
Rtn. Gautam Agarwal

ROTARIAN PARTNER BIRTHDAYS

DECEMBER 16:
Rtn. Ptn. Vasudha
Alimchandani

DECEMBER 16:
Rtn. Ptn. Dr. Natasha
Khubchandani

DECEMBER 17:
Rtn. Ptn. Heena Sheth

DECEMBER 19:
Rtn. Ptn. Kanan Fotedar

DECEMBER 19:
Rtn. Ptn. Meghal Jhaveri

DECEMBER 19:
Rtn. Ptn. Rajiv Lunkad

DECEMBER 20:
Rtn. Ptn. Sheila
Kripalani

ROTARIAN ANNIVERSARIES

DECEMBER 15:
Rtn. Ptn. Dina & Rtn. Dr.
Sharukh Golwalla

DECEMBER 15:
Rtn. Ptn. Dr. Sandesh &
Rtn. Swati Mayekar

DECEMBER 15:
Rtn. Ptn. Sandhya & Rtn.
Jaidev Merchant

DECEMBER 15:
Rtn. Ptn. Manjiri & Rtn.
Jairaj Purandare

DECEMBER 15:
Rtn. Ptn. Arwa & Rtn.
Sameer Tapia

DECEMBER 16:
Rtn. Ptn. Pratiksha &
Rtn. Mihir Mody

DECEMBER 17:
Rtn. Ptn. Sahil & Rtn.
Riddhi Javeri

DECEMBER 17:
Rtn. Ptn. Smita & Hon.
Rtn. Deepak Parekh

DECEMBER 17:
Rtn. Ptn. Sandra & Rtn.
Aliakbar Merchant

DECEMBER 17:
Rtn. Ptn. Blossom & Rtn.
Ian Pinto

DECEMBER 17:
Rtn. Ptn. Sweta & Rtn.
Pranay Vakil

DECEMBER 18:
Rtn. Ptn. Ushma & Rtn.
Gautam Doshi

DECEMBER 19:
Rtn. Ptn. Mita & Rtn. Dr.

Ambrish Dalal

DECEMBER 19:
Rtn. Ptn. Nilima & Rtn.
Gautam Trivedi

DECEMBER 19:
Rtn. Ptn. Delna & Rtn.
Jamshyd Vazifdar

DECEMBER 19:
Rtn. Ptn. Beena & Rtn.
Ulhas Yargop

DECEMBER 21:
Rtn. Ptn. Sahar & Rtn.
Ateeq Agboatwala

DECEMBER 21:
Rtn. Ptn. Phiroza & Rtn.
Dr. Aashish Contractor

DECEMBER 21:
Rtn. Ptn. Dhvanika &
Rtn. Ashwin Thakkar

ROTARY CLUB OF BOMBAY 2020-2021

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PP Dr. Adi Dastur	PP Arun Sanghi

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President-Nominee	Rtn. Vineet Bhatnagar
Hon. Secretary	Rtn. Satyan Israni
Hon. Jt. Secretary	Rtn. Natasha Treasurywala
Hon. Treasurer	Rtn. Kirit Kamdar

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Fellowship, Assimilation & In-Camera	Rtn. Ritu Prakash Desai
Sergeant-At-Arms	Rtn. Hoshang Nazir

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RCB Medical Centre, Mumbai	Rtn. Manoj Patodia
International Service	Rtn. Christopher Bluemel

DIRECTOR-IN-CHARGE RTN. AJIT LALWANI

Ananda Yaan	Rtn. Madhusudan Daga
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Fund-Raising	Rtn. Pradeep Chinai

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Water Resources	Rtn. Abhishek Saraf
Bhavisya Yaan	Rtn. Manish Reshamwala

DIRECTOR-IN-CHARGE RTN. DR. ROHINI CHOWGULE

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Cotton Green Medical Centre	Rtn. Manoj Patodia
Cancer Aid	Rtn. Dr. Ian Pinto

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Animal Welfare	Rtn. Hiren Kara
Environment	Rtn. Priyasri Patodia
Sports	Rtn. Hiranmay Biswas

DIRECTOR-IN-CHARGE RTN. BIPIN VAZIRANI

Rotaract	Rtn. Murad Currawala
Interact	Rtn. Gautam Doshi
Vocational Training & Night Study Centre	Rtn. Mehul Sampat