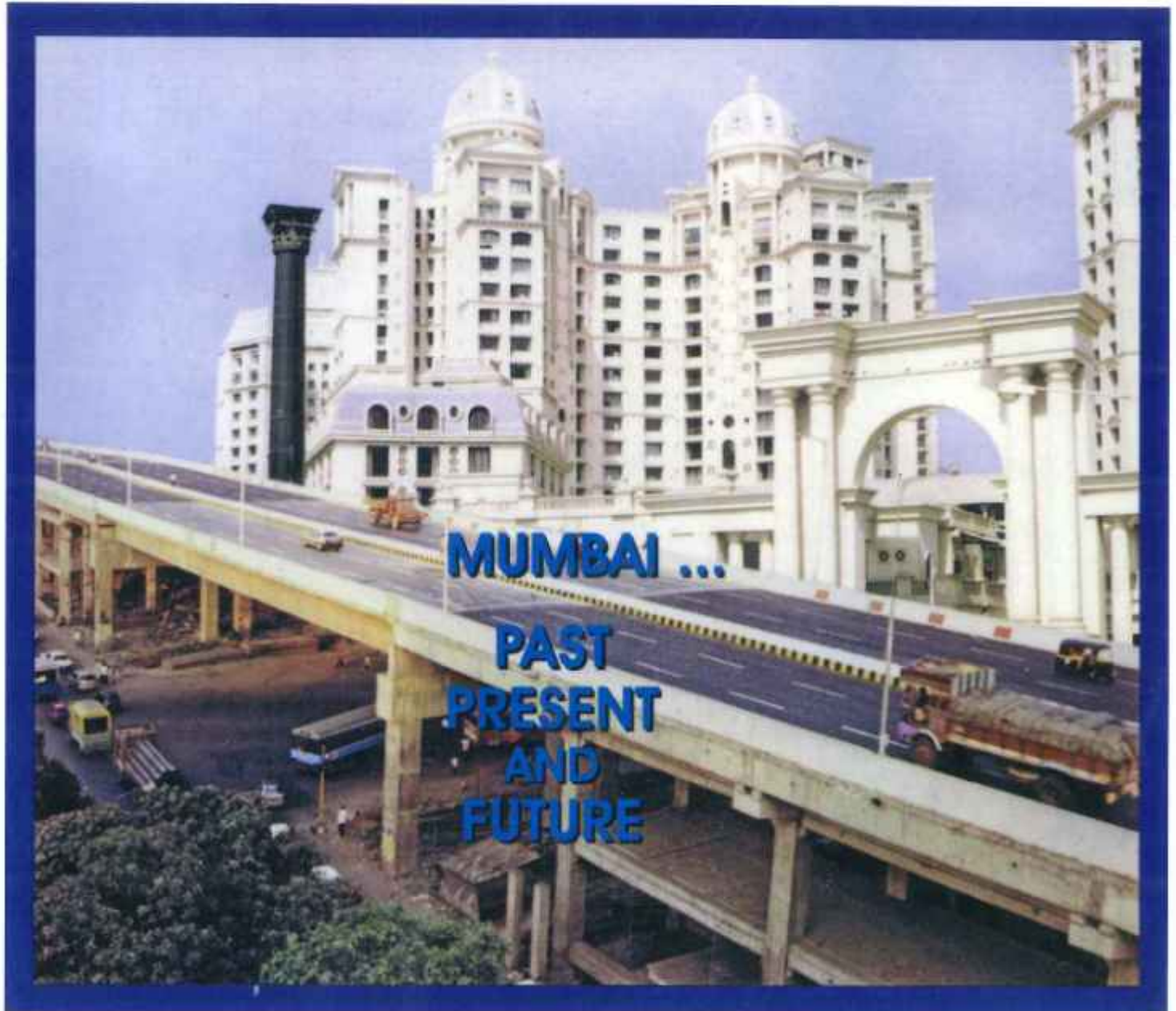




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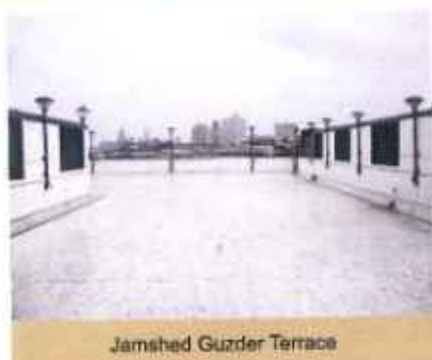
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Preface

The most dynamic cities in the current millennium will be those that offer a high quality labour force, modern and efficient infrastructure, and adequate social amenities. They will also be those that foster creative and flexible public and private institutions, as well as enable innovative partnerships between them, to help local economies restructure and adapt to rapidly changing international business conditions. Mumbai certainly has a great deal of innate potential and with a little strategic planning it can easily turn into a highly sought after international financial centre. We have too much to lose by ignoring the development of Mumbai city, which has always remained a microcosm of India. It is in light of all this that IMC has chosen to focus emphatically on Mumbai Development Strategies this year.

We believe that sustainable urbanization leading to inclusive growth is crucial for achieving any worthwhile economic development, and until Mumbai city can lead the country in that area, these noble concepts will remain just a pipedream. Our Chamber had attempted some quality work in this area for Mumbai city in both the years 2004 and 2005. This year too IMC will request all major political parties to come together on our platform to deliberate systematically on the myriad issues impacting the development of Mumbai city and propose workable solutions for the same.

Until we give increasing attention to the development of cutting edge infrastructure in Mumbai, we risk compromising the competitiveness of India's premier city. Good

governance and strategic public private partnerships are required to revitalize Mumbai and ensure its emergence as a world class city and a hub of international investment and capital inflows. For that however, concrete steps have to be taken right away to correct the existing deficiencies. This is our humble attempt in that direction.

This compilation is a reprint of "Development of Mumbai City", published by the Chamber in 2003-04 and will serve as a comprehensive and useful background to our efforts in promoting "Mumbai Development" this year.

A handwritten signature in dark ink, appearing to read "Niranjan Hiranandani".

Niranjan Hiranandani

President, IMC



Foreword

Development of Mumbai

Indian Merchants' Chamber, which is 96 year young; has followed a proactive progressive approach to business, industry and to economic development. IMC has also been very receptive to the changes taking place locally, nationally and globally.

IMC's long-term strategic thrust is on research, globalization and corporate governance. Its Expert Committees have been restructured to suit the emerging needs of business. New Committees such as Life Sciences and Biotechnology, Frontier Technologies, Supply Chain and Retail Business, Disinvestment and Privatization, and now the IMC Task Force on Maharashtra Development have been created.

Considering the need of citizens and businessmen for a properly developed modern city, the IMC's City Development and Environment Committee organized many seminars labelled "Making Mumbai A World Class City". Mumbai being the financial capital and business hub of the country, energies of the Government and private sector need to be focused on resolving its problems and making it globally competitive.

IMC has also been striving for making Mumbai a leading financial center of Maharashtra which contributes 40% to the country's tax revenue and a similar proportion to exports.

IMC is therefore making a sincere and concerted effort to re-establish Mumbai as a strong, international, financial and business centre. Issues like population pressure, health, education and unemployment must be addressed on a priority basis. Rehabilitation of slums and creation of necessary infrastructure facilities are needed for the holistic development of the city.

With a view to crystallize views and prepare a blueprint for achieving this objective, IMC organized a series of interactive meetings with major political parties. Comprehensive presentations were made by leaders of Bharatiya Janata Party, Congress (I), Nationalist Congress Party and Shivsena, all boiling down to an action plan for making Mumbai a world-class city.

For the first time, major political parties came on a common platform at IMC and made a public commitment to a Common Minimum Programme (CMP) and an action plan for the development of this city. In view of this, the Chamber thought it appropriate to publish a volume documenting the road map for the city's development in the coming decade.

We hope that this publication, which is painstakingly put together, will be of immense value to policy makers, planners, economists, researchers, students and the public at large. It will help as a road sign for the political party in power to frame policies and make plans and give a better quality of life to Mumbaikars.

A common thread running through the presentations by all political parties is an unflinching commitment to a Common Minimum Programme aimed at Making Mumbai A World Class City. I have no hesitation in calling this volume a manifesto for Mumbai's development.

Suresh Kotak
Immediate Past-President, IMC



Public-Private Partnership for Mumbai's Development

Good governance and public-private partnership are the two key imperatives by which development of this great metropolis will be sustainable. We at the IMC have kick-started these initiatives through our Governance Forum by bringing about a consensus on restoring the faded glory to this great financial capital. I am delighted to witness an overwhelming response from leaders of various political parties, viz BJP, Congress (I), NCP and Shiv Sena, industry, academicians, electronic and print media, professionals, celebrities and citizens from different walks of life.

It is the great quality of the Mumbai city that helped it to bounce back in spite of bomb-blasts, communal riots, natural disasters and complex problems thrown at it in different permutations and combinations. The city of Mumbai is still a city of dreams! It never sleeps, but tirelessly provides livelihood to teeming millions, who reside in this amazing metropolis.

IMC has been consistently identifying issues and problems affecting the life of the city dwellers adversely and striving to regain the vibrancy for trade, commerce and industry. While accepting that the development of Mumbai has been diluted and problems have aggravated by the constant influx, IMC would initiate proactive steps to boost outflux by catalyzing the development of modern business hubs and industrial townships outside Mumbai or even the development of a third Mumbai. By adopting this outflux method, London was

able to reduce its population by 40%.

IMC would endeavour to promote public-private partnership for building public toilets all over the city, which will help keep the city clean.

IMC would also like to work on 20 demonstrable star projects like the Udyan and chowpatty projects in the city. For instance, the patch of Dadabhoy Naoroji Road between Chatrapati Shivaji Terminus and Flora Fountain could be beautified by removing encroachments and by rejuvenating the buildings alongside.

These interactive panel discussions have generated collective energy and I do hope that the sense of belongingness to the city will have a catalytic effect.

IMC is determined to make a sustained and concerted effort to forge public-private partnership in several areas and will focus on the governance issues to make our city and country globally competitive.

The first modest step that the IMC has taken will one day, in the near future, enable Mumbai to restore its past glory and make it world-class. IMC, keeping to its old traditions, has undertaken this project with a hope to serve all stakeholders, the basic principle of good governance. I hope IMC can count on your help in furtherance of this noble cause.

Shailesh Haribhakti
President, IMC



Dialogue with Chairman of IMC Task Force on Maharashtra Development

For the first time in the history of Mumbai city, the Indian Merchants' Chamber brought together the major political parties of Maharashtra namely Bharatiya Janata Party, Congress (I), Nationalist Congress Party and Shiv Sena to concur on a common minimum programme for the development of Mumbai city. This was a combined effort of the IMC Task Force on Maharashtra Development and City Development and Environment Committee, IMC.

While interacting with politicians, celebrities and visiting foreign dignitaries, I observed that a sense of belongingness to the city of Mumbai was completely missing. Politicians have shown indifference to the deteriorating situation in Mumbai city. Investors and businessmen have shown marked reluctance, as a result, to invest resources, time and energy for the betterment of the city, which has taken them to the heights of success and fame.

It is this lack of conviction towards the development of Mumbai that motivated the IMC leadership to initiate a dialogue and get a commitment from the political parties to make Mumbai a world-class city.

□ **Why was this initiative necessary?**

Mumbai has been a cosmopolitan city, the city of dreams and the city of hope. Businessmen and Mumbaites at large feel that they are not getting their due share. Lately many of the visiting

dignitaries and Heads of States have been skipping Mumbai from their itineraries. We therefore planned a dialogue with the decision-makers and an open forum with the public to address these issues.

Today, the whole world is realizing that economic development is the first priority. We are fortunate to have in our city many outstanding politicians, wealth creators, businessmen and industrialists. I think, if we all join hands, we can do wonders. We can do miracles. Why have other countries progressed? Today, it is really pathetic that when we call our city the commercial capital of the country, we do not even have a world-class convention-cum-exhibition center.

□ **High Taxation is limiting Mumbai's growth**

Hyderabad in Andhra Pradesh and Bangalore in Kamataka are growing at 10 to 12% every year. I am sorry to say that Mumbai and Maharashtra are nowhere near them. Mumbai is growing at a rate of only 2%, which is further nullified by the growing influx. Therefore, we are not feeling any signs of development. The 14% to 15% of sales tax on telecom products in Maharashtra is mind-boggling. Then you have octroi of 5 ½% and uncontrolled property tax. Property tax depends upon the officer; it may be 82% or 85%. On top of all this, you have stamp duties. No country in the world

loses man-hours the way India does due to some agitation or the other. The high rate of taxes in the city is detrimental to trade and industry. How can you compete internationally with such high rates?

□ **Mumbai or Slumbai?**

The aerial view of Mumbai is all slums. If this is the financial capital of India what must be the conditions in other cities? It is something difficult to digest. How can you expect foreign investment to come in? From the time investors come from airport, the roads are narrow with hutments all around. I think it is a very serious situation. We require a heavy dose of bitter medicine. Otherwise, in Mumbai, which is ailing, people will lose hopes and businessmen will shy away from investing in this city.

We feel that slum dwellers have to be rehabilitated; not in other slums, but in dignified places. Mumbai is not getting back for its development even a fraction of what it contributes to the national economy or for that matter to the economy of Maharashtra.

□ **Service Sector Should Be Encouraged**

Call centers, a trillion dollar business, and other service industries should be given encouragement and support so that international investors find Mumbai an attractive destination for business and entrepreneurship. America is earning 78% of its revenue from the service sector. In case of India, it is 49 per cent. We can solve the problem of educated unemployed by creating jobs in the service sector and easily raise share of our service sector in the GDP to 60 per cent.

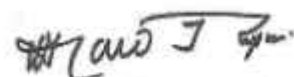
These are the basic issues. To cure a disease, either you need a bitter pill or need to suffer pangs of an operation. If we reduce taxes, if we reduce stamp duty, this city can again regain its past glory and can be number one. Today we face not only inter-state competition, but international competition in all fields. Our city is like a hen, which lays golden eggs. Alas, it is systematically being killed.

On public platforms and informal gatherings businessmen and citizens feel let down by the politicians. The politicians defence for not doing anything for Mumbai was that they had to develop their own electoral constituencies first to remain in power.

We are proud of Mumbai, which has given us celebrities and Bollywood, well-known all over the world. But much more needs to be done. The kind of dialogue with the decision-makers, the politicians, our panelists and the businessmen, which the Chamber has initiated, is the first step in this direction.

Why is the city dying? Why is the city decaying? Why is the city crying? Why is the city weeping? Simply, because in last many years there has been no development.

I hope with joint effort of all involved, this small step that IMC has taken will become a movement and that we will again be able to bring smile to the city of Mumbai and make it more livable and lovable.



Nanik Rupani

Vice-President, IMC



Working for Making Mumbai A World-class City

IMC's City Development & Environment committee has been making all out efforts to make Mumbai a better city in its own small way. I would like to take this opportunity to address certain crucial issues affecting the city.

□ Railways

The first issue is a comparison of what was done by the Britishers till independence and what we have done from independence till today is pitiable. We had three railway lines, the Western, Central and the Harbor line and we still have those three lines; we don't have a fourth one. We need that fourth one, we want the fifth one, we want the sixth one, we want the seventh one and we want the under ground tunnel and it is done everywhere. And that is why we want it. We are not asking for something special. We want it because it is necessary to do so.

□ Water

Take the case of water. Water supply in Mumbai as compared to other cities is plenty. But there are two projects pending for the last seven years with the corporation and other authorities, which have not moved. The next phase of Vaitarna has not moved for small reasons. We would request the BJP and the other parties to move water projects so that this ba-

sic requirement of water must be met. Unless we don't move on the issue of water, we will not be able to move ahead with other things and I think we need to do it. One of the projects, which was in the newspapers, has been the Saltpan land. This matter has been languishing for the last twelve years. I am grateful to the cabinet of the Central Government for having passed a cabinet resolution, to get these lands for urban development. There are 4000 acres of land available, ready to be used; out of which 400 acres will be made available.

□ Land

We have also requested that there are a large tracts of lands in South Mumbai with Bombay Port Trust'. The BPT is the largest landholder in South Mumbai, It has lands in the docks and outside the docks. Some of them are leased lands, which are given to private people and some others are in its possession. Those lands are today worth more than Rs 4000 crore. If that re-development of its land outside the port, not within the port is done; we can generate more than Rs 4000 crore. That could be part of the re-development or the resurgence plan for South Mumbai.

□ Roads

There is a loop or the road around the

whole of Mumbai, similar to a ring road around most of the cities in the world that don't have sea around them. We need to complement this loop. If we can move that as early as possible, part of it could be taken up by BPT.

Look at what the other countries were 50 years ago. Fifty years ago Dubai, Singapore and Bangkok were behind Mumbai. Shanghai was 20 decades behind Mumbai. Today, these cities are ahead of it.

These are examples of excellence, which we can achieve with our own people, our own technology, our own money, our own engineers and of course good leadership. Mumbai should have a budget for concrete roads and all the roads should be converted to concrete for a better quality and life

□ Urban Land Ceiling

One of the issues is abolition of the Urban Land Ceiling by Parliament. All parties in parliament including the Congress, supported it. The BJP and its allies, in their National Habitat and Housing Policy, 1998, said that Urban Land Ceiling would be scrapped. But what we need now is, to get it implemented. At grass roots levels, it is not implemented; Maharashtra has not yet implemented it.

□ Slums

One of the paragraphs in the Slums Policy was that the policy would be reviewed from time to time. Already many years have passed because of the fall in land prices, the slum policy has not worked. We need a revision

of the policy. What we really want is a "cafeteria" approach. Last time we said, we will do rehabilitation of 100% of the slums. The cafeteria approach will treat different problems of different slums, in different possible ways. We should discuss it. But the basic idea is when 55% of the people in Mumbai are living in slums, unless we attack the problem in a much more concerted way than what we have done, we will miss the bus. We have to reach out to these people.

□ Housing

There are also other things, which have made housing not affordable. Stamp duty, Central Government has said several times that the rates of stamp duty, which are 8 to 10 percent, must be brought down to 3 to 4 %. This step will not reduce the government revenues. On the other hand if the Government reduces the rates of stamp duty, its collections will go up. It happened in income tax, where the rates of taxes were brought down from 97 % to 35%, and the collections rose. Now they are planning to bring it down another to 30%, and they are expecting further buoyancy of receipts. So bringing down the rates of stamp duties is going to improve housing.

Housing is a very important issue. Shelter is an important issue. You have Roti, Kapda, and if you focus on Makaan for a couple of years, you will get a multiplier effect on the economy, not because I am in the housing business, but I think that is really going to benefit a lot of people in the next few years.

□ Thane

I must congratulate the BJP Government on two counts. Government changed Thane, the worst city in India, into the best city. I am working over there and I have reaped the benefit of this exercise. The widest road in Maharashtra is in Thane, 16-lane road on the main entrance of Thane. It used to be a 4-lane dirt track, there were holes and potholes, and today it is a 16-lane entrance. Thane's flyovers and its 16-lane road were built without any external budget. It was the same government; the same bankrupt corporation. As a result, they increased their octroi collection, they improved the citizens' life.

□ CRZ:


CRZ is a fraud. All over the world, the kind of development, which is done on the coastal lines, is against what is presently done in CRZ by the Government of India. It is a wrong policy when it affects other cities. It is okay for Delhi, because it does not have any water around it. So Delhi is able to understand what is convenient to them. We need to think, that 33% of our total area of development of Mumbai is getting covered by CRZ in the suburbs of Mumbai. I am not saying CRZ is bad but the policy under which the CRZ is working today is certainly not working for the city. Present policy winks at growth of slums at CRZ, but is reluctant to permit regular development. I think we need to address that issue.

□ Power

There is one more issue I want to mention and that is electricity. Do you know that in Mumbai, we have electricity, but we don't have a generator. But in Delhi, at the Prime Minister's house you need a back-up DG set. In Rashtrapati Bhavan you need a DG set backup. But in Mumbai, we don't need it. Why is it so? The answer is very simple. 40 years ago we decided we would have multiple people who will supply power to Mumbai. So you have now TATA, BEST, BSES and MSEB giving power to you, competing with each other. We need to open up this competition for distribution of electricity to everybody. Sooner or later things will happen, same as you have opened the automobiles, for airlines, aviation and telecom see long.

We would have to build tall buildings taking care that, no hills will fall down, builders don't take people for a ride. But we must have tall buildings if we want to really meet the needs of the population of the city.

I strongly feel that there would be a change if there is political will and leadership in the ruling party.



Niranjan Hiranandani

Chairman

City Development &

Environment Committee, IMC

IMC'S Prescription To Make Mumbai The Most Preferred Investment Destination

□ Mumbai Development Issues

The State exchequer can see a growth in revenue collection with adequate boost to the business activity in Mumbai and particularly South Mumbai. High taxes and lack of focused approach have worked as the major disincentives. Over one-third of the income tax paid in India comes from Mumbai, and half the foreign trade of India is carried from the city. The city with such a huge potential can do much better with appropriate incentives.

□ Priority Reforms

Property Tax

Rates of property taxes in Mumbai are one of the highest in the world. The city has been divided into four zones for the purpose of property tax assessment. Unable to pay soaring taxes, developers are keeping thousands of their ready properties vacant, rather than rent them out. This situation hampers development, employment, and income for the city. Approximately a rent income of Rs 1 lakh attracts taxes of over Rs 1.10 lakhs.

Octroi Charges

High rates of octroi charges are leading to a heavy loss of man-hours spent in collecting the taxes, delay in transport and encouraging grey market. The long queues to pay the charges increase the fuel cost too. Octroi charges are about 5 to 5 1/2 percent in the city. To cite an example, cellular handsets are entering from Bangalore and Delhi in Mumbai, which is the largest market in India. The difference in official and grey market prices of such handsets is about 15 per cent. In view of this, legitimate market in Mumbai is only 10 per cent of the total while in other cities it is about 50-60 per

cent. Even the passenger cars are registered outside Mumbai to avoid charges.

High Tax-Raising Industries

The present sales tax rate of 12% in the State is extremely detrimental to growth of vital industries, as it will adversely affect the State's economic growth. To make the State and the City as competitive as Andhra Pradesh, Karnataka and Gujarat, we need to give a helping hand to the potential growth sectors. Incentives to sectors like biotechnology, IT enabled services, medical transcription business, BPO, call centers and back offices can ensure higher employment opportunities and higher tax revenue.

Stamp Duty Reduction

The stamp duties work out higher than property taxes in Mumbai. Even the stamp duty refunds are often not paid. Those who are able to get the refund have to go through a lot of hassles. Nonetheless, stamp duty is payable on the market value of property, which is determined by the stamp duty authorities, who have adopted no standard method of valuation. For Greater Mumbai the rate of stamp duty is (i) Rs.1,000 per sq.mtr. for non residential use (ii) Rs.100 per sq.mtr. for residential use.

South Mumbai – Commercial Zone

The government should encourage service sector activity in South Mumbai, which is the commercial center of Mumbai. The commercial activities can be initiated with almost no cost in terms of infrastructure and other amenities. The changes in Maharashtra Rent Control Act have compelled the companies, which were earlier outside the

purview of the Rent Control Act, to pay market rental rates in prime areas of South Mumbai. Even the rate of property tax is the highest in South Mumbai at Rs 12.50 per sq ft per month. The anomalies should be sorted out case by case.

Municipality Harassment

A more customer-friendly approach must be adopted by Municipal authorities. The efforts should be to have good governance. Complicated rules and overlapping of laws encourage corruption and mismanagement. The need is to simplify the tax laws and reduce the areas of litigations.

Shops and Establishment Act

Under the Shops and Establishment Act, the registration of a unit should be deemed to be approved 15 days after the date of submission of the documents. This would ensure efficiency in collection of fee and better supervision of the activity.

Trust Registration

The welfare activities in the city are declining, as the procedures for registration of Trusts and the related tax issues are discouraging the formation of new welfare Trusts. The rules and taxes must be simplified to encourage the welfare activities.

Mumbai City Development Chief Minister's Vision

- ◆ Shinde Promises to Wipe Out Deficit and make Maharashtra a Surplus State.
- ◆ Mumbai to become dynamic, world-class city which does not sleep.
- ◆ Roads and power would be developed on priority
- ◆ Mumbai to be a attractive investment destination for education, I.T. and exports.
- ◆ Suburban train transport system would get Rs. 4500 crores.
- ◆ Road will receive Rs. 2000 crores for upgradation
- ◆ Nasik, Nagpur, Aurangabad and Pune slated to receive development funds.
- ◆ Special Economic Zones (SEZ's) in Navi Mumbai for accelerating trade and employment generation.
- ◆ Slum dwellers to be rehabilitated.
- ◆ Multi pronged strategy to deal with problems of population pressure.
- ◆ Advanced health care and tourism facilities.
- ◆ CM dreams to make Mumbai favourite destination for investors and foreign tourist.
- ◆ CM promises to create wealth for future generations with a vision on the 22nd Century.

Mumbai City Development Bharatiya Janata Party's Commitments

If the BJP is voted back to power in Maharashtra, it promises to take many specific measures aimed at development of Mumbai.

- ◆ A separate ministry will be set up to take care of Mumbai.
- ◆ It will abolish Urban Land Ceiling (ULC) in Mumbai.
- ◆ For regulating the influx, every Mumbaite will get a photo identity ID card, and a work permit.
- ◆ Post-1995 immigrants will not be given right of residence in Mumbai and unauthorized immigrants residing in Mumbai will be sent back.
- ◆ Population of Mumbai to be restricted at a predetermined level.
- ◆ The "Third Mumbai" will be set up around Parvel to accommodate 50 to 60 lakh population.
- ◆ It will be connected to Mumbai by Nhava-Sewri MTHL.
- ◆ It will have all government offices, Vidhan Bhavan, Mantralaya and Courts, convention centres, corporate houses, and 'clean' industries..
- ◆ Mumbai Trans Harbour Link (MTHL) / JRD Tata Bridge will be constructed to connect Nhava and Sewri.
- ◆ MUTP I and II will be appropriately amended and implemented.
- ◆ Bandra-Worli- Nariman Point Sea Link Road will be built.
- ◆ A circular ring road in the sea, connecting Vasai-Bandra, Bandra-Worli-Nariman Point, Sewri-Nhava, Nhava-Parvel, Anik-Panjarpol will be built.
- ◆ A 5th line will be built on Western Railway, i.e., in the Borivali-Mahim section, and additional pair of tracks in the Borivali-Virar and Kurla-Thane sections.
- ◆ The 'User Pays' principle will be enforced.
- ◆ All vehicles will be required to instal CNG / LPG fuel kits to control pollution.
- ◆ Registration of new vehicles will be banned.
- ◆ All industries causing pollution will be relocated by offering incentives.
- ◆ Inmates in Red Light areas will be relocated in hygienically proper places.

Mumbai City Development Congress (I)'s Commitments

1. **To make Mumbai a global city the Congress (I) plans -**
 - ◆ To give topmost priority to building physical and social infrastructure.
 - ◆ Creation of employment opportunities.
 - ◆ Establishment of a Financial, Entertainment and IT hub.
 - ◆ Centre for education, health and tourism.
 - ◆ Rationalization of sales tax, octroi, property tax, and stamp duty
 - ◆ To review the provisions Rent Control Act & and ULC Act
 - ◆ Water supply and sanitation to be improved.
 - ◆ Land to be made available at Bandra-Kurla Complex , textile mills, salt pans and Mumbai Port Trust estate for boosting economic activities and low-cost housing.
 - ◆ Slum rehabilitation policy to be implemented under the National Habitat & Housing Policy 1998.
 - ◆ Environment to be protected by promoting CNG / LPG fuels and Bharat-II compliant engines.
2. **Mumbai Urban Infrastructure Project (MUIP) 2003-06 :-**
 - ◆ (a) Elevated Roads for improving connectivity between the airport and the Western and Eastern Express Highways (WEH and EEH);
 - ◆ (b) Subways at WEH, EEH, and Linking Road ;
 - ◆ (c) Construction of Link Roads;
 - ◆ (d) Road network around SEEPZ-MIDC area; and
 - ◆ (e) Work on LRT / Sky Bus project along Andheri-Ghatkopar by 2004
3. **Bandra-Worli Sea Link:-**
 - ◆ Phase-I aims to build a 5.6 km long road bridge in the sea at a cost of Rs.650 crore before 2005. This sea link will be extended to Haji Ali and then to Nariman Point in Phase II.
4. **Mumbai Urban Transport Project (MUTP):-**
 - ◆ MUTP is another massive project to be implemented between 2003 and 2008 at a cost of Rs.4,536 crore.
 - ◆ Building of two expansion projects of suburban railways and of two major link roads.
 - ◆ 19,128 households affected by MUTP will be given a 225 sq. feet tenement.
 - ◆ Implementation of MUTP will lead to 30% reduction in overcrowding
5. **LRT / Sky Bus Metro Transport for Andheri-Ghatkopar segment**
 - ◆ German consultants have done detailed feasibility study for LRT system.
 - ◆ Konkan Railway has submitted proposal for Sky Bus Metro system.
 - ◆ MMRDA has carried out feasibility study for Sky Bus Metro
 - ◆ State will soon decide whether to go in for LRT or for Sky Bus. Work will commence by 2004.
6. **Other mega projects being planned.**
 - ◆ A 25 km long Mumbai Trans Harbour Road cum Rail link to connect Bandra to Mumbai-Pune Expressway (NH17) at Navi Mumbai. The project will cost Rs.6,600 crore.
 - ◆ Feasibility study is being done for setting up an inland passenger water transport at West Coast at a cost of Rs.450 Crore.
 - ◆ A network of Rs.14,000 crore Metro Rail , known as 7th corridor for the island city, is being studied by the Master Plan Committee .

Mumbai City Development Nationalist Congress Party's Commitments

NCP believes that development of Mumbai must not be merely confined to South Mumbai or Greater Mumbai, but to the entire Metropolitan Region, consisting of MMRDA's 7 municipal corporations, 11 municipal councils, and 955 villages.

- ◆ Mumbai's development must not be done in isolation, but in the context of other cities, states and the country.
- ◆ NCP is willing to sit with other parties and prepare a blueprint for Mumbai's development.
- ◆ NCP wants an integrated transport system - onground and underground railways, roadways, waterways, and a whole range of infrastructure - to link the entire MMRDA area .
- ◆ Urban Land Ceiling Act (ULCA) provisions must be dismantled - starting from small urban centres now and extending to larger cities like Pune and Mumbai gradually.
- ◆ Mill lands to be defreezed and Growth centres to be set up there to provide employment .
- ◆ State to set up low-cost residential townships at salt pan land for rehabilitation of slum-dwellers.
- ◆ Octroi duty, which is the backbone of the Municipal Corporation, to be replaced by an additional VAT.
- ◆ NCP wants to rationalize stamp duty structure & property tax.
- ◆ The Centre, which collects bulk of its revenues from Mumbai, must be forced to allocate a decent portion to Mumbai's development.
- ◆ Wants to uphold rule of law, to curb mafias, and extortion of businessmen.
- ◆ Wants to give financial autonomy to educational institutions, and allow them to recover the cost of education from the children of affluent sections of society.

Mumbai City Development Shiv Sena's Commitments

The Sena wants an all-party consensus for improving the conditions in Mumbai..

- ◆ It wants bold steps to set up new urban infrastructures like expressways, flyovers and the Sea Link projects.
- ◆ Strong steps needed to check continuing influx of 'outsiders' into Mumbai city. Mumbaites must discourage influx of their relatives.
- ◆ A ban on the influx can be legally enforced, because constitutional rights are not licences.
- ◆ It believes in the principle that 'users must pay' and all rich people must be made to contribute to the sustained growth of this city.
- ◆ Corporates must adopt schools, hospitals, gardens and roads .
- ◆ Voluntary actions by citizens needed to save Mumbai from anarchy by forming 'Citizens' Responsibility Committees.'
- ◆ Private initiatives are needed to tidy up Mumbai, as there is no dearth of philanthropists eager to finance such efforts.

MUMBAI

THE ISSUES & PROSPECTS

□ About Mumbai

Mumbai, named after goddess, Mumbadevi, is a lively confluence of varied cultural currents and cross-currents. Its multiethnic character has made the city unique in India.

Mumbai is also the leading financial center of India and the national commercial, transportation, and manufacturing hub. The city has one of the best natural harbours in the world. The capital city of Maharashtra State, Mumbai is India's main port and commercial centre and is better known as the City of Gold. Thousands of poverty stricken rural people are lured to Mumbai, constantly expanding its middle class population. All can have a better future, if Mumbai becomes an international commercial centre.

Elitist planning has always been a major hurdle

to Mumbai's growth. Planning has always echoed the voice of the ruling class, whether it was the British or Indian traders or the politicians or industrialists. But, a disturbing fact is that the interest group has lacked a focused approach to development of Mumbai and is unable to utilize the city's resources and potential to the fullest.

□ Changed Look

Mumbai, once a textile center, has undergone a seachange. Many textile mills have closed down and the properties have been leased out to other commercial offices. Thus with a drastic change in the socio-economic culture in Mumbai, the manufacturing sector is no longer the city's main employer. Increasingly, the service sector is filling the vacuum though, in a haphazard way.

MUMBAI, MAHARASHTRA AND INDIA: A COMPARISON

Item	Unit	Greater Mumbai	Maharashtra	India	Mumbai's % share in Maharashtra	%share in India
Area	(Sq.Km)	437	3.08 Lakh	32.87 Lakh	0.14	0.013
Population (1991 census)	(mn)	9.9	79.0	846.0	11.4	1.1
Gross Density	(per sq km)	22,654	257	274		
Per Capita Income 1993-94	(Rupees)	30,644	12,010	7,902		
NDP (1993-94)	(Rs. Cr)	31,611	99,729	704,038	31.7	4.5
Total Registered working factories	(Nos)	7,724	32,900	244,946	23.5	3.2
Total workers	(Nos)	318,009	1,038,729	9,867.0	30.6	3.2

Source: Fact-Book on Mumbai, Bombay First

The closure of textiles mills left huge vacant space estimated to be around 30 million sq ft that could be used for new business opportunities. Almost all major corporates were keen to occupy the space that could be converted into "trendy studios" or shopping malls. Already, the Byculla-Parel-Lalbaug area bristles with skyscrapers, some of which are as high as 40 storeys. However, recently the policy makers have been debating on the safety norms and straining the existing fragile infrastructure of the city.

The Mumbai Metropolitan Region Development Authority (MMRDA) in its Draft Regional Plan for 1996-2011 had stated: "Mumbai will have to respond to the changing circumstances to achieve its own economic recovery and exploit the new trend for the city's benefit. With liberalisation of the Indian economy, Mumbai's role as the financial capital is bound to be accentuated. Furthermore, Mumbai can also act as the focal point in process of globalisation of the Indian economy. For this purpose, positive efforts need to be made to develop Mumbai into a finance and business node for international level of operations."

To cite an example, recognizing that Nariman Point is saturated and contributes to the lopsided development of the city, the MMRDA has for a couple of decades been rooting for an alternative Central Business District to streamline the functioning of the service sector. It opted for Bandra-Kurla, which lies just outside the island city, and developed it as a 370-hectare complex to rival Backbay. It is located near the airports and planned as a "modern, sophisticated 'city within a city', complete with technical and infrastructural facilities that compare with the best in the world." It was meant to employ 1.5 lakh people.

For a focused approach, we plan to discuss select problems of the city that needs urgent redressal.

MAJOR ISSUES AND RECOMMENDATIONS

Population

The huge population has been a major hurdle for economic and social growth of Mumbai. By 2010, Mumbai is estimated to have around 20 million inhabitants, becoming the world's second most populous city after Tokyo.

Currently the city has 16.5 million population which is 6.5 million more than the previous census of 1991. However, the only relief is that growth in population has slowed from over 40 per cent in 1961-71 to 20 per cent for last two decades. Another trend about Mumbai has been that the migrants have been a major contributor to the rise in its population. It is estimated that migrants accounted for 15-20 per cent of the total increase in population in last decade. Mumbai accounts for 1 per cent of India's population but its per capita income is 4 times that of India.

The population boom in the city was fuelled by the absence of opportunities in rest of the country. This can be borne out by the fact that the ratio of female to male is lower than the national average. In Mumbai the ratio is 811 per thousand males as compared to the national average of 932 per thousand males. The migrants who settled in the city for the job opportunities migrated without their families. However, because of the ever increasing population there has been the problem of accommodating the people in a properly constructed houses. This has led to increasing slums in the city. This has indirectly impacted the health, because of poor sanitation, education and morality of the migrated population.

Alternative job opportunities and decentralization of the city could evenly spread the population and hence would be able to provide bet-

Item	Year	Unit	Mumbai	Kolkata	Delhi	Chennai
Slum dwellers	1990	% of population	42	40	38	39

ter standard of living for Mumbaikars. The opportunities in service sector could be enhanced further, which could provide alternative job opportunities for the educated unemployed youth. This would also ensure migration of educated class of people, instead of just labourers, into the city.

□ Infrastructure

Inadequate transportation in "peak hours" is the biggest problem in Mumbai, especially due to the geography of island. There is a large concentration of all the commercial and administrative offices in the southern end of the island, where earlier the fort was located, and since developed into a modern central business development hub.

Mumbai handles 30% of India's air passenger traffic and 40% of India's international cargo. Yet, the only highways that exist in Mumbai are the Eastern express and Western Highways that run north/south along the coasts of the island. The city's system was modeled after the London transportation system with the exception of the Underground Metro. Mumbai's lack of a subway system has caused severe commuting congestion.

PROFILE OF HOUSING, MUMBAI		
	1981	1991
Population (in '000s)	8243	9926
Average size of the house hold	5.1	4.8
No. of persons per room	3.7	3.4
% of House holds with one room	68.9	72.9
% of Households with availability of (I) Electricity	77.5	89.6

General Hospitals in the Greater Mumbai region are overcrowded and under resourced. In fact, most people rely on private doctors, many of whom do not have any qualifications or official training. The World Bank has funded development of 176 Primary Care Dispensaries, but unfortunately they are being underused.

Passengers carried	Mumbai (1997-98)
Railway passengers carried(in lakh)	22,040
Avg km per passenger	24.2 - 26.7
BEST passengers carried(lakh nos)	16,556
Load factor(%)	61.77

Today one of the major problems in Mumbai is traveling distances. The average distance traveled per passenger of mass transportation is 6 kilometers, nearly one-third the length of the island of Mumbai. Because of the overcrowding on the mass transit system, many people have health problems. The number of accidents in the city is also a major indicator of the seriousness of the issue of lack of adequate facilities. Also non-transportation uses of roads, such as squatting, slums and haphazard parking has not helped the situation much either. Crossing tracks are another cause of concern.

However, one of the major problems that Mumbai has with its transportation system is, it is not run by one governing body. The different groups, either the private bodies or governmental agencies own the varied transportation services.

The infrastructure and convenience concerns of the Railways are so grave, that they literally sideline the security aspect. The increasing concern has been that the budget allocation for development of the city has been reducing over the years. Allocation for city development in the civic budget has been reduced to Rs 7 crore in 2001-02.

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To convert the tar roads into concrete roads, 14 years ago Rs 105 crore was sanctioned. This was just Rs 40 crore in 2000-01. To make the matter worse the City Development Committee has not yet submitted its five-year plan to make Mumbai reach the international standard.

Mumbai
(-98)
40
26.7
56
7

Better allocation of funds and systematic expenditure plan for the development of city's infrastructure would speed up the process of industrialization of the city and benefit the country as a whole.

We had earlier suggested a project for elevated trains to take care of growing pressure on the existing transportation services. This will also avoid accidents and lessen the unnecessary traffic jam and delays. Here we would like to mention that the Mumbai's Sky Bus Project of Konkan Railway Corporation has received a boost with Rs 100 crore equity contribution by MMRDA. The initial component of the project will cover a distance of 11 km between Andheri and Ghatkopar at a cost of Rs 360 crore.

Formation of a city transportation agency, and varied bodies may perhaps progress towards better modes of mass transit, such as a subway.

The municipal bodies should to be given enough incentives to develop infrastructure.

□ Slums

Mumbai's population has tripled in last 25 years, but, the growth in housing and other facilities have not tripled during the period. This has led to huge slums in the city that has grown without any plan. Nearly 60 per cent of 14 million people in Mumbai live in slums under conditions which are probably worst in the world. The consequence is lack of adequate facilities in the city.

The slums have eventually spread into the areas neighbouring Byculla, such as Mahim Creek, Parel, Dadar, Matunga and other places, even on footpaths. Conditions in these slums are terrible. Slum inhabitants constantly have to deal with issues such as constant migration,

lack of water, no sewage or solid waste disposal facilities, lack of public transport, pollution and inadequate housing. Infant mortality is as high as it is in rural India where there are no amenities. It seems that water supply is always too much or too little, for when monsoon season hits, some slums are submerged knee-deep in water, while at other times they are unable to get a bucket of water for the daily use.

In 1985, the government tried to rectify the problem by passing the Slum Upgradation Project. It offered secure long-term legal plot tenure to slum households on the basis that they would invest in their housing. By giving people an interest in their housing and by guaranteeing home ownership, they hoped to obliterate slums. Unfortunately, the program targeted only 10-12% of the slum population, only those who were capable of upgrading their homes. It disregarded those who did not have homes at all. Despite all attempts to remedy the slum problem of Mumbai, slums are still growing, at a rate which is actually greater than the general urban growth rate. In fact, the city is gaining the name "Slumbay."

Mr K C Srivastava, the Municipal Commissioner had suggested that Corporates should adopt part of the slums in Mumbai and ensure better living conditions. We feel that such actions should be voluntary. If implemented, they could take care of at least 50 per cent of the problem. The projects under the Slum Rehabilitation Authority (SRA) has also increased with rising interest of the developers, specially after property prices began showing a northward trend recently. The state government effort to amend the Maharashtra Region & Town Planning Act to do away with 70% consent of slum dwellers if government body was involved in the project is most welcome. However, a disturbing fact is that in last 7 years only 15% of the units are rehabilitated under the various project. Of 545 projects only 124 projects are completed. The slow pace of implementation of projects could be attributed to lower real estate prices over

the period. The state government should speed up the process to implement the private developers' proposal to build 75,000 houses at an estimated cost of Rs 3,300 crore to rehabilitate the slumdwellers living in the periphery of airports and on footpaths on salt pan lands, estimated at around 4000 acres.

□ Tariffs

Mumbai has been a major contributor to the Maharashtra government's revenue account. Of the total sales tax collected in Maharashtra, Mumbai city alone contributes 68 per cent. What makes the number more important is that sales tax revenue of Maharashtra accounts for 42.4 per cent of the state's total revenue collection. This implies that Mumbai contributes almost 28 per cent of Maharashtra's revenue receipts through sales tax collection.

However, the higher taxes have made the city unviable as compared to other metropolitan cities. To make it worst, though Mumbai is the major contributor to the revenue receipts, it doesn't get a major part of the State's plan expenses.

The higher taxes could be explained taking few examples. Earlier the percentage of taxes on commercial property was 28 % on the rateable values. Every year the percentage of taxes was increased making the present rate of tax as high as 112.5%. The BMC has justified the hike in taxes on the basis of the fact that the Rent Control Act has frozen the increase in rent at 1940 level. Hence, the only alternative to collect more revenue is by an increase in the percentage of taxes (as the rateable value cannot be increased). However, the Rent Control Act doesn't protect the companies with paid up capital of more than

MUMBAI A MAJOR REVENUE CONTRIBUTOR			
SALES TAX-REVENUE (Rs crore) under DIFFERENT ACTS(1998-99)			
	Mumbai	Maharashtra	% share
Bombay sales Tax	3270	5223	62.6
Central Sales Tax	796	1340	59.4
Motor Spirit Tax	1622	1622	100.0
Sugarcane Purchase Tax	Nil	87	-
Total Sales Tax	5688	8271	68.8
Profession Tax	235	542	43.4
Luxury Tax	121	135	89.6
Entry Tax	0.9	6.6	13.6
Grand Total	6046	8953	67.5

COST OF HIRING PREMISES UNDER LEAVE & LICENSE AGREEMENT

Sr No	Particulars	Amt outgoing
1	Stamp Duty	Rs 2,000 to Rs 10,000
2	Registration Fees	Rs 1,000 in Mumbai
3	Municipal Taxes	62.5% residential & 112.5% commercial property
4	Non-Occupancy charges	100% maintenance charges per month extra
5	Maintenance charges	The rate varies from Rs 1.50 to Rs 5 per sq ft per month
6	Legal charges	1 to 2 months rent
7	Brokerage	1 to 2 months rent
8	Interest on loan	Minimum 9.75%

Rs. 1 crore. In such a scenario banks and other corporates are not protected under the act and hence end up paying more in terms of taxes and rent.

A comparison of the taxes reveals how the state tax proposals are unviable compared to the other states. In Delhi the maximum taxes on a property is around 35% and that in Karnataka is 33%. In Maharashtra, if the property is not water metered, the percentage of taxes is 320.5% and if the building is under repair, the percentage of taxes are 1480.50% (320.5% + 1160%).

The above table indicates a higher outgo on taxes which makes the proposition to rent a property unviable, as taxes take away almost all the rental earning.

The problem is further compounded by the anomaly in the taxation structure vis-a-vis user charges. World over, stamp duties are low and property taxes are high. Whereas, the situation is reverse in Mumbai.

To take a case, the subsidised water charges doesn't cover the economic cost either. A resident of Malabar Hill, whose average per capita income could be highest within the Mumbai city, pays just Rs 3 per kilolitre whereas the cost is around Rs 20 per kilolitre. Whereas, the resident in places of water shortage like, Bhayendar shells out Rs 25 to 35 per kilo litre to get the same quantity of water.

Other major issue for Mumbai has been the Octroi charges, which have caused diversion of almost 30% of the Mumbai's port business to Nava Sheva port, which is outside octroi limit. Despite this, almost one third of India's trade and commerce continues to be handled in Mumbai port. Collection through octroi charges account for 59 per cent of the revenue income of BMC general administrative budget.

The revenue expenditures of Municipal Corporation and of the state government account for over 65 to 70 per cent of the revenue collection. Thus, a very small portion of the revenue is being utilized under capital expenditure plan.

If the octroi charges are evened out, the port

of Mumbai could have better business. Even channelising efforts to minimize the formalities could solve the hassles and systematize the activities in port. Rate of taxes should be decided after a careful comparative study across various states to make Maharashtra and Mumbai in particular, better placed than others. The introduction of VAT systems could be a step in this direction.

□ **Pollution: A Special Reference To Air Pollution**

The air that we breathe in the city is becoming increasingly polluted and unsafe. Everyday, thousands of vehicles plying in the city contribute to a shocking 52% of the total air pollution in Mumbai. Overloading of trucks is a major cause of pollution, as most of these vehicles continue to function beyond the recommended age carrying more than the permitted load. All buses, particularly during peak hours, carry more than the recommended load of passengers. This results in higher smoke emissions. The diesel trucks, similar to buses, emit high levels of smoke and particulate matter. Most of these vehicles are very poorly maintained. Dr. Neela Rane, member of the Smoke Affected Residents Forum points out that the postmortem reports of any citizen in Mumbai show that the colour of the lungs is dark black instead of pink.

Mass awareness is essential to control pollution in the city. Multi-media campaigns, introduction of the issue at the school level could help. It was emphasized by most experts, that old polluting vehicles that generate pollution should be retrofitted with air pollution control devices. Heavy vehicles like the BEST buses should not be converted to CNG but should be retrofitted with converters, as CNG installation is not economical. The equipment manufacturers are of the opinion that it should be mandatory for the petrol pumps to check for adulteration of the incoming fuels, using the latest technology.

□ **Water**

Water, water everywhere but not a drop to drink! This is the situation Mumbai city has

been facing for many years now. An expert view is that the current normative consumption of over 250 litres per capita in Mumbai must be reduced to 100 litres, which would still be higher than the national average.

PROFILE OF HOUSING, MUMBAI		
	1981	1991
% of Households with availability of		
(i) Electricity	77.5	89.6
(ii) Tap water within Premises	58.3	67.7
(iii) Tap water outside Premises	33.9	32.3
<i>Source :- Census of India 1981 & 1991, Housing Tables, Greater Mumbai</i>		

As everybody is aware, a lot of potable water is being wasted in the city. "About 50 million litres are used daily only for washing the cars, another 45 million litres for washing toilets in Mumbai." According to the World Bank, Maharashtra was the first state in India and probably in the world to have an elaborate State policy on water. Yet, the precarious situation of water management is alarming.

The Brihan Mumbai Mahanagar Palika (BMC) has issued a general notification (which is still to become a regulation) calling for all new buildings constructed after October 2002 to have a waste recycling and a rain water conservation mechanism, depending on various built up area norms. Through rainwater harvesting and recycling water, Coca Cola India has managed to save as much as Rs 1.53 crore in 2001, Rs 63 lakhs in the latter half of 2002 and projected a saving of Rs 38 lakh for the year 2003.

While builders are glad that the government is finally doing something to address the water problem in the city, they still feel that water requires "a more holistic and futuristic policy" instead of "ad-hoc policies". Mr B C Khatua, Secretary (water supply and sanitation) Govt. of Maharashtra, has said that tapping new sources of water is as much necessary as the control of contamination and educating society.

□ Unemployment

Quantifying the unemployment problem and creating new job opportunities in the city may not help to resolve the issue on a long term basis. To take a concrete step one should understand the peculiar factors that have led to high rate of unemployment. Firstly, the strong economy, attraction of film industry and the belief that none of the resident, even a beggar, sleeps empty stomach attract migrants to the city with dreams of better opportunities. Secondly, many young people have come from the country to attend school in Mumbai. Once they complete their schooling they do not normally return home, because of lack of job opportunities. Also there has been no great change in the occupational structure in the past 20 years and many factories are moving to rural areas in order to spur growth.

SECTORAL DISTRIBUTION AND GROWTH OF EMPLOYMENT				
Sector	1961	1971	1981	1991
Employment in '000s	1687	2198	2861	3435
Primary (%)	1.5	1.1	1.3	0.7
Secondary (%)	44.4	45.4	44.8	39.5
Tertiary (%)	54.1	53.5	53.9	59.8
Total	100	100	100	100
Annual Rate of Growth %	(1961-71)	(1971-81)	(1981-91)	(1961-91)
Primary	-0.4	-4.4	-4.2	-0.1
Secondary	2.9	2.5	0.6	2.0
Tertiary	2.6	2.7	2.9	2.7
Total	2.7	2.7	1.8	2.4
<i>Source :- Socio-Economic Review of Greater Bombay, 1993-94.</i>				

All of these factors have left Mumbai with disproportionate ratio of jobs to workers. Rapid industrialization attracted enormous mass migration which was inadequate to accommodate every single person. This also caused problems for urban developers, because they had little scope to have a long term planning. The city's composition of labours was changing and without a proper education strategy the city lacked a professionally skilled workers. Between 1981 to 1996 the total number of unemployed increased by more than two times.

Year	Unemployed('000)	% share of women
1981	292.8	15.6
1991	674.4	17.5
1996	710.0	19.4

Source: Govt of Maharashtra, Dept of Education & Employment

To resolve the issue, the essential step is to control the inflow of migrants into the city. New job opportunities should be created in labour intensive service industries like hotels, telecom, IT enabled services, small scale industries like leather and leather products, plastics etc. Expertise of artisans to make gems and jewellery should be utilized. Opportunities in the entertainment industry should also be promoted. Presence of Bollywood has attracted the uneducated youth in search of employment in the city.

□ Health & Education

About 50% of the population of the city suffers from respiratory problems and are at risk of infection. Tuberculosis is the single communicable disease responsible for the maximum number of deaths in the city. Officials claim that there is a pool of

Item	Year	Unit	Mumbai	Kolkata	Delhi	Chennai
Literate rate Population	1991	000s	8,916	7,582	5,351	3,868
Males	1991	000s	5,245	4,442	3,191	2,167
Females	1991	000s	3,671	3,140	2,160	1,701

300,000 infected people in Mumbai. Of the 40,733 notified cases, about 10,033 deaths are registered in 1996.

Insufficient diet and increase in mental and physical stress have affected public health in the city. The change in lifestyle and intake of low quality junk food have resulted in low body resistance level of most people. The challenges and responsibilities in day-to-day life in the city have exposed residents to diseases like blood pressure and diabetes. Lack of ethics and awareness among the population has also led to spread of AIDs. Inadequate number of health clinics is also a major factor of poor public health. There are only about 405 beds per lakh population.

Other social factor that needs a careful consideration is the low literacy rate. Though, a comparative chart indicate that the number of literate population in the city is much higher than other metropolises in India, it is the lack of hygiene and proper sanitation facilities that affects the health of population. There are not enough municipal schools and their number is directly proportionate to the number of students, which differs from area to area.

Consequently, there are some schools which have a lesser number of students compared to the facilities. There are some others where the demand is so high that for each class, there are about 200-300 students. Admissions to the overcrowded schools are, understandably, a more complex process.

We feel that steps should be taken to match the number of schools and teachers to the number of students in an area.

On the health front, prevention rather than cure should be the motto. Eradication of causes of health problems should be aimed, rather than just increasing the number of beds and hospitals in the city. A cleanliness drive along with mass awareness about self hygiene and AIDs should be focused. ■



Meeting with BJP



Shri Nanik Rupani introducing the theme "Development of Mumbai City". L to R Shri Prakash Javadekar, Shri Vinod Tawde, Shri Gopinath Munde and Shri Nitin Gadkari



L to R: Shri Niranjan Hiranandani, Shri Minoo Shroff, Shri Hafeez Contractor, Shri Ramindar Singh, Shri N K Nayar and Shri Shashi Prabhu

Indian Merchants' Chamber

Presents

The First Interactive Session in the series of Panel discussions on
"Development of Mumbai City : BJP Perspective"
Wednesday, January 8, 2003, 5.00 p.m.
K C College Auditorium, Churchgate, Mumbai

PROGRAMME

5.00 p.m. *Welcome Remarks:*

Shri Suresh Kotak, President, Indian Merchants' Chamber

Introduction of Theme:

Shri Nanik Rupani, Chairman, IMC Task Force on Maharashtra Development

Power point Presentation:

Shri Nitin Gadkari, Leader of the Opposition, Maharashtra Legislative Council

IMC Panel:

Shri Niranjan Hiranandani, Chairman
IMC City Development & Environment Committee

Shri Minoo Shroff, Well-known Economist

Shri Hafeez Contractor, Leading Architect

Shri Ramindar Singh, President, 'In Mumbai' TV

Shri Shashi Prabhu, Leading Architect

Shri N. K. Nayar, Chairman, Bombay First

Presentations:

Shri Gopinath Munde, All India Vice-President, BJP

Shri Prakash Javadekar, Spokesman, BJP, Maharashtra

Shri Vinod Tawde, President, BJP, Mumbai

Floor Participation

7.15 p.m. *Concluding Remarks & Vote of Thanks*

Shri Shailesh Haribhakti, Vice-President, Indian Merchants' Chamber

Press Communique

BJP Tempts Mumbaikars with Fresh Carrots

Mumbai, 9 January 2003: The BJP has held out fresh carrots to Mumbaikars. But the precondition is that they must vote it back to power.

Among the sops are : (i) A separate ministry and secretariat will be set up to look after Mumbai; (ii) Urban Land Ceiling Act (ULCA) will be abolished immediately after taking over the reins; (iii) Entry of people in to the city will be regulated by issuing ID cards and work permits; and (iv) Post-1995 migrants into Mumbai will not be granted residential rights.

These announcements were made by Mr Gopinath Munde, all-India Vice President of the BJP and former Deputy Chief Minister of Maharashtra, at a interactive meeting at the KC College Auditorium on January 8. The meeting was the first of a series of five panel discussions on 'Perspectives on Development of Mumbai City' organised by Indian Merchants' Chamber (IMC) as part of the high-level task-force constituted by the Chief Minister for development of Maharashtra recently.

Those on the IMC panel included Mr Niranjan Hiranandani, estate developer and chairman of IMC's City Development Committee; Mr Minoo Shroff, economist; Mr Hafeez Contractor and Mr Shashi Prabhu, architects; Mr Ramindar Singh, president of 'In Mumbai' TV; and Mr N K Nayar, Chairman of 'Bombay First'. The BJP was represented by Mr Gopinath Munde; Mr Nitin Gadkari, Leader-Of-Opposition in State Legislative Council; Mr Prakash Javadekar, BJP spokesman for Maharashtra; and Mr Vinod Tawde, President of BJP's city unit.

While setting the tone for discussion, the chairman of IMC's Task-Force on Maharashtra Devel-

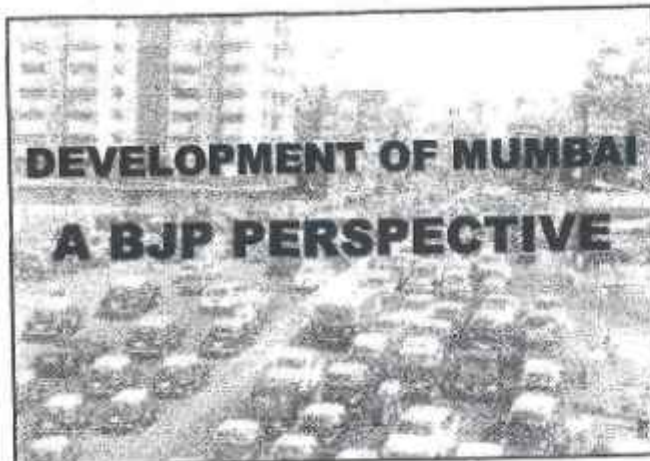
opment, Mr Nanik Rupani said that Mumbai had lost its prime position to other cities in India for several reasons. The city, though staked claims to figure on the international map, had no international exhibition or convention centre. "No wonder many visiting foreign dignitaries chose to skip the city", he said.

Mr Nitin Gadkari, who made an elaborate presentation on the development of Mumbai, touched on issues like traffic congestion, pollution and slums. He said that only private participation in the development efforts and also payment of user charges by citizens could be a solution to the problem.

He also suggested the building of a 'Third Mumbai' around Panvel and connecting it to the present city through a bridge. He also advocated compulsory installation of CNG/LPG fuel kits in the existing vehicles and ban on registration of new vehicles.

Mr Hiranandani said that no major infrastructure was built in Mumbai after Independence. "We should emulate the examples of Dubai, Hongkong, Singapore and Shanghai in city planning. Increasing FSI limit, decreasing stamp duty rate, removing CRZ and releasing BPT lands for development should also be seriously considered", he said.

Mr Hafeez Contractor said that denial of permission to build commercial complexes in the past three decades was mainly responsible for today's chaotic situation in the city. All the speakers were unanimous that Mumbai was crumbling under its own weight and no more a pleasant place to live. Other cities Bangalore and Hyderabad were fast outpacing Mumbai's development.



A PRESENTATION BY

Shri Nitin Gadkari

Leader of Opposition

Maharashtra Legislative Council



STRENGTH OF MUMBAI

Mumbai : Financial and Industrial capital of the country

Mumbai : A city of National pride

Mumbai : A city of livelihood of millions of people

Mumbai : A dynamic and vibrant metropolis

Mumbai : A rich and glittering capital of the state

STRENGTH OF MUMBAI

- A natural hub of sea, air, road and rail link
- Most popular and busy international port & airport & also Railway Junction
- Disciplined and law abiding population
- People with professional and efficient work culture
- A major centre of specialised educational, medical and cultural facilities



FEATURES OF MUMBAI

- Area of Mumbai : 437.71 Sq. Km.
- Area of Mumbai Metropolitan Region : 4355 Sq.Kms.
- Population :

Mumbai Island City	33,26,837
Mumbai Suburban	85,87,561
Outer Area	57,88,363
Metropolitan Mumbai	1,77,02,761
- Population density 45,989 people per sq. km.

PRESENT SCENARIO

- Heavily loaded public transport system
- 5th highest polluted city in the world
- Encroachments on public places
- One of the most densely populated cities
- 60% population living in slums and in highly unhygienic conditions
- Daily influx of large new population

PRESENT SCENARIO



Trespassing through Railway Lines



Encroachments on Railway Lines



Slums on Railway Lines



Garbage collection along Railway Lines

PRESENT SCENARIO



Overcrowded Trains



Overcrowded Railway Stations

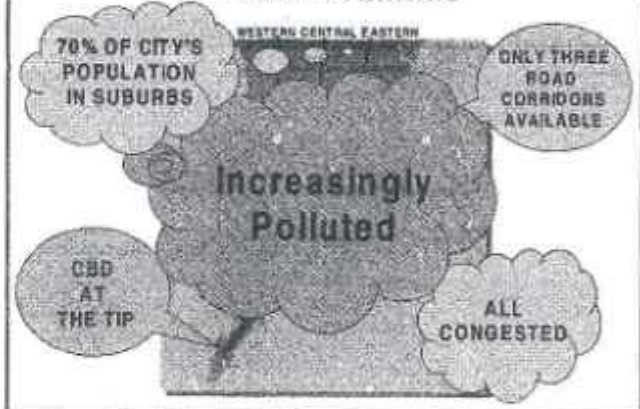


Thick Smoke from the Vehicles



Sea of Vehicles

PRESENT SCENARIO



PRESENT PASSENGER LOAD ON TRANSPORTATION SYSTEM

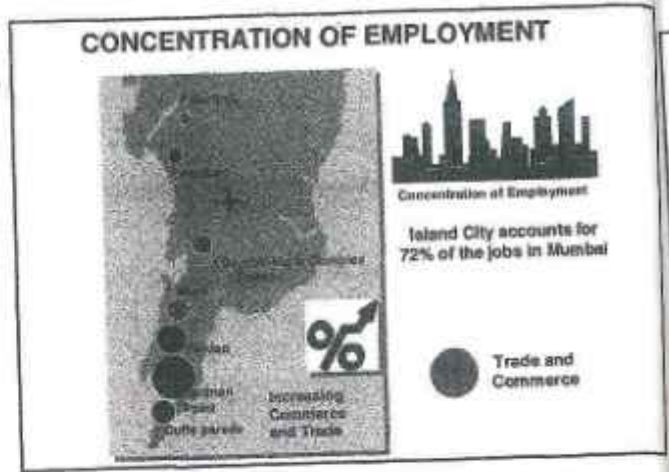
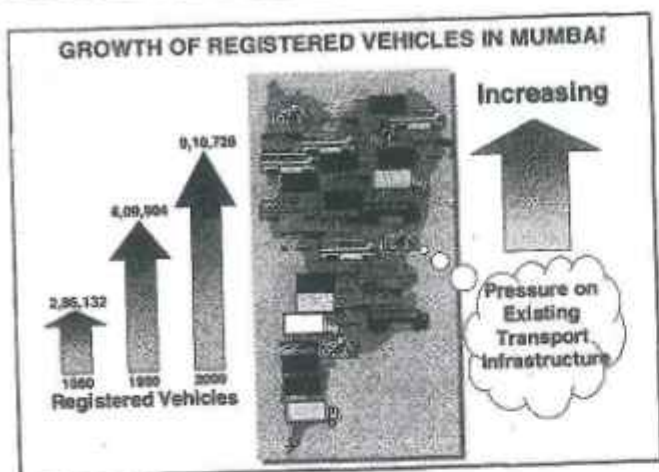
- Suburban Rail - 64.00 lakh
- Buses - 45.00 lakh
- Taxis & Auto Rickshaws - 06.00 lakh
- Private Vehicles - 08.00 lakh

DAILY TRAFFIC ON MAJOR CORRIDORS

Eastern Express Highway	42,796 Vehicles/day
Western Express Highway	48,369 Vehicles/day
Sion Parvei Highway	63,207 Vehicles/day
Lal Bahadur Shastri Marg	32,657 Vehicles/day

Total Incoming & outgoing 1,87,028 Vehicles/day

- 5% to 7% rise in traffic every year



MUMBAI ; PRESENT SCENARIO

Act fast on roads

Queen's necklace is glittering no more

Too many deaths on the roads

CAN MUMBAI EVER BECOME A GLOBAL CITY?

EXISTING SITUATION

INCREASE IN AIR AND NOISE POLLUTION

INCREASE IN COMMUTE TIME

Annual loss of 20.2 million workdays due to pollution related illnesses



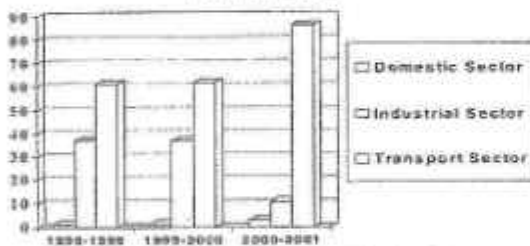
- ### EFFECTS OF POLLUTION
- A world bank study reports that 40000 premature deaths & 1.7 crore respiratory hospital admissions occur in India due to air pollution.
 - Around 20 lakh people are affected every year due to air population in India & Rs.4,500 crores are spent to diagnose those affected people.

HUMAN COSTS OF POLLUTION IN MUMBAI

- Every year
 - Mumbai loses 2.02 crores workdays due to pollution-related illnesses.
 - 9.01 lakh people suffer from pollution related asthma
 - 5,800 people are admitted to hospitals for pollution related respiratory symptoms.
- 24,000 adults and 2.20 lakh children are affected by chronic bronchitis caused by pollution
- Every second child below 3 years is affected by lead pollution
- Rs.4853.31 crores are spent on health damage costs

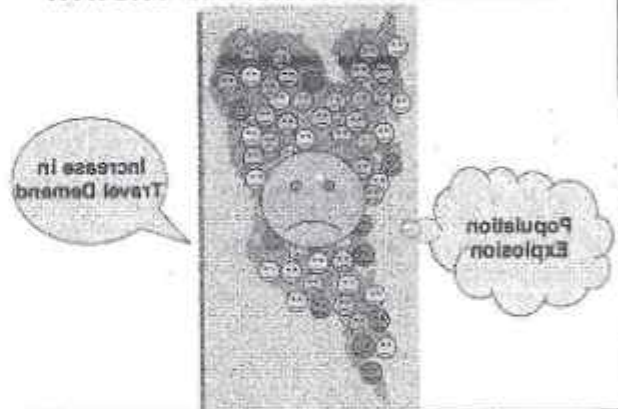
AIR POLLUTION DAMAGES HEART, BRAIN, KIDNEYS, RESPIRATORY SYSTEM & CAUSES EYE IRRITATION

AIR POLLUTION LOAD IN MUMBAI



- Almost 85 % air pollution is due to "Vehicular Exhaust Emission" needs to be curbed immediately.
- Diesel vehicles like tempo trucks, trailers & Buses contribute more in air pollution.

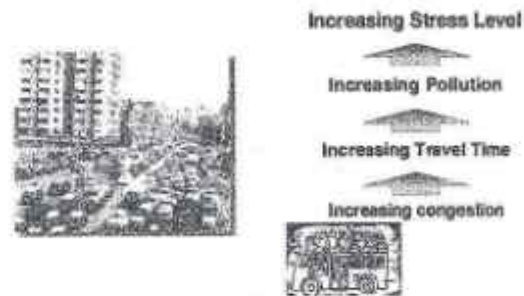
MUMBAI'S UNCONTROLLED GROWTH



HIGH RISK AIDS AREAS

- Mumbai's huge population has created other serious health problems, too. They need immediate attention.
- Existing Red Light Areas in Mumbai are facing high risk health problems like AIDS
- Inmates of Red Light Areas are to be relocated in hygienically proper places. Health Care centres to be made available to them
- HIV tests of all the children of these inmates and their rehabilitation

If the situation continues . . .



The condition will further deteriorate

**THE PRESENT
INFRASTRUCTURE IS
INSUFFICIENT TO
CATER TO THE NEEDS
OF EVER GROWING
POPULATION**

**SPECIAL EFFORTS ARE
TO BE MADE TO MAKE
MUMBAI
POLLUTION FREE
AND
COMFORTABLE TO
LIVE IN**

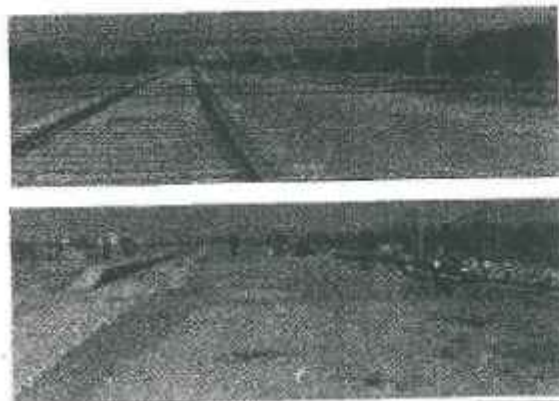
CONTROLLING THE AIR AND NOISE POLLUTION

- All the industries contributing to air pollution be relocated by giving special concessions and favours
- All existing buses and trucks to be converted to CNG/LPG by providing sufficient filling facilities and new buses should run on eco-friendly fuels
- Cars / Light vehicles / Two and Three wheelers should be encouraged to run on CNG/LPG
- Vehicles older than 15 years should not be allowed to ply unless converted into CNG / LPG
- Use of public transport facility and sharing of the vehicles to be encouraged
- Sound control barriers to be erected at heavy traffic points
- No-noise zones to be created around hospitals, schools and residential areas
- Power horns and sirens to be banned and PA systems to be up-graded
- National and international norms on sound and air pollution be strictly enforced
- Awareness to be created amongst people

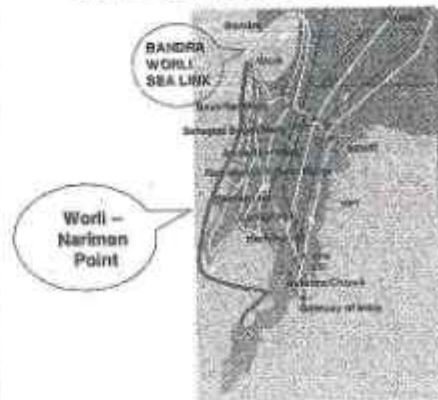
STRENGTHENING THE INFRASTRUCTURE

- Implementation of MUTP 1 & 2 with appropriate changes according to the needs of present situation
- Construction of 4th corridor of Bandra-Wori-Nariman Point Sea Link
- Mumbai Trans Harbour Link (MTHL) / JRD Tata Bridge to connect Nhava and Sion
- Construction of circular / ring road in the sea to connect Vasai-Bandra, Bandra-Wori-Nariman Point, Sion-Nhava, Nhava-Panvel, Anik-Panjrapol
- BPT and Anik-Panjrapol roads to be widened to 10 lane corridor
- More lanes to existing Eastern, Western, Sion-Panvel Expressway and LBS Marg
- Construction of 5th line on Western Railway - Borivli to Mahim and additional pairs of tracks on Kurli-Thane, Borivli-Visar sections
- Construction of Flyovers, RDB's and Two Tier Elevated Roads on all heavily crowded existing roads
- Subways and underpasses for light vehicles and pedestrians
- Construction of underground and underwater tunnels

ADDING NEW CORRIDORS ON RAILWAYS



THE FOURTH ROAD CORRIDOR



STRENGTHENING THE PUBLIC TRANSPORT SYSTEM

- Introduction of LRT and MRTS
- Sky Bus, Aero Bus
- Metro Rail System
- Electric Van / Bus
- Increase in frequency and capacity of suburban trains and BEST buses

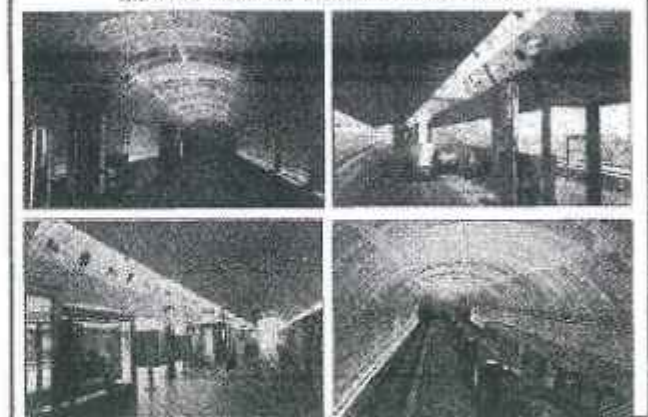
SKY BUS OR AERO BUS FOR PUBLIC TRANSPORTATION



SKY BUS PROJECT CAN BE IMPLEMENTED WITHOUT COMPROMISING THE EXISTING TRAFFIC SYSTEM



METRO RAIL IS NEED OF THE HOUR



SPECIAL EMPHASIS ON WATER TRANSPORT

- Special purpose vehicle with private participation for water transport projects
- Special indigenous barges, hovercraft and boats to be built for public and goods transport with imported technical backup
- Jetties and parking lots to be constructed to facilitate water transport
- Water transport to be made efficient, economical and compatible with suburban trains

WATER TRANSPORT



HELICOPTERS FOR VIP MOVEMENTS

- New helipads to be constructed in South Mumbai and other places
- Special helicopter service from Airport and Navi Mumbai to South Mumbai and other places for the movement of high security VIPs
- Safe and efficient Helicopter Transport Network for passengers and tourists

HELICOPTER SERVICE



CONNECTING THE AIRPORTS

- Santa Cruz, Sahar and proposed Navi Mumbai Airports to be connected by underground rail or by tunnel

CONSTRUCTION OF PARKING PLAZAS

- Multistorey and underground large parking plazas
- Pay and park facilities near all public places and markets
- Earmarked - Multistorey parking areas for all private vehicles in residential areas

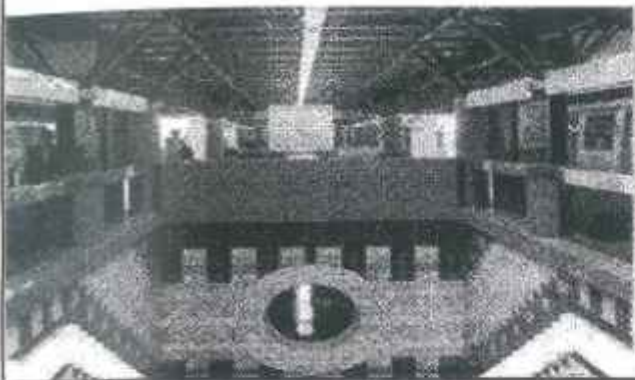
DEVELOPMENT OF TRUCK TERMINALS

- Wadala Truck Terminal to be equipped with all necessary facilities for trucks and multiple axle vehicles parking and repairs
- CNG fuel stations, Restaurants and Rest areas to be created in Wadala Truck Terminal
- New truck terminals with all necessary facilities to be created on Mumbai-Ahmedabad, Mumbai-Nasik, Mumbai-Goa and Mumbai-Pune Highways

COMMERCIAL USE OF RAILWAY STATIONS

- All the railway stations to be modernized and reconstructed on BOT basis
- Constructed space to be fully exploited commercially

RAILWAY PLAZA



DEVELOPMENT OF RAILWAY TERMINALS

- Dadar, Kurla, Mumbai Central and Bandra railway terminals to be redeveloped as main terminals to accommodate more trains
- All the trains coming to and leaving Mumbai should operate from one of these terminals
- These railway terminals should be equipped with sufficient siding and cleaning facilities and car sheds
- C.S.T. should be used for suburban trains only

ENCOURAGEMENT TO PRIVATE INVESTORS

- All the developmental projects in Mumbai can be implemented through private investment on BOT basis
- To make the projects economically viable, concessions and various tax exemptions be introduced
- Cement, Steel to be made available to the entrepreneurs at concessional rates

NEW ECO-FRIENDLY COMMERCIAL AREAS

- Mahalaxmi Race Course to be relocated in Navi Mumbai and the old race course area of Mahalaxmi being centrally located can be commercially exploited
- Mahananda and Aarey Dairies to be relocated in Navi Mumbai and entire Goregaon dairy area to be developed as eco-friendly tourist destination

DEVELOPMENT OF KHAR LAND

- 950 hectares of Khar Land is available with Govt. of India
- Central Govt. has agreed to allot 50% of the land for slum development
- Rehabilitation of slums on Khar Land should be complete with all amenities and facilities
- New gardens and green belt should be generated in this Khar Land area
- Part of Khar Land should be developed for construction of large office buildings and parking areas
- Some of the south Mumbai offices to be relocated in these buildings
- This will help in de-congestion of south Mumbai

BEAUTIFICATION AND GREENERY ON BOT

- All the CRZ areas, beaches and spaces near railway tracks to be freed from encroachments and beautified. Eminent environmentalist and architects like Dr. Rashmi Mayur, Hafeez Contractor and Charles Correa be consulted
- All the open spaces, play grounds and road side spaces to be protected from encroachments and tree plantation on all boundaries to be undertaken
- All important heritage buildings to be maintained; however heritage preservation rules need to be reviewed.
- Sufficient amenities to be provided at the popular religious places
- Numerous public utility complexes to be constructed on the lands near railway tracks
- New parks, botanical gardens and road side tree plantations to be encouraged

SEWAGE TREATMENT AND GARBAGE DISPOSAL

- All the sewage water to be treated and recycled
- Wherever necessary additional sewage treatment plants to be constructed
- Garbage to be used to produce fuel gas / electricity / fuel pellets and vermiculture / organic fertilizer
- No sewage water to be disposed in sea and no garbage to be dumped anywhere

NEW CORPORATE AND GREEN THIRD MUMBAI

- New Third Green and Corporate Mumbai to be planned and developed to cater to the future needs of Mumbai in consultation with internationally reputed planners and architects
- This new third Mumbai would be spread in 360 Sq. Km. area between Uran & Panvel
- Third Mumbai would be connected with Mumbai by Nhava-Sewri MTHL and with Navi Mumbai
- New city will have fast track connectivity with all the airports and ports.

MUMBAI TRANS HARBOUR LINK
SEWRI NHAVA SEA LINK



View of Mumbai Trans Harbour Link after construction



NEW CORPORATE AND GREEN THIRD MUMBAI

- Third Mumbai would be pollution free, green and full of international standard infrastructure and facilities
- New city will be equipped with all latest modes of fast, efficient and eco-friendly transportation
- New city would be full of gardens, play grounds, golf courses and club houses
- Sufficient schools and colleges of international standard will be provided
- Theaters, Multiplexes, Hotels, Hospitals Markets and Commercial plazas will be provided

NEW CORPORATE AND GREEN THIRD MUMBAI

- Third Mumbai would Incorporate
 - Central and State Govt. offices including Vidhan Bhavan, Mantralaya and Courts
 - Stock Exchange, Corporate Houses, MNCs
 - Pollution free industries like Electronics, Information Technology, Diamond Industry, Handicraft, Readymade garments
 - Special sector for convention centre and exhibition grounds
 - Residential sectors (including separate sector for NRIs)
 - Accommodation for 50 to 60 lakhs population

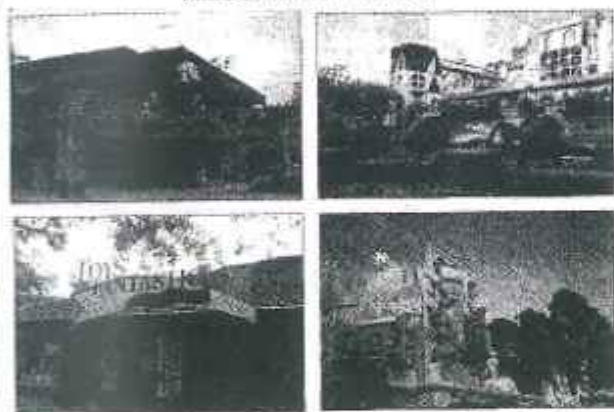
NEW OPPORTUNITIES

- The importance of Mumbai as industrial and commercial capital is to be maintained and enhanced
- Tourism, Entertainment, Amusement, Hospitality and Health Care industries to be emphasised and promoted

NEW OPPORTUNITIES

- Huge amusement and theme parks like Disney Land or Santosa to be developed near Parvel on Mumbai-Pune Expressway. The complex would include entertainment centres like Las Vegas, food plazas, exhibition grounds and halls to attract tourists
- Existing Film City to be revitalised with private participation
- Entertainment industry of Mumbai to be spread further to encompass modern studios, digitized editing facilities, production sets for TV serials, special visual effects, graphics and animation
- Mumbai should be developed as a major international health care centre with all surgical, transplantation and medical research facilities including organ banks

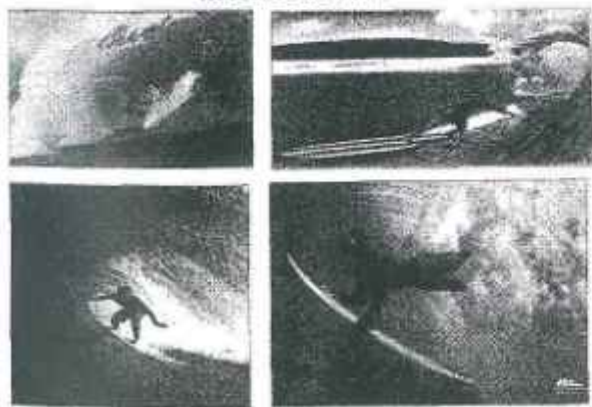
AMUSEMENT PARKS



NEW OPPORTUNITIES

- New Race Course in Third Green Corporate Mumbai
- Breeding and medical centres for horses, stables and training for jockeys to be established to attract international players
- Water sports, adventure games, marine exhibition, walk through aquarium, fisherman's village etc. to be developed on BOT
- Readymade garments, electronics and software development, tourism, diamond, entertainment, amusement, hospitality, shilpagram, kalagram and handi-craft industries to be promoted in Mumbai.
- Special emphasis to be given to the fisheries industry by creating modern methods of fishing, storage, processing, packaging and marketing. Sea food plazas to be promoted.

WATER SPORTS



NEW OPPORTUNITIES

- Night life in Mumbai to be promoted as major tourist attraction. Special emphasis be given to new overnight shops, food plazas and restaurants, light and sound shows, entertainment zones, theme gardens and night cruising
- Providing campus facilities with modern infrastructure to international universities and professional schools to conduct training of various courses

LIMITING THE CITY

- Influx of population into Mumbai to be stopped
- Unauthorized immigrants residing in Mumbai to be sent back
- Population of Mumbai to be restricted at a particular pre-decided level
- Photo Identity Smart Cards to be issued to all the citizens of Mumbai

KOLIWADAS AND SLUMS

- All the Koliwadās to be redeveloped as tourist locations by keeping their ethnic flavour intact
- Smaller slums to be relocated & space vacated to be used for residential & commercial purpose
- Rehabilitation of slum dwellers into pucca & hygienic houses on priority
- For sector-wise development of slums, viable packages to be created for the developers and ownership houses to be provided to the slum dwellers at concessional and affordable rates and low interest loans

LIMITING THE CITY

- Number of vehicles must be restricted
- No vehicle should be allowed to be purchased unless the vehicle has a permanent parking space
- All the vehicles must run on eco-friendly fuels
- No entry to heavy vehicles from 6 am to 10 pm

INTEGRATED DEVELOPMENT

- Mumbai is full of hawkers and petty feriwālas who create major traffic and public nuisance
- Authorized vegetables, fruits, flowers, fish and mutton markets must be created for every 1 lakh population
- Special hawker's plazas to be created wherever the space is available and if possible in multistorey markets
- The development of Mumbai, suburbs, towns and villages around should be integrated as per the plan of MMRDA
- The development rules to be strictly followed in all construction activities

CENTRALIZED TRAFFIC CONTROL

- Digitized mapping of all Mumbai roads & use of satellite imaging for traffic control
- Centralized Control System to be established
- Traffic diversion and aid to accidental spots to be monitored by using efficient communication systems
- Chopper Ambulance to be provided to airlift critically injured persons

TRAFFIC CONTROL SYSTEM



This beautiful city of Mumbai has accommodated all of us.

We, too, owe something to this great city.

Let us resolve to make this city more meaningful to live through our collective efforts and improve the quality of life.

NEW LAWS AND RULES

- New rules are to be framed to control population influx and number of vehicles
- Construction rules are to be strictly followed in the entire metropolitan region
- Strict measures are to be taken to control environmental and noise pollution
- Strict action against encroachers of public places and trespassers

Panelists Speak.....

Panorama for Mumbai's Future is Reassuring - Shroff



Mino Shroff
Leading Economist

I have nostalgia for Mumbai city because my great grand father was the main contractor for monuments like Taj Mahal Hotel and Gateway of India.

Let me underline only a few facts. I was dismayed this morning to see the headlines "Mantralaya To Be Attached

Partially". This is certainly no commentary on the governance of the finances of this city. We have enormous plans, this will require lakhs of crores of rupees, and I will come to that later. But the fact is that what we have we need to manage well and manage it efficiently and productively. Several studies were made in the early 60's about the trans-harbor bridge and so on, when the city had hardly four million people. I was amazed just now, being told that the present population is 17.7 million. Be as it may, but that shows urgency of the issues.

The water, power all has been referred to, but let me underline the sad story of power. You must hear of the power minister saying there are severe power cuts in Nagpur. Then he has also put us all on to notice that major cities in Maharashtra will be without six hours of power daily in the coming months. The World Bank has shown its great displeasure to the Maharashtra State Electricity Board by not sanctioning any further loans because of its very poor state of its finances. Here was a model of a utility, 15 years ago, and today we have horrendous losses. With the result, Andhra Pradesh has got a loan for Rs 1,700 crores for utilities which could have come to Bombay. I think nothing is impossible. If we keep on comparing India and China, human skills, managerial capabilities, I think in many cases we are miles ahead of them.

People may doubt what you say, but they

believe what you do. I recollect, a few years ago, Lee Quan Yew, the father of Singapore, was invited to Delhi and he addressed the members of the Parliament. Some one got up and asked: "Please tell us, how we can make India into a Singapore". He said: "It is fairly easy. Give me 50,000 acres of land, 50,000 Singaporeans and leave me free for 10 years" but he said "Just halt there. We human beings are not born equal. Some make it, many don't".

So what we need to do is, to motivate, mobilize those who can deliver. And this is where a very enduring partnership between government and all the citizens, civil society, corporate, individuals, NGOs is absolutely necessary. Because, the most fervent advocates of state have come to believe and accept that the government does not have the will or machinery to deliver in a time-bound manner, particularly in the type of pluralistic society in which we function. So, what I would end with the story is that a great panorama of future is most reassuring. I feel very assured that my children and grand children will be certainly living in a city of which I was very proud of once.

Now, we have the master plan. Let's draw up the resources required. Nothing is beyond us. We must also draw up a plan as we do in any corporation. Most important is to draw up a time-frame. We should also decide who is going to implement it. We must have credible, independent agencies. Across the board, people should be enthused that it should be their project, that we want to make Bombay a great livable city, one of the finest cities in the world. But just wishing won't, doing will. So let's stop demonstrating and I think here is a good panorama of what can be achieved.

Now the thing is, that bodies like IMC must see that we forge a partnership across the landscape of all political parties, all citizens and all bodies should get together. This is our Bombay and we must make it more livable. ■

Panelists Speak.....

Mumbai is on the Decline, Says Hafeez Contractor



Hafeez Contractor
Leading Architect

I am an architect who works in all the metros of India. But I am still practicing from Mumbai. I would like to say, that I don't know how long I am going to be practicing from Mumbai. The fact is, I go where there is work. Mumbai is systematically losing its share of building

market and we the people of Mumbai are not doing anything about it.

Gone are those days, when any multinational, be it from financial sector, trading or manufacturing, would set up their offices in Mumbai. Today it is not Mumbai; but it is Delhi, Bangalore, Chennai or Mumbai. Mumbai has slipped from No. 1 to No. 3 or 4 place. Lets look at it, who is responsible for it.

A lot of you may not even be aware that from 1976 to 2002, all commercial premises were banned from being constructed in our city. I remember, during those days, clients used to literally beg for premises but there was nothing in the market. Residences started getting converted into commercial areas illegally. All these prospective clients went to Delhi and Bangalore. We have finally seen the disaster that this law has caused. But I fear it is too late. In 27 years we did not allow any commercial premises to be developed in the city of Mumbai.

Today I feel, we are facing another challenge. Now that Mumbai has lost the edge, people shop from all the metros. Work culture, uninterrupted power, and good connectivity that Mumbai used to boast of, now the other cities also offer the same. But what they offer better than us is price. Cities like Delhi, Bangalore, Calcutta, have more FSI than Mumbai. FSI is what you can build per square foot of land. It is this FSI that predominantly determines the price of real estate in any city. Whenever the question of FSI comes, everybody says builders' lobby would benefit. But mind you, more FSI is not going to benefit builders. More FSIs will bring down the prices. And the end beneficiary is going to be

the general public. These are wrong concepts that people should understand. It is the same way, high-rise does not mean, more construction, it means more open space. And to achieve that, it means more expensive buildings. You can construct a 50,000 square feet building on ground plus five or ground plus 50.

To top it all, we in Mumbai have other constraints. Higher taxes, land ceilings and CRZ. With CRZ 35% of the land in the city and 30% of the land in the suburbs is denied for development. Let us look at it from a different perspective. Today our city has a population of 16.2 million. By 2015, it is going to be 25 million. You may like it or not but it is a fact, Mumbai along with Shanghai, Tokyo, New Delhi is going to be the world's most populated city. Nothing can stop this.

You may say, start giving entry passes; I think nothing will stop this. Saying let us not have development, lets not have high rises, lets not have flyovers, amounts to saying , lets not have houses for the poor. A lot of you may just want to have a status quo and say that let us live in peace and leave us alone. But that is not what is going to happen, I wish it could. The city will not wait for anyone. We have to have more FSI comparable to all the cities of India and the world, which in turn will help bring down the prices of real estate and create housing stock, which is proportionate to our growing population.

We have to improve our infrastructure, road, power, drainage, and water supply. We have to improve the image of our city, make it greener. Every year, Singapore reclaims acres of land for development and greenery. Tokyo has created a completely new city center by reclaiming part of its bay. What is wrong with us? Are we the custodians of the world environment? If reclamation was so bad, then are all these cities and their planners fools?

A city belongs to everyone who lives in it today and will live in it tomorrow. If at any time, people of our city decide what is good for them, considering the immediate selfish motive and we the people sit by and let it happen. I think we are in a big trouble and I am worried about the disaster. ■

Panelists Speak.....

Mumbai is No More a City of National Pride - Singh



Ramindar Singh
President In Mumbai TV

I will restrict myself to raising a few questions.

When I raise these questions, I would beg your forbearance because I am relatively a newcomer to Mumbai.

I have been in Mumbai, just about 6 or 7 months. So when I speak about Mumbai, I speak more from the gut, from what I have sensed since I arrived here, rather than from a long association or a long knowledge about the city and its affairs. The feeling that I get in my gut, having moved to Mumbai, only recently, is not a pleasant feeling.

Taking off from a line that Mr. Gadkari had raised in his presentation. "Mumbai is a city of national pride". Is it still a city you can feel proud of? May be 10 years ago, maybe 15 years ago, maybe 20 years ago when we used to travel to Bombay, we all used to look up to it. This was the New York of India. The high raises, the beautiful Marine Drive. The orderly life of the city, the only city that believed in lane driving, where the cabs stuck to their lanes, it was a relatively clean city. The people of Mumbai have traditionally been known to be very urbane, suave and very considerate of their fellow citizens. Is it still all that? Could you still call Mumbai a city of national pride? I have my doubts about that.

Why has this happened? Why have we let Mumbai slide to the position that it is in today? The city that taught lane-sense to drivers, now doesn't know what that term means. It is chaotic, the traffic is chaotic. That is one aspect of it.

Cleanliness? No, it is a city of garbage. So, is

it a city of national pride? You land at Mumbai airport. You land over a vast sprawling slum, which is a terrible introduction to this city. You take off from Mumbai airport, and you take off over Juhu beach. During the monsoons, it is sometimes knee deep in garbage. This has been allowed to happen in such large parts of the city. Most of us, the elite, tend to identify South Mumbai and parts of Central Mumbai with real Mumbai. More than 60% of the population of this city lives in suburbs.

On 'In Mumbai' channel, we keep interviewing a lot of people who come into Mumbai. One of the interviews, we did recently, was a foreign IT CEO, from America, who came into Mumbai to explore business opportunities. When he came to our studio, we asked him, how was he planning to go about setting up his industry here? Was he happy at Mumbai as he saw it? Was the unclean living environment that he saw deters him from investing in Mumbai? And he said, he drove early in the morning from the airport and saw the long line of squatting defecators along the roadside and he moved through the slums and the garbage dumps to plush five star hotels. And he said to himself, "I don't think this is the environment in which I want to set up a business".

These are the people we talk to, we have them on camera and these are recorded opinions. If you extend that one example, maybe into many others, which may be similar, look at the cost of lost opportunity, for the city of Mumbai, in terms of business and investment.

The Municipal Corporation, supposed to look after the city of Mumbai, should make it healthy and create a livable environment. Are we doing enough? If we demonstrate against our own local body in the streets, is that the way to get work done? ■

Panelists Speak.....

SRS is Good Scheme, will Help Eliminate Slums



Shashi Prabhu
Leading Architect

This afternoon, we were talking about the Wadala Truck Terminus. It is going to be the pride of Mumbai. The corporation, penalizing the truck operators by charging Rs. 13 lakhs to start the work before permission, rejected my

proposal. It is a MMRDA proposal to set up one of the best truck terminus.

The reason being given, I am working virtually free for promoting this truck terminus, that they don't have the valid permission. We have the approved plans, the whole layout is done about 10-12 years back and they are not able to start. Before it happened to the textile market, which was the dream of the MMRDA, the truck terminus will be really bulldozed. These people are no more interested to go. We have to induce them to go there. Please help us to resolve this issue.

Coming back to the issue of slums, there are various issues to be addressed. I don't know where, somebody has given a decision to increase the height of the slums. Originally, they were about 10 or 12 feet high shanties; they have gone up to 18 feet height. By that we have increased the density, the number is increasing, but nobody knows how many people are really staying. I was told that the people sleep in rotation in small shanties. Something has to be done radically on this.

The slum eradication, the slum improvement or slum uplifting whatever it is, one has to really address it in all directions. Regarding the influx of the people into the city, there is a proposal to issue photo passes. Is it by any chance possible, to imprint in the pass the name of the employer, where they are getting their employment? So the basic

issue is that, unless there is a definite employment, given by someone, no entry pass should be issued. Who are coming in? What for they are coming in? This issue has to be addressed correctly.

The governments come, government may go, but the policies must remain firm. If one government takes a decision, the new government topples it. For planners, it becomes a reversal.

Especially, the SRS scheme is a very good proposal for slum rehabilitation. You give the finance to a developer who is not a cheat. I really appreciate the developer who opts to work in for the slum area, because it is very hard, because they have to do the work of the NGOs. If the slum dweller asks something today, he will ask for three new things. You provide the finance, you monitor the proper agency, and the people will really work hard and try to give you something better. Unless the slum problem is solved, Mumbai is not going to improve.

We have drainage, which was laid by the Britishers about 60 years ago. In the Shivaji Park area where I put up, I know for sure, nobody has attended to the drain in the last 55 years. These drainages must be really performing.

We see tanker loads of water being transported for construction of buildings. I am not sure that water is really pure most likely it is drainage percolation.

There are many such civic issues, but the local authorities, must have a fast track to tackle them. Our association of architects will dwell on the possible solutions and give our approval faster. Any new comer, who wants to invest in Mumbai feels that the city is full of impediments. Nothing can be approved in the matter of a month. It takes to about 6 to 7 years. The reason being that, when you submit the proposal I cannot guarantee when I will get the approval from the local authorities. ■

Panelists Speak.....

Project Mumbai as Powerful Brand to Develop Maharashtra, India



N. K. Nayar
Chairman, Bombay First

Objectives of 'Bombay First', is to be an organization dedicated to improving the economic and social infrastructure of the city, making it globally competitive and improving the quality of life of its citizens.

As a citizen of Mumbai and one who has lived here, and spent a good part of the working life, I am disappointed and frustrated at seeing the constant deterioration of basic amenities and infrastructure in our city. It is clear that the problems of pollution, congestion and continuing urban decay, are going to have a disastrous effect.

Having said this, I reiterate that the success of our efforts critically depends upon the support and commitment of the concerned government departments and other authorities. However, let me explain what Bombay First's and my own vision for Mumbai is and could be.

We will like to see in the next ten years, Mumbai to be the best managed, major city in India, if possible, in the world. The interaction between the state, the Center and the local administration should be transparent and constructive and the government's relationship with the business community should enable investments, in both public and private sectors, to be undertaken swiftly and effectively.

Mumbai's transport infrastructure should support the demands of an increasing population and a globally competitive 24-hour city. Currently,

we like to see the large areas of land, about which much has been talked about, should be brought back into use for housing and mixed economic and residential uses.

Mumbai should retain, we believe, its vigorous entrepreneur culture and draw people from all over the world to study, visit, live and work here. Mumbai's arts and music should retain their leading position at the museums and theatres all over the country. Mumbai's world-class education and ICT infrastructure should support newer sectors such as creative industries and biotechnology, as well as, longer established ones such as healthcare.

Lastly, everyone in the city should have access to continuously improving training, and job opportunities. Those with low-to-moderate incomes should be able to find less expensive housing. Mumbai should be getting healthier and Mumbai should have a reputation of a caring and inclusive society.

Action is the word that is required today. I believe, it should cut across the party lines and, in other words, cut through political rhetoric. We need commitment from one and all, irrespective of political affiliations, to restore this city to its past glory.

I strongly believe that if Maharashtra and India have to progress rapidly, Mumbai must be projected, as their powerful brand. Surely, we have to build and nurture this brand to its full potential. This cannot be an effort of any single organization or authority, either of only Bombay First or of business community or of the NGOs who operate from Mumbai. It has to be a collective collaborative effort of all the stakeholders in Mumbai. ■

BJP Perspective.....

Funding Projects Holds Key, says Javadekar



Prakash Javadekar

Spokesman, BJP, Maharashtra

The key to success of developing Mumbai lies with raising funds for its infrastructure and other projects. The BJP-Shivsena government had shown the way. It raised money from capital market through bonds and developed the infrastructure needed for the city's development.

There are numerous untargeted government subsidies. The metro railway system, the sixth corridor as it is called, is a Rs. 15,000 crore project. But the ticket for travelling from Cuffe Parade to Bandra will be Rs. 25 to Rs. 30 in Metro and there won't be season pass. The whole railway system in Mumbai exists on subsidised railway passes, monthly or quarterly. Commuter travels long distances paying Rs. 2 or Rs. 3 or Rs. 5 only.

Railway thinks that this is subsidy for the citizens. Commuter also thinks that this is a subsidy for him. But really that is not a subsidy, because commuter has to travel in a very packed train, which is a horrible experience. In reality it is a subsidy given by railway to the employers in South Mumbai.

So, if you want Metro and if you want your employee to be in a good shape and good mood in your office, employers will also have to share the burden of the cost of building Metro and such other infrastructures. All such projects need

active participation of private sector because Government's role will be that of a facilitator and not of a provider, anymore. I don't see a feasibility of that kind of economic condition today. But we have to make Mumbai, really a beautiful city, a lovable city and a livable city.

There is the other aspect, which I call social engineering. Health, education and other social services need to be efficiently delivered. There are two lakh street children and their numbers will grow. They are uneducated, unskilled, unemployable, with all the potential to become criminals or terrorists. Even though if we have beautiful landscape and beautiful infrastructure in place, there has to be social peace in the city, because otherwise you can't live peacefully. Some kind of social tax should also be a part of the new taxation system.

In Mumbai, we pay just one-tenth of the servicing cost of the water projects. So, in villages, people don't get infrastructure, civil facilities and employment opportunities. In Mumbai you will get everything, but at a cost. So, user charges is the concept, which we must accept. Organizations like Bombay First and all others, even IMC should help out the government.

Maybe, today it is the Congress government, tomorrow it will be BJP government. But, we need to create the right mindset for paying the user charges. Because otherwise, you cannot sustain the development for a longer period. ■

BJP Perspective.....

No Easy Solutions, only Trade-offs Possible - Tawde



Vinod Tawde
President, BJP Mumbai

I would like to address the issue of drinking water. According to the study of the government, 175 liters per day is consumed by a resident staying in a building and 75 litres in a slum. Based on this calculation, we need a total of 4,706 mlds in Mumbai everyday while we have only 2813 mlds available now. The Madhyam Vaitarna project is with the Central ministry of environment. And it is stuck there due to environmental problems and some cases pending in the court. And in line there are also three more projects, Bhatsa, Gargai and Pinzar, which shall cost roughly Rs. 1200 crore but the government budget has the capacity to implement them.

Because of all the environmental problems our drinking water problem will grow day by day. Practically we are 1 crore 25 lakhs people but will become 1 crore and 60 lakhs in the coming years, and we are planning for that. Due to such problems as CRZ and others, we should be in a position to recycle water. We have started some laws about this like roof top water harvesting, etc. I think the high rise buildings and others should initiate this type of projects and such schemes initiated by the corporations and NGOs will surely help take some steps in the direction of solving the drinking water problem.

BJP has already declared its policy about another issue. That those persons, who were in Mumbai before 1995, will be considered the authorized citizens of Mumbai. Those who came after '95 will not be considered authorized citizens. This stand has been taken by all the political parties and the government has declared it. We should

compel all the ruling and non-ruling political parties to stick to this stand. For enforcing this rule, some permits or cards system must be introduced. And those who are coming to Mumbai after the specified date should pay higher charges for services.

A month ago, a plot in Malabar Hills was to be de-reserved, which created a dilemma before BJP. If we dereserve it and give it back to the owner, the owner will build a 21-story building. People will charge at us, saying we took bribe from the contractor and allowed the building to be built. If we don't dereserve it and go ahead with building a garden there, we have to pay Rs. 45 crore from the Municipal Corporation, which it does not have. But because of public pressure we went ahead with the latter option. We had to reduce the expenditure on medical and education schemes of the municipal corporation to pay for that plot on the Malabar Hill.

I asked beneficiaries of the garden whether they would contribute 50% of the cost, but they said "No". Hence, there was the dilemma: Should I cut the expenditure on medical, hospital and education and spend on the money this plot for a garden in the Malabar Hill area? But being a political party facing the local pressure, we kept the reservation and paid Rs. 45 crores to the owner, for building a garden in Malabar Hill. Since we are elected people we have our agendas to pursue, and own the responsibility of it.

Only criticizing the politicians and rulers will not solve any problem. We must come together. We will tell you what are our constraints, what are our difficulties. I thank IMC for initiating this dialogue with political parties. Finally you should call all parties together for evolving a consensus and that will help. We will go for politics at the time of elections. After elections, we will come and work for the development of the city, uplifting the common man. I think that will help to change Mumbai's face.

BJP Perspective.....

Need to Create Mumbai Development Fund Stressed



Gopinath Munde,
*All India Vice President, BJP,
Mumbai*

Whoever it is, whether it is the Mumbai Municipal Corporation or the State government or the Central government, whatever party they

may be, they are unable to do much because of the deficit budget.

There are a lot of debts on Mumbai Corporation. Even the Maharashtra government has a lot of debts. The present government is blaming us for debts. But they have created more debt than us. Even the central government has a debt of Rs. 750,000 crore. Who will give money? Nobody has money. I am troubled about the fact that, in every government or corporation, expense of the salaries to its staff comprises 80% of its total expenditure.

If in order to do developmental work with the remaining 20% of the money, we have to spend 80%, I don't think, whichever be the party or government, they can achieve any development. If you have to spend 80% on those people who are supposed to spend 20%, this is not going to give results. After the Fifth Pay Commission, whether it is the Central government or State government or the

Corporation it is no more economically viable. Without accepting this fact we cannot go ahead. We have to definitely think about this issue and solve it.

Fifty years after independence, in the first 17 years Nehru used to get everything done by the government. In those times whatever needed to be started was started by the government. There was only public sector. Nowadays, every PSU project is undergoing disinvestment. What should we do? All the parties should unite together and make people realize that it is wrong for the citizens to expect the government to do everything for them. Unless we get the people away from such a mindset, they will never understand the real issues.

When BJP-Sena combine came to power, we realized that government budget is not enough for the development work in the state. For this, we took money from the private investors. In order to achieve the development work for 20 years, we borrowed Rs. 20,000 crore from the public. The overbridges constructed in Mumbai did not get any contribution from the Central government or Municipal Corporation. Did any one even imagine that such a good road from Mumbai to Pune could be constructed? Did anyone ever think it was possible? We had spent around

Rs. 1,200 crore on it. But that also we borrowed from various public financial institutions. We had even thought of giving this project to private parities. We had called for tenders for making this road. And the lowest tender was for Rs. 4000 crore. But our brave minister Nitin Gadkari look it upon himself to complete the construction in three years with only Rs. 1200 crore. He achieved it.

There are three state-run projects and we have separate statutes to finance them. Like the Employment Guarantee scheme. From professional tax, Maharashtra gets Rs. 1800 crore. There are also exclusive laws and rules for this scheme. The money collected through them is to be spent only on the development. The EGS scheme has been running very successfully for last 20 years.

Now, I am not going to tell that we should stop people from coming to Mumbai. We need business men; let them come. We need scientists, let them come. It's good. We need public servants, let them come.

But there are people who come here and create slums. They come for daily wages. Time has come to put an end to the exploding population of Mumbai. Now a situation has come where people have to get permission from the government to enter and settle in Mumbai. All the parties have to come together and devise a scheme to stop the population from increasing in Mumbai.

I think time has come to collect tax for the

development of Mumbai, and it should be spent exclusively only on development of Mumbai city. Maybe an amount of Rs. 500-1000 crore can be collected. We have a big budget for Mumbai Municipal Corporation. It may be more than the budget of Kerala government. Mumbai development fund, even if it is going to allocate say Rs. 500 crore to Rs. 1000 crore in a year, may help in developing the city. This Mumbai development fund will be spent only on development of Mumbai. This will not be spent on anything else. And because of this it will not put tax burden on the outsiders also. It would be opposed if we are going to spend from the Maharashtra fund. Whenever there is a war or natural calamities, there is always an extra surcharge on tax levied. Likewise, when we need to begin a Mumbai development fund and use it only for the development of Mumbai city. This would be definitely welcomed by one and all in Mumbai.

I think we must make a permanent policy for creating a fund for the development of Mumbai with a life of 25 years, which will stand unchanged irrespective of which party is governing the state. We have to come together and make the policy. We need an assurance that whoever comes to power, this Mumbai development policy will not change. This will help in bringing the investments. For the development of Mumbai city we need to have a common minimum programme and consent of all the parties.

Meeting with Congress (I)



L to R: Shri Shailesh Haribhakti, Shri Nanik Rupani, Shri Sushilkumar Shinde, Shri Suresh Kotak, Shri Ajit Nimbalkar, Shri P N Mogre



L to R: Shri Niranjan Hiranandani, Shri Nanik Shivdasani, Shri Vishwanath Sachdev, Shri Gerson D'cunha and Shri Prem Nath

Indian Merchants' Chamber *Presents*

The Second Interactive Session in the series of Panel discussions on
"Development of Mumbai City : Chief Minister's Vision"
Tuesday, January 28, 2003, 3.00 p.m.
Walchand Hirachand Hall, 4th Floor, IMC

PROGRAMME

3.00 p.m. *Welcome Remarks:*

Shri Suresh Kotak, President, Indian Merchants' Chamber

Introduction of Theme:

Shri Nanik Rupani, Chairman, IMC Task Force on Maharashtra Development

IMC Panel:

Shri Niranjan Hiranandani, Chairman
IMC City Development & Environment Committee

Chief Guest

HON'BLE SHRI SUSHIL KUMAR SHINDE
Chief Minister of Maharashtra
"Development of Mumbai City : Chief Minister's Vision"

Floor Participation

Vote of Thanks

Shri Shailesh Haribhakti, Vice-President, Indian Merchants' Chamber

IMC Panel:

Shri Sunil Bhandare, CEO, Bombay First
Shri Gerson D'cunha, Leading Journalist
Shri Vishwanath Sachdev, Editor, Nav Bharat Times
Shri Prem Nath, Leading Architect
Shri Nanik Shivdasani, Principal, Jai Hind College

Presentations:

Shri B. A. Desai, Senior Advocate, Supreme Court of India
Shri Charan Singh Sapra, President, Mumbai Youth Congress (I)
Col. Sudhir Sawant, M.L.C.

Floor Participation

7.15 p.m.

Concluding Remarks & Vote of Thanks

Shri Shailesh Haribhakti, Vice-President, Indian Merchants' Chamber

Press Communique

Shinde Promises to Wipe Out Rs. 78,000 Cr. debt, and Make Maharashtra a Surplus State

Mumbai, 30 January, 2003: Mr. Sushilkumar Shinde, Hon'ble Chief Minister of Maharashtra, has asserted that he would wipe out the debt of Rs. 78,000 crores and turn Maharashtra into a "Surplus State".

He was addressing a meeting organised by the Indian Merchants' Chamber (IMC) on January 28 - his first - after assuming office as the State's Chief Minister. The meeting was second in a series of panel discussions on 'Development of Mumbai City' being organised by Indian Merchants' Chamber as part of an exercise of the Maharashtra Government's task force to crystallize the perspectives of various political parties on the State's development. Mr. Chandra Shekhar, MMRDA's Joint Metropolitan Commissioner, who accompanied the Chief Minister, made a power point presentation on the development of Mumbai.

Mr. Shinde said that he had prepared a 'Vision for Maharashtra' and particularly of Mumbai, even before forming his ministry. Roads and power would be the first to be addressed. He promised to make Mumbai an attractive destination for education. The suburban train transport system would get Rs. 4500 crores while roads would receive Rs. 2000 crores for upgradation. Nasik, Nagpur, Aurangabad and Pune were slated to receive development funds, he said. While commending the role of IMC, he said, he would come to them again as he appreciated their concern.

Mr. Chandra Shekhar said that the CM aspired to make Mumbai a dynamic, world class city which does not sleep.

Those on the IMC panel included Mr. Niranjan Hiranandani, MD of Hiranandani Developers; Mr. Vishwanath Sachdev, Editor, Nav Bharat Times;

Mr. Gerson D'Cunha, Journalist; Mr. Prem Nath, architect; Mr. Nanik W Shivdasani, Principal of Jai Hind College; and Mr. Sunil Bhandare, Economist. The Congress party was represented by Col. Sudhir Sawant, MLC; Mr. Balu A Desai, Senior Advocate, Supreme Court of India; and Mr. Charan Singh Sapra, President of Mumbai Youth Congress. Mr. Suresh Kotak, President, IMC, presided over the meeting.

While introducing the theme for discussion, the Chairman of IMC's Task Force on Maharashtra Development, Mr. Nanik Rupani said that Mumbai had lost its prime position to other cities in India for several reasons. The city, though staked claims to figure on the international map, had clearly lost its position of being a preferred business destination, he said.

Mr. Sachdev stressed on the absence of commitment in the elected representatives which was the root of malaise.

Mr. Hiranandani said that no major infrastructure was built in Mumbai after Independence. If things were not taken up on a war footing, the city would crumble under its own pressure. Mr B A Desai agreed with Mr. Hiranandani and also advocated the scraping of ULC Act to ease the pressure on land.

Mr. Sapra was of the view that BMC should be bifurcated in two municipal corporations for efficient administration. Col. Sawant blamed the lack of vision in the administrators for future planning. "Mumbai would be the first to be bombed as low flying aircrafts could reach right on land without being detected by radars. If Japan could build bunkers 50 years before, why are we taking the laid back attitude?" he queried.

VISION Mumbai



**Shri Sushikumar Shinde,
Chief Minister, Maharashtra**

Our Vision

To make Mumbai a World Class City

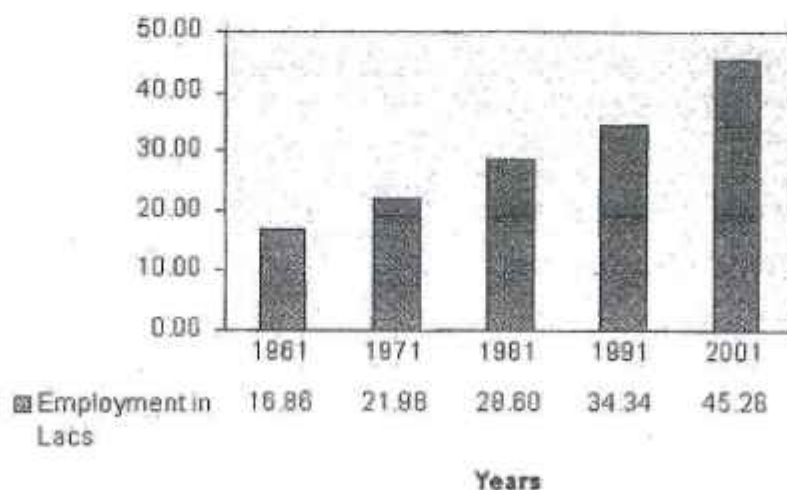
- With Excellent Physical & Social Infrastructure
- Destination for Investment
- Opportunities for Employment
- Finance, Entertainment & I.T. Hub
- Centre for Education, Health & Tourism
- Improved Quality of Life

MUMBAI.... The City that never sleeps.

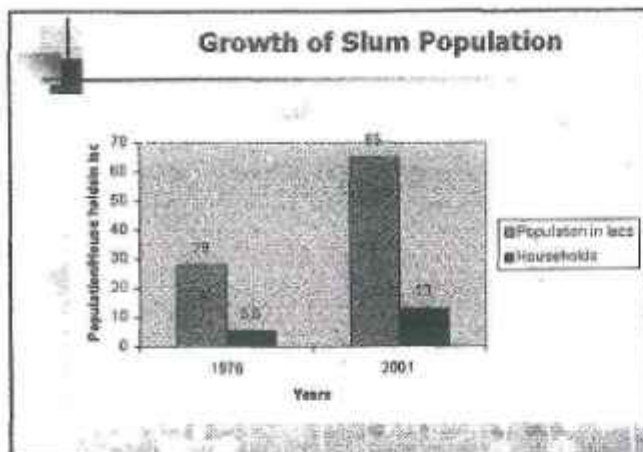
Mumbai - The Dynamic City

- Commercial & Financial capital of India
- Vibrant, pulsating & cosmopolitan city of Maharashtra
- Important hub with Air, Road, Rail & Sea Links.
- A major centre of Educational, Medical, and Cultural Activities
- Mumbai generates 5% of India's GDP
- Generates over 30% of central and state tax revenues.
- Mumbai handles more than 40% of India's foreign trade.

Employment Growth in Last four Decades



> *Shifting of growth from Manufacturing to Services sector*



Challenges faced by Mumbai

- Population Explosion
- 55% of people live in slums
- Housing shortage
- Inadequate infrastructure
- Inadequate Public Transport
- Environmental degradation
- Industrial decline & Economic recession
- Growing competition from other cities to retain its economic supremacy

Strategy for Mumbai's Development

Strategies to maintain the status of Mumbai as Commercial, Financial Capital of India & to convert it into a Global City

- Economic, Fiscal & Legal reforms
- Industry & Employment reforms
- Strengthening Infrastructure
- Land, Real Estate & Housing reforms
- Environment protection

Strategy for Mumbai's Development

- 1) **Economic, Fiscal & Legal reforms**
 - Rationalise sales tax, octroi, property tax & stamp duty.
 - Legal reforms in Rent Control Act & ULC Act
 - Rationalisation of Tariffs & effective cost recovery.

Strategy for Mumbai's Development

2) Strengthening the Infrastructure

- Improvement in Road, Rail net work & public transportation
- Efficient delivery of civic services – water supply, sanitation, solid waste collection & disposal, etc.
- Promote high quality educational, health & recreational facilities.

Strategy for Mumbai's Development

3) Industry & Employment reforms

Promote growth of

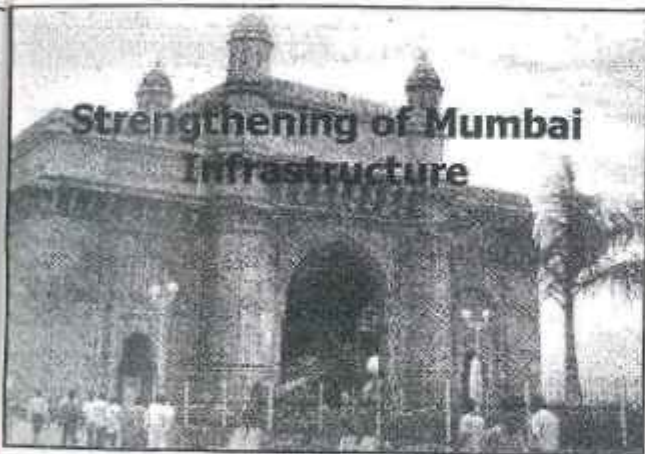
- Financial & Banking services
- Information Technology & Entertainment Industry
- Environment friendly & export oriented industries e.g. Gems & Jewellery, Garment, Printing & Publishing
- Tourism, Entertainment, Hospitality & health care services

Strategy for Mumbai's Development

- 4) **Land, Real Estate & Housing reforms**
Measures to supply land for economic activities & affordable housing
- Harness lands at Bandra-Kurla Complex & Textile Mill lands
 - Develop vast tracts of Salt Pan & Mumbai Port Trust lands
 - Promote redevelopment of slums & arrest further proliferation of slums
 - Effective implementation of Slums Rehabilitation policy
 - Implement National Habitat & Housing Policy 1998.

Strategy for Mumbai's Development

- 5) **Environment protection:**
- Control Pollution of Coastal water occurring on account of domestic sewage & industrial effluents.
 - Control of Air & Noise Pollution occurring due to industries & vehicular emissions.
 - Preserve places of natural, scenic beauty & heritage precincts
 - Promote use of CNG / LPG fuels & Bharat-II compliant engines



Strengthening of Mumbai Infrastructure

Present Scenario of Mumbai Infrastructure

- The trains & buses form the backbone of Mumbai's transport system.
- Everyday 10 million people travel by Suburban trains and buses. 48% people travel by Suburban Rail 44% by Public Buses & Intermediate public transport 8% by Private Vehicles
- 300 new vehicles are registered in Mumbai everyday. Annual growth rate is above 10.5%.
- The rail & road network expansion failed to keep pace with the traffic growth resulting heavy congestion.
- Inadequate road network, substandard maintenance of roads result in slowing down of traffic, congestion & Environmental pollution.
- Suburban rail traffic increased by 6 times whereas capacity increased by only 2.3 times.
- 4500 passengers travel per train against the carrying capacity of 1750 leads to unbearable overcrowding in trains.

Proposed Strategy

- To meet this demand it is proposed to
- Improve road network by widening of existing roads
 - Construct new roads and footpaths
 - Remove encroachments on road & rail corridors
 - Complete East-West & North-South missing road links
 - Construct ROB and RUBs to replace level crossings
 - Traffic management including ATC and Pedestrian Subways.
 - Intersection improvement by grade separators.
 - Develop alternative modes of Public Transport systems such as Water Transport, Metro Rail, LRT, Sky Bus, etc.
 - Improve and expand the railway network
 - Optimize existing Train services
 - Create additional corridors on Western, Central & Trans-Harbour Link.
 - Implement Bandra-Kurla Rail Link project
 - New Rail Links in Navi-Mumbai & MMR
 - Augmentation of coaches & New rolling stock
 - Replacement & Augmentation of existing BEST buses with Environment friendly Euro-II compliant buses
 - Introduction of High Capacity Bus Transit System & dedicated Bus Lanes



Urban Transportation & Infrastructure Projects in progress



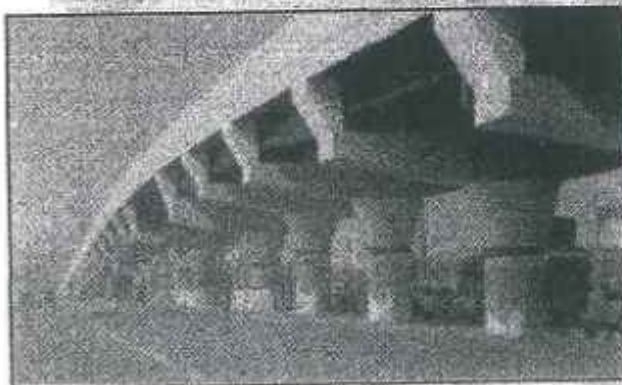
- Construction of Flyovers
- Bandra-Worli sea link
- Subways on Western / Eastern express highway
- Mumbai Urban Transport Project

CONSTRUCTION OF FLY OVERS

(Rs. in Crores)

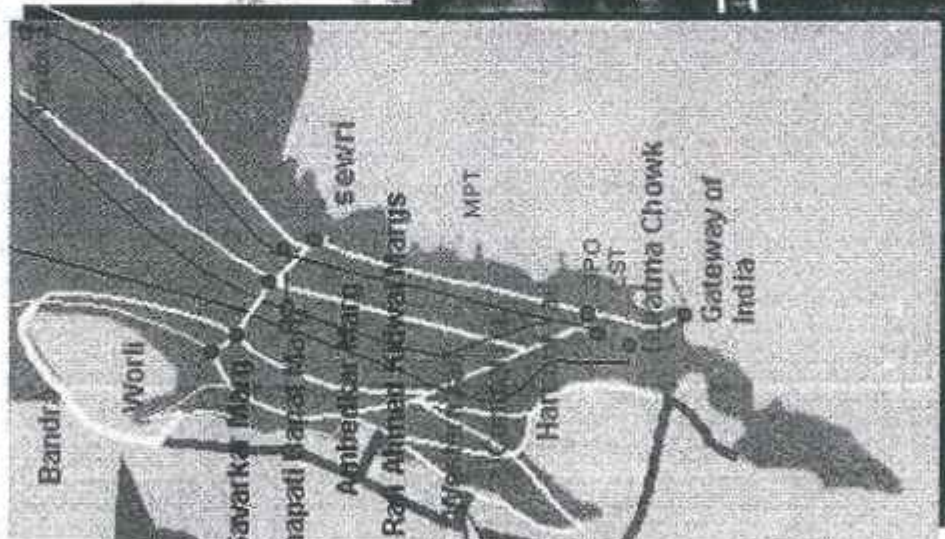
No of Flyovers proposed	Estimated Cost	Expenditure till 31/12/2002
50 Flyovers in Mumbai	1617	1191.74

Completed 36 flyovers in 3 years



WORLI BANDRA SEA LINK

Length : 5.6 km
Cost : Rs. 650 cr.
Expected year of Completion : 2005



BANDRA

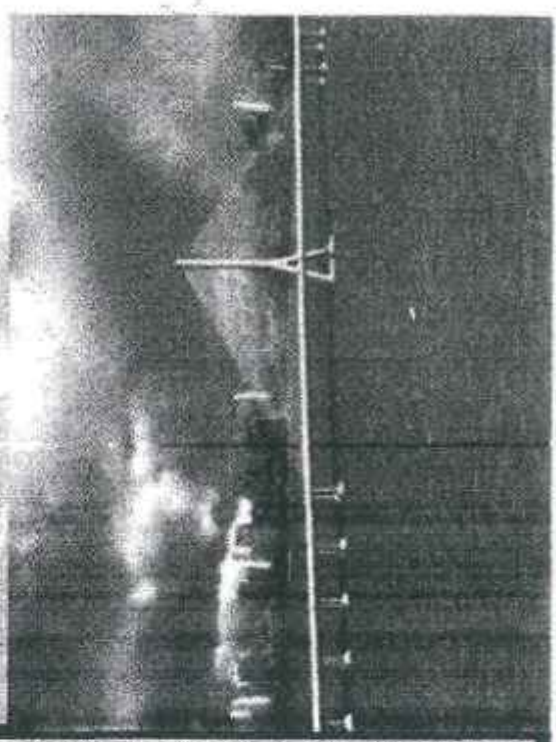
Phase-I

BANDRA WORLI SEA LINK

Phase-II WORLI

Worli - Nariman Point

NARIMAN POINT

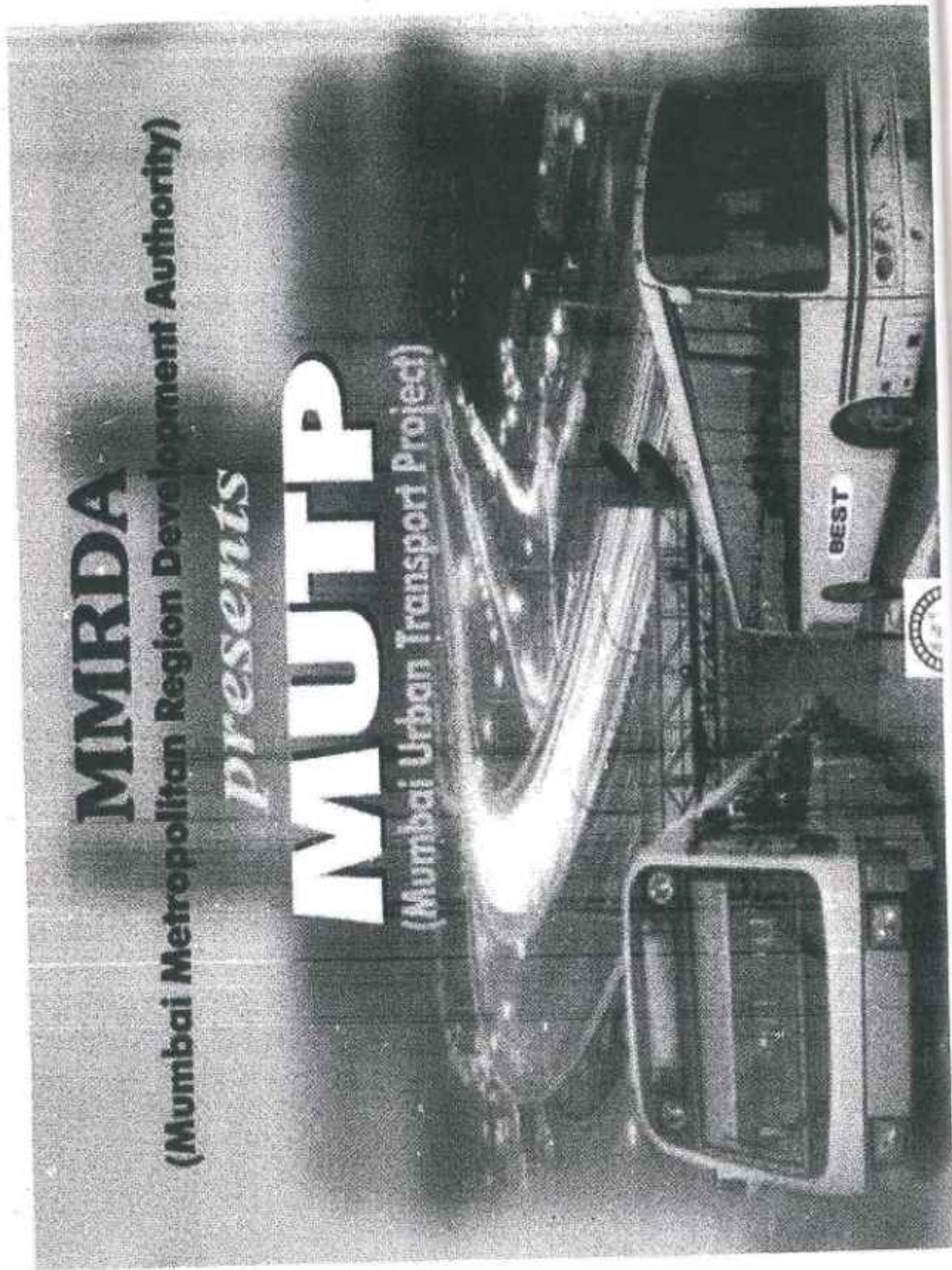


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MMRDA
(Mumbai Metropolitan Region Development Authority)

presents

MUTP
(Mumbai Urban Transport Project)



Mumbai Urban Transport Project (MUTP)

Project Components

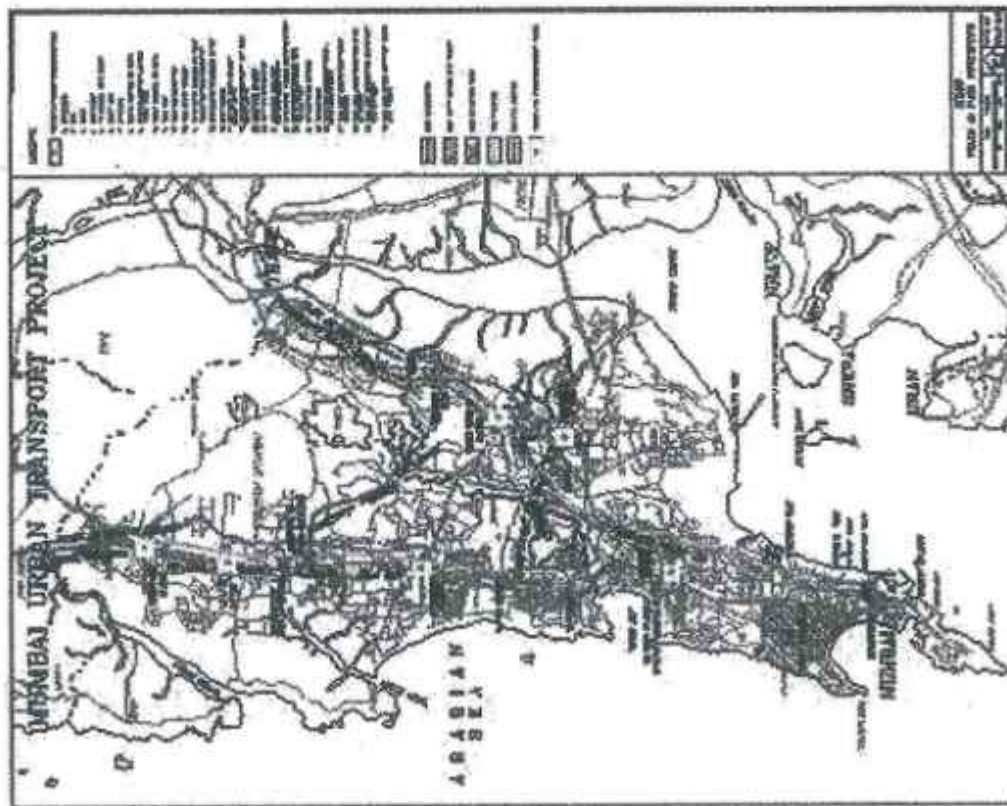
	(Rs. Crs)
Total Cost	4,526
Railway	3,030
Road	829
R&R	468
Taxes & Misc.	199

World Bank loan 2,602
MMRDA Contribution 1,000

Implementing Agencies:

**MMRDA, MRVC, MCGM,
MSRDC, BEST**

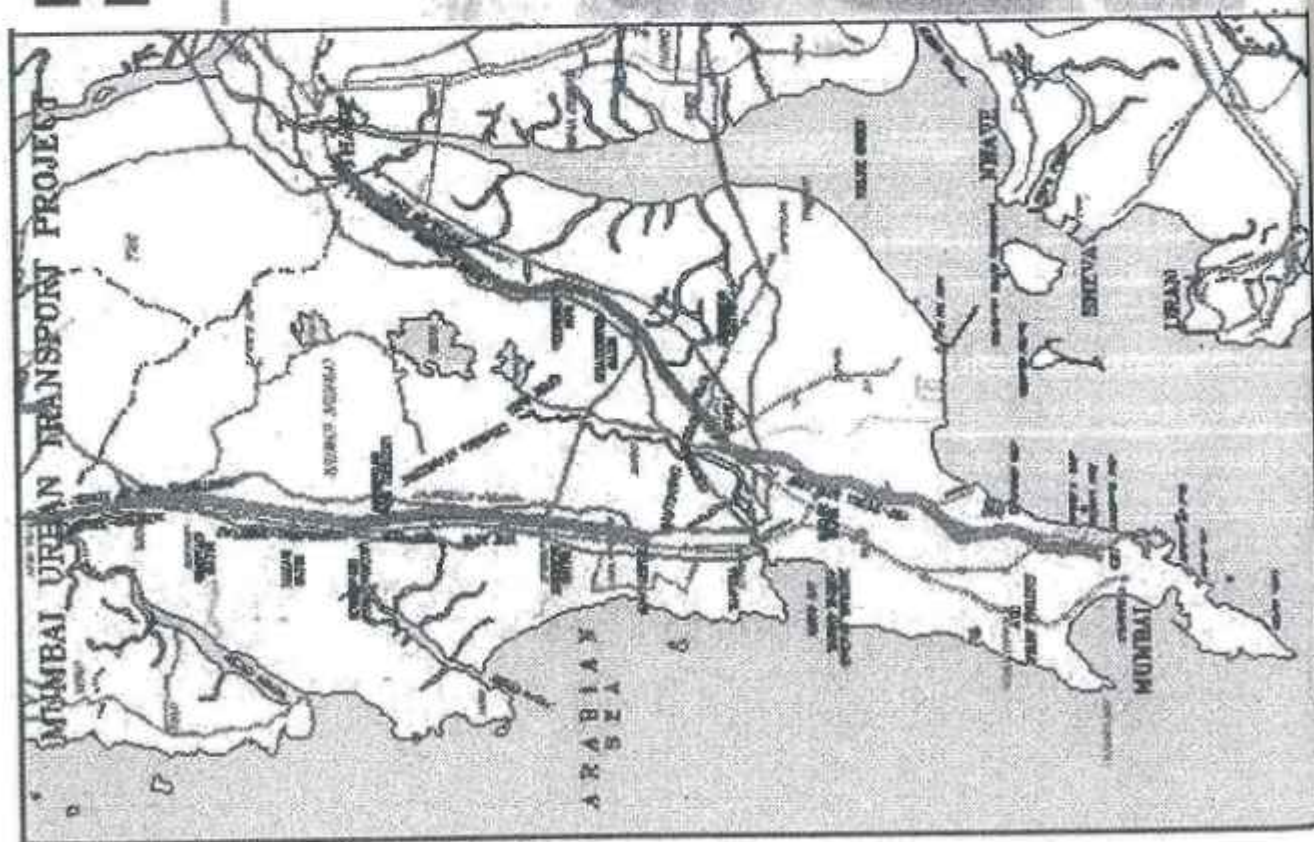
Project Period: 2003-2008



Mumbai Urban Transport Project

Rail Components : Rs. 3030 Cr.

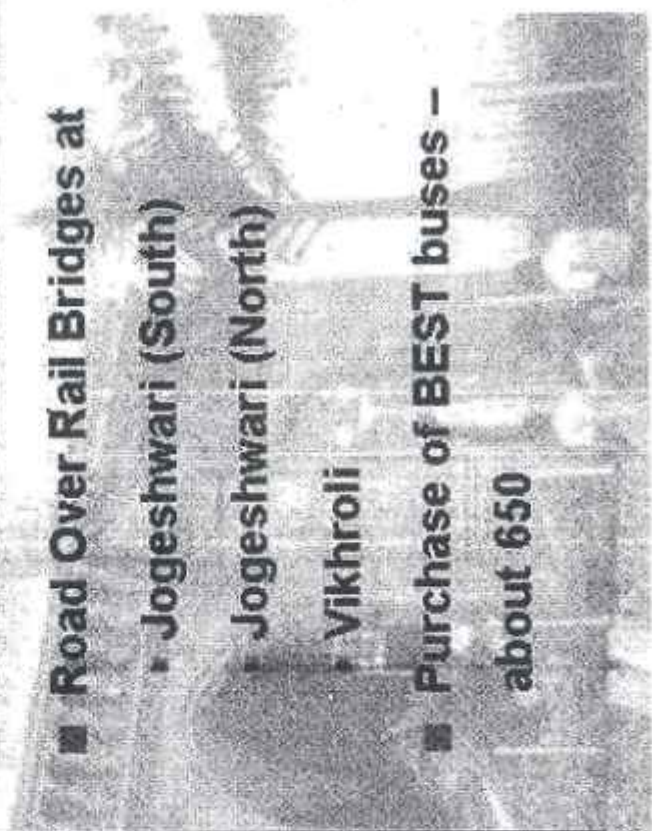
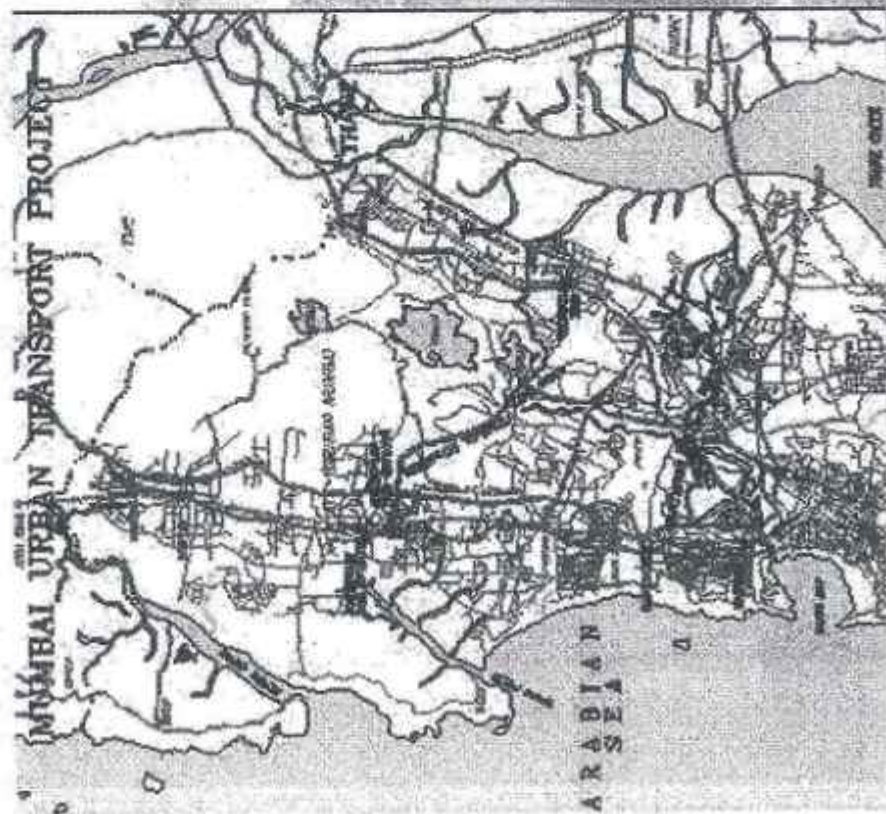
- 5th line on Western Railway between Mahim & Borivli
- 5th & 6th Lines between Kurla and Thane
- Borivli-Virar additional pair of lines
- EMU rakes procurement 180
- DC/AC conversion
- Optimisation of railway lines



Mumbai Urban Transport Project

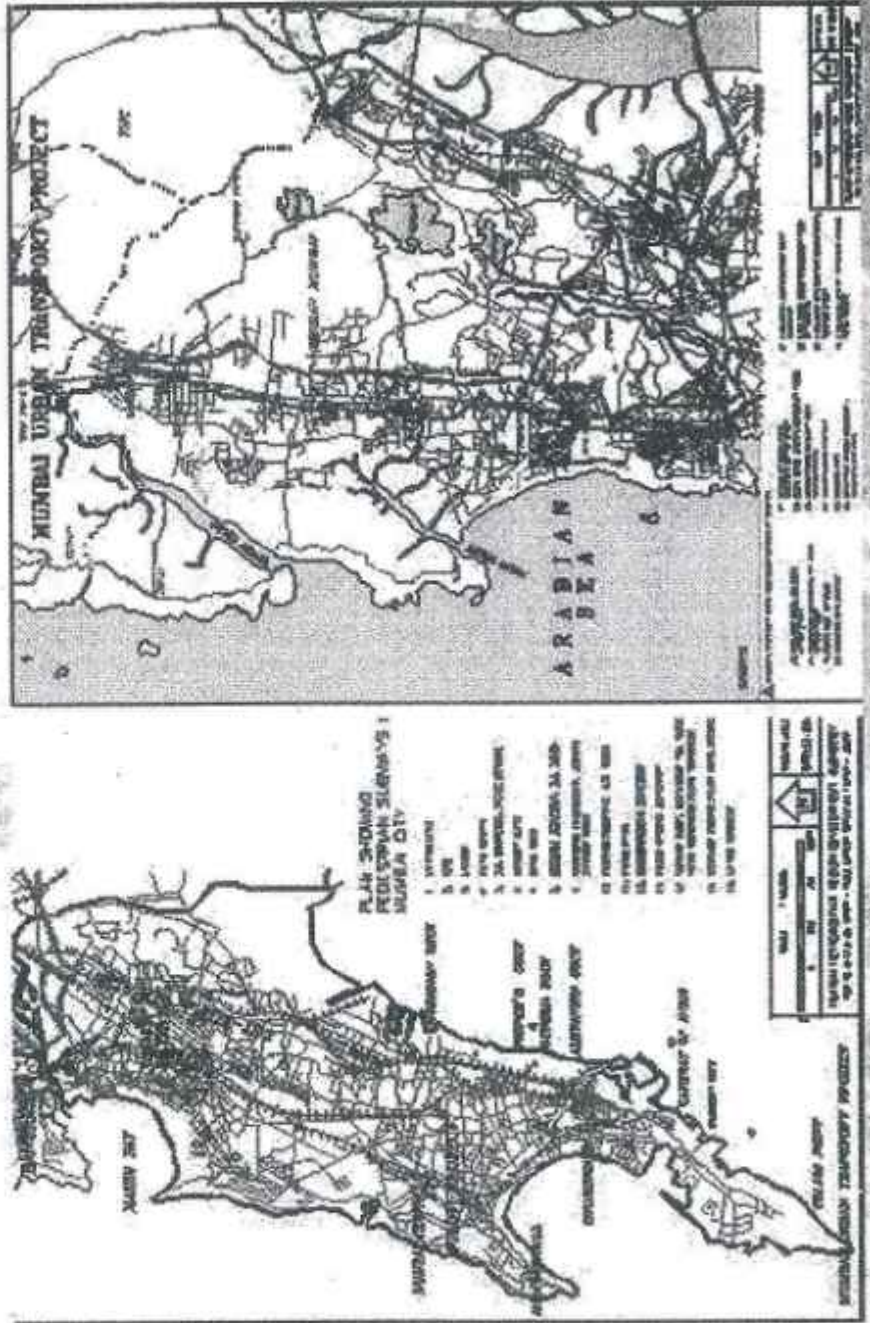
Road Components : Rs. 829 Cr.

- Jogeshwari Vikhroli Link Road
- Santacruz Chembur Link Roads
- Road Over Rail Bridges at
 - Jogeshwari (South)
 - Jogeshwari (North)
 - Vikhroli
- Purchase of BEST buses - about 650

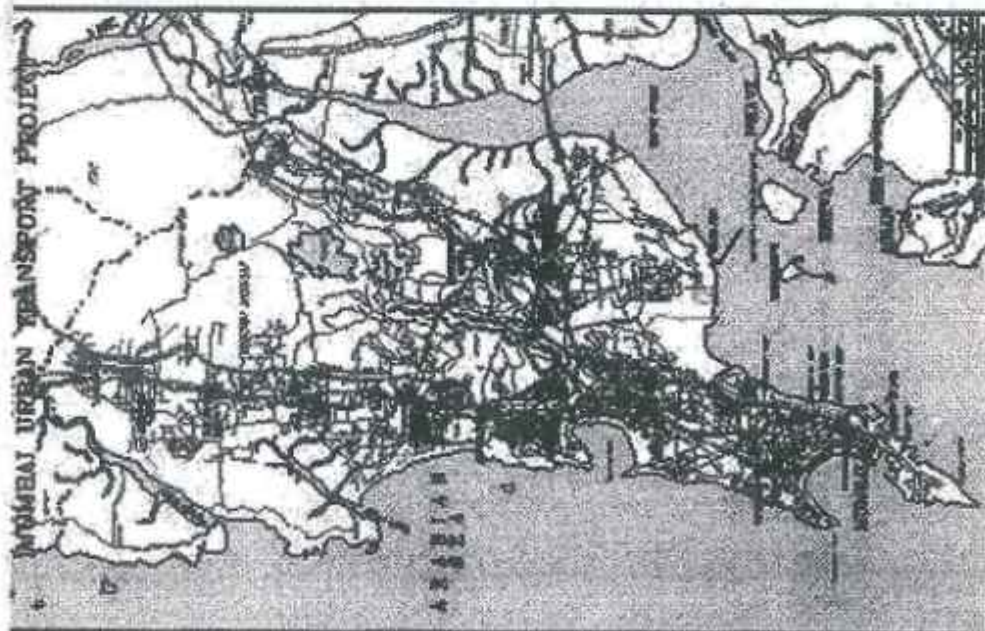


Mumbai Urban Transport Project

Pedestrian Subways at 30 locations

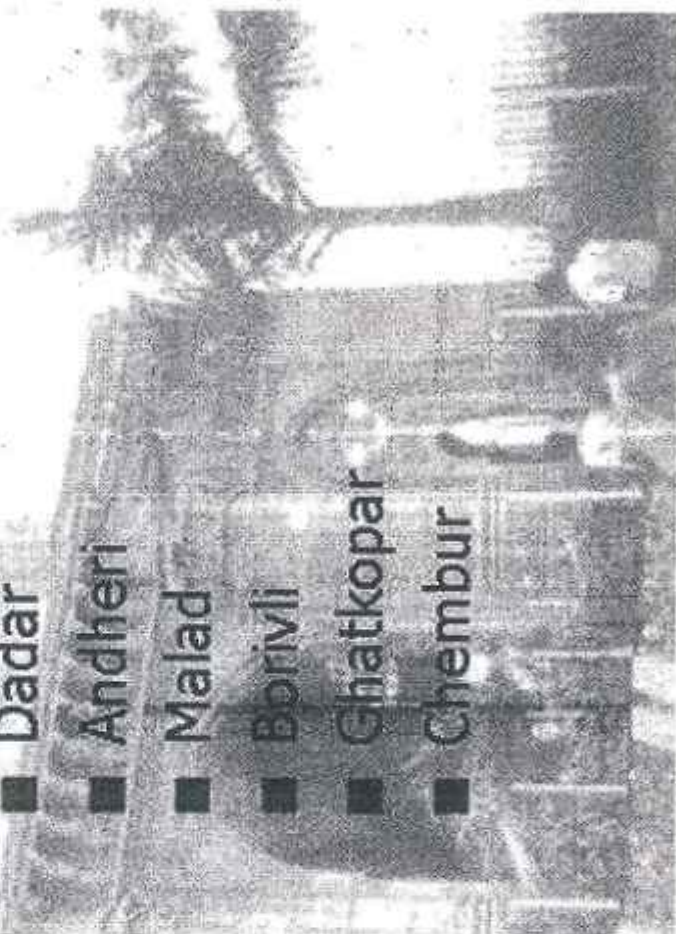


Mumbai Urban Transport Project



Station Area Traffic Improvement Schemes

- Dadar
- Andheri
- Malad
- Borivli
- Ghatkopar
- Chembur

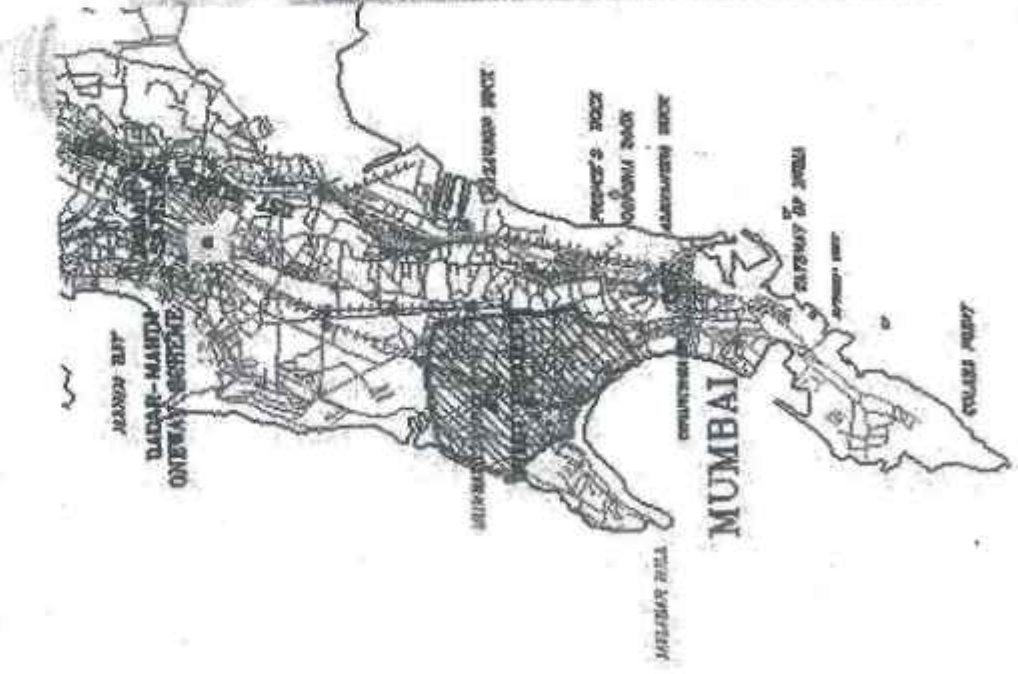


Mumbai Urban Transport Project

- Area Traffic Control System for Island City (250 junctions)

- Traffic Management and Safety Schemes

- Environment - Air Quality Improvement Measures



Mumbai Urban Transport Project

Resettlement and Rehabilitation

- 19128 households affected by MUTP to be rehabilitated
- Rehabilitation as per the R&R policy for MUTP
- Each family to get a tenement of 225 sq. ft. free of cost



Housing for PAPs

Mumbai Urban Transport Project

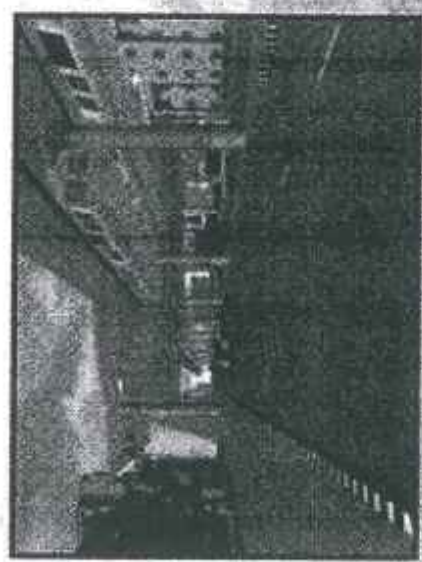
Benefits of MUTP

- Improvement in Public Mass Transport System mainly suburban trains
- 30% reduction in Train overcrowding
- 35-50% increase in the train km.
- Addition of eco-friendly buses to BEST fleet.
- Improved traffic situation around important railway stations
- Provision of Pedestrian facilities eg., Subways, FOBs, wide & clean footpaths
- Improved East-West road connectivity in the suburbs
- 12% increase in road capacity by computerised signals.

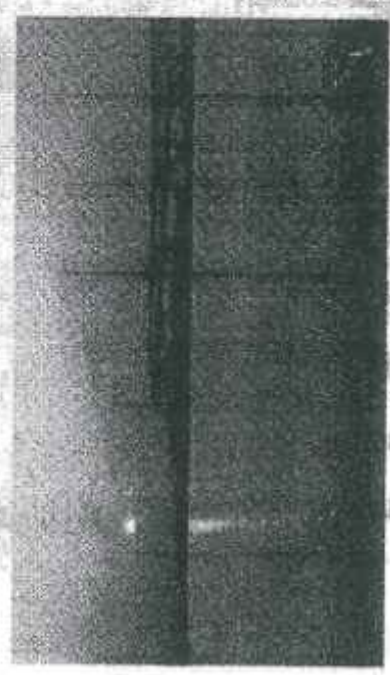
12.76 increase in road capacity by computerised signals.

Proposed Urban Transport Projects

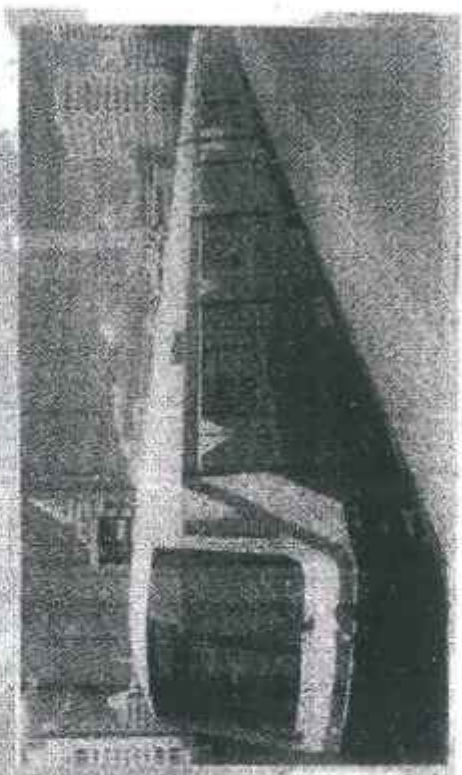
- Mumbai Urban Infrastructure Project
- Light Rail Transit System (LRTS) / Sky Bus Metro – Andheri-Ghatkopar
- Worli-Nariman Point Sea Link
- Mumbai Trans-Harbour Link (MTHL)
- Passenger Water Transport
- Metro Rail



Sky Bus Metro

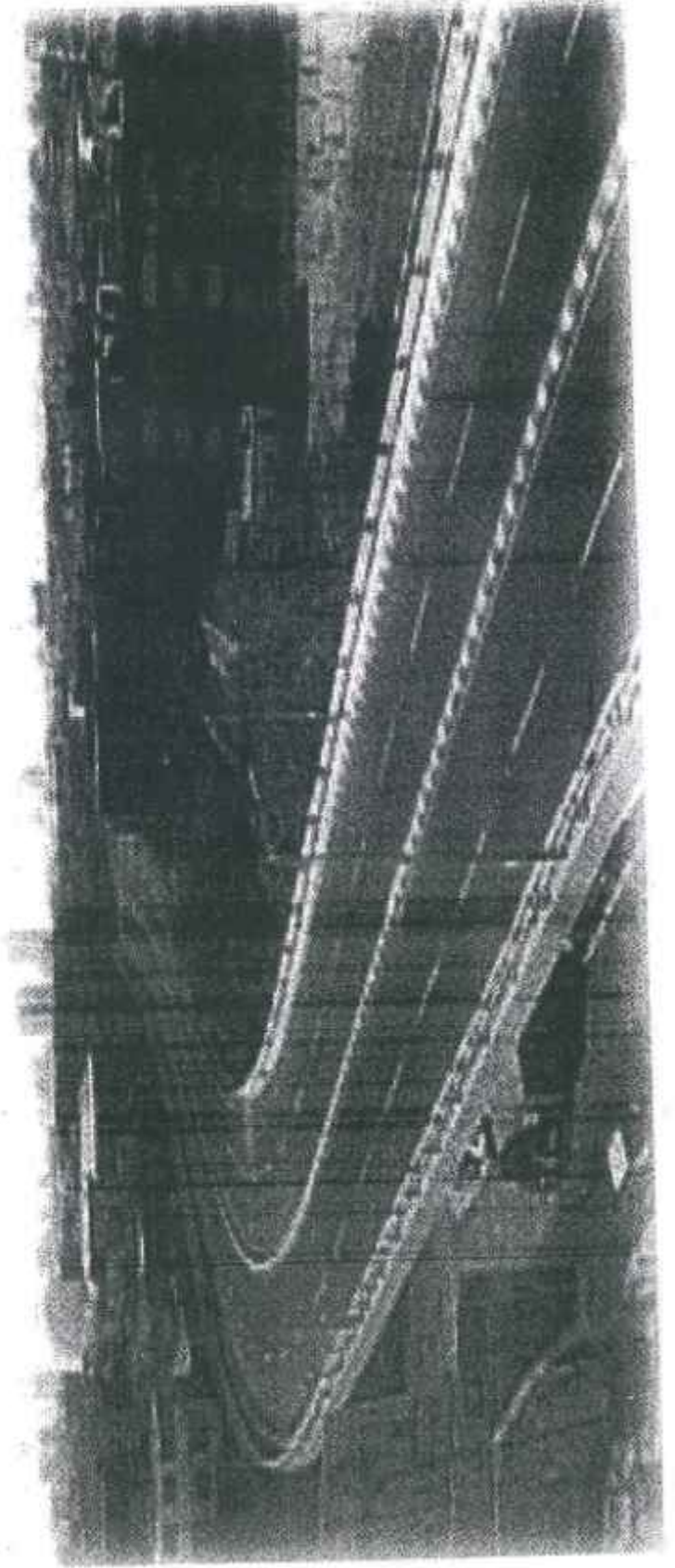


Mumbai Trans-Harbour Link (MTHL)



Light Rail Transit System

Mumbai Urban Infrastructure Project (MUIP)



Mumbai Urban Infrastructure Project

Need to undertake MUIP

- MUTP addresses Mumbai's transportation problems only partially with limited coverage of road network.
- It is therefore necessary to improve the road network along with development of alternative modes of public transportation systems.
- MUIP will thus supplement the MUTP with emphasis on improving the road network & providing benefits to the pedestrians & road users.



Objectives

- To prepare a traffic dispersal model for efficient mobility and connectivity
- To develop major North-south road links in suburbs
- To strengthen/augment the East-West Connectivity in the suburbs
- To provide efficient / fast public transport corridors
- To facilitate safe and convenient movement for pedestrians (Subways FOBs/Footpaths).
- To provide high capacity un-interrupted road connection to both the Airports
- To remove level crossings in Mumbai

Techno-Economic Feasibility Report	-March 2003
Preparation of DPR	-April 2003
Estimated cost of the Project	- Rs. 2000 Cr.
Construction of Roads	- Rs. 1000 Cr.
Flyovers, ROBs, RUBs	- Rs. 400 Cr.
ATC & Traffic mgmt.	- Rs. 200 Cr.
SATIS / Pedestrian facilities	- Rs. 200 Cr.
LRTS / Sky Bus equity	- Rs. 200 Cr.
Implementation Schedule	- 2003-2006

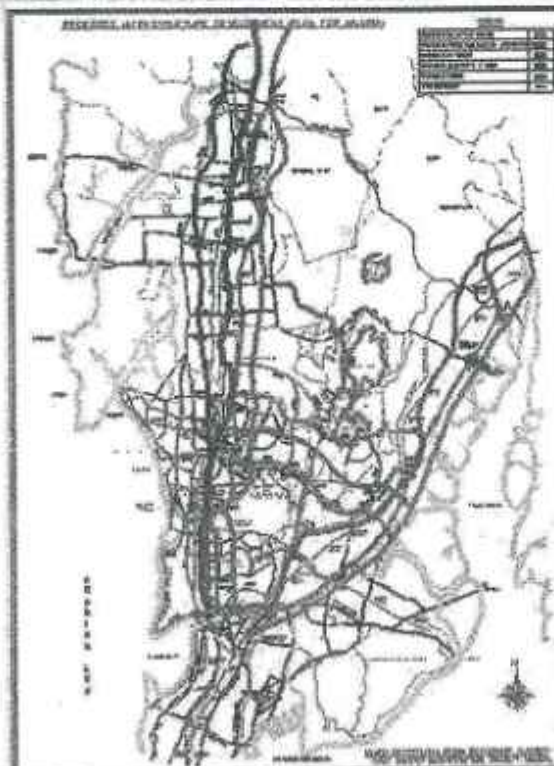
Mumbai Urban Infrastructure Project (MUIP)



Proposed Works

- Road Network Improvement
- Flyovers
- Road Over Bridges (ROBs)
- Pedestrian Grade Separator Scheme (PGSS)
- High capacity bus corridors (surface / overhead)
- Light Rail Transit System (LRTS) / Sky bus
- Station Area Traffic Improvement Scheme (SATIS)
- New Bus Terminals

Proposed schemes under MUIP



ELEVATED ROADS

- Western Suburbs
- Eastern Suburbs
- Connectivity between Airport & WEH & EEH

SUBWAYS

- Western Express Highway
- Eastern Express Highway
- Linking Road

CONSTRUCTION OF LINK ROADS

ROAD NETWORK AROUND SEEPZ & MIDC AREA

- LRT / Sky Bus Metro along Andheri - Ghatkopar

Structure Project (M

Proposed Works

- Network Improvement
- ers
- Over Bridges (ROBs)
- Strian Grade Separator S
- S)
- capacity bus corridors (s
- lead)
- Rail Transit System (LR
- on Area Traffic Improvem
- me (SATIS)
- Bus Terminals

es under MUIP

ELEVATED ROADS

- Western Suburbs
- Eastern Suburbs
- Connectivity between / & EEH

SUBWAYS

- Western Express High
- Eastern Express High
- Linking Road

CONSTRUCTION OF LINK

ROAD NETWORK AROUND MIDG AREA

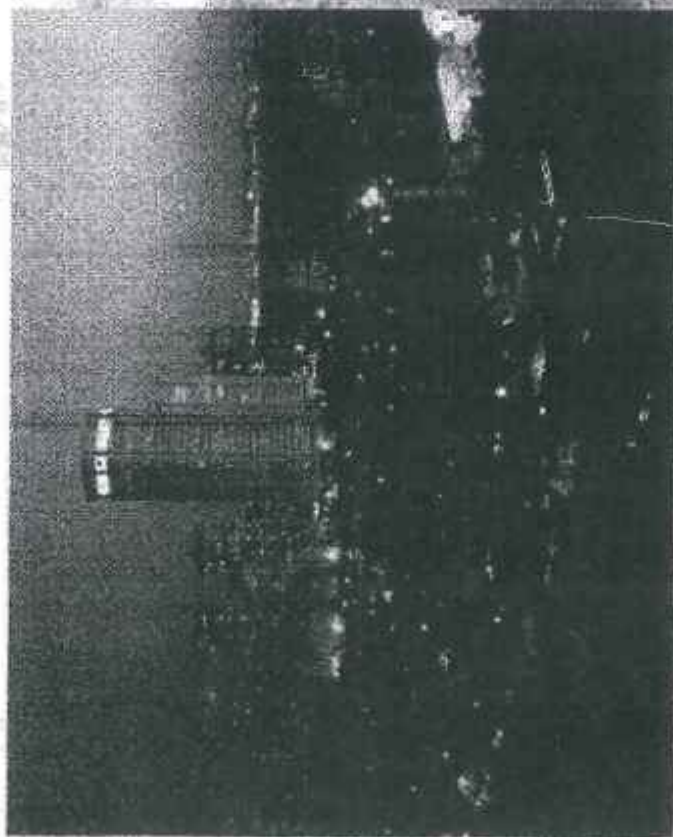
- LRT / Sky Bus Metro at Ghatkopar

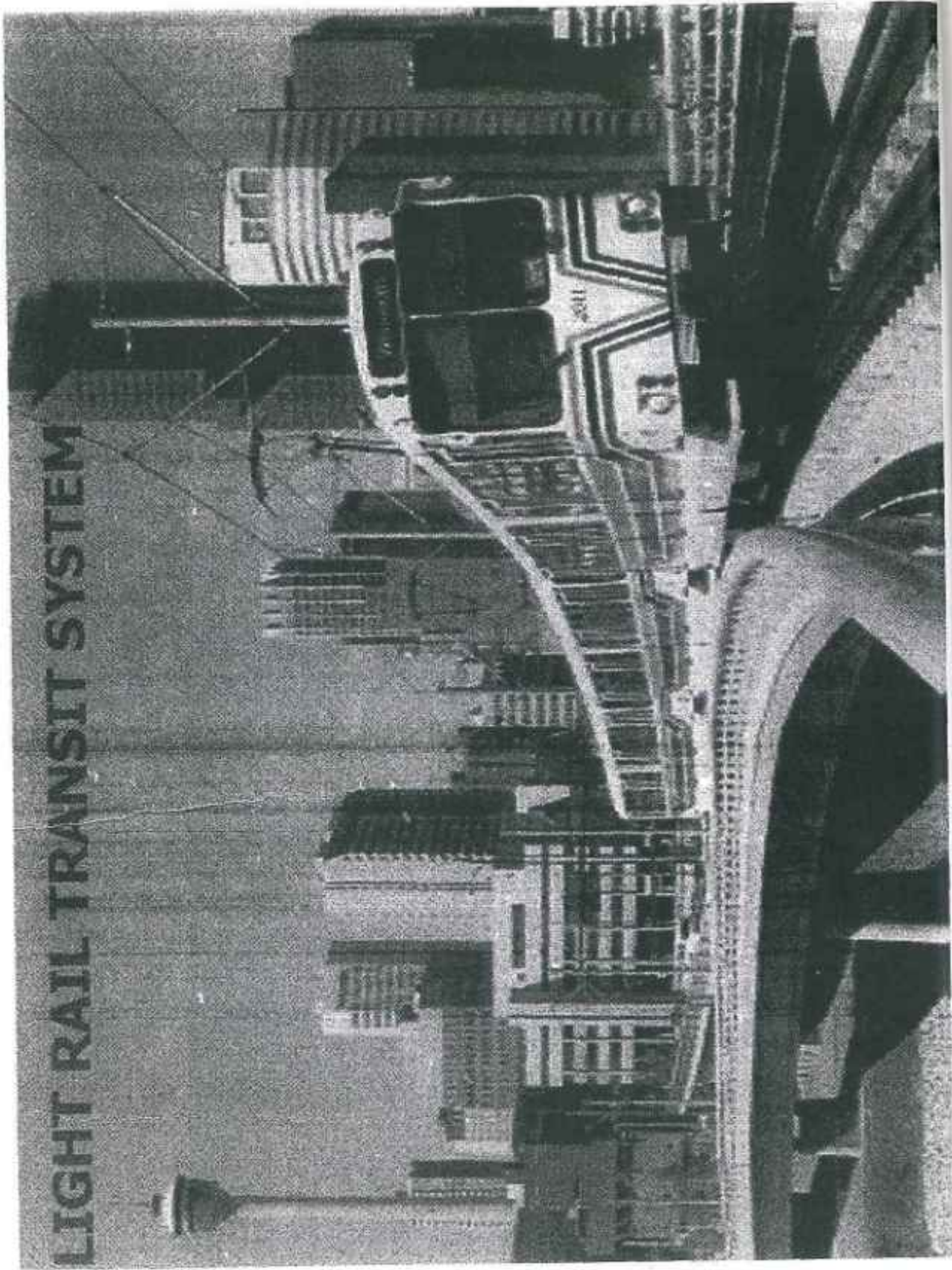
- **MMRDA & Local bodies**
- **GoI and GoM Contributions**
- **Financial institutions**
- **Capital Market – Municipal bonds**
- **Public Private Partnerships in Infrastructure development**
- **Private Investment in BOT format**
- **MMRDA's contribution – Rs. 1000 Cr.**
- **Other sources – Rs. 1000 Cr.**



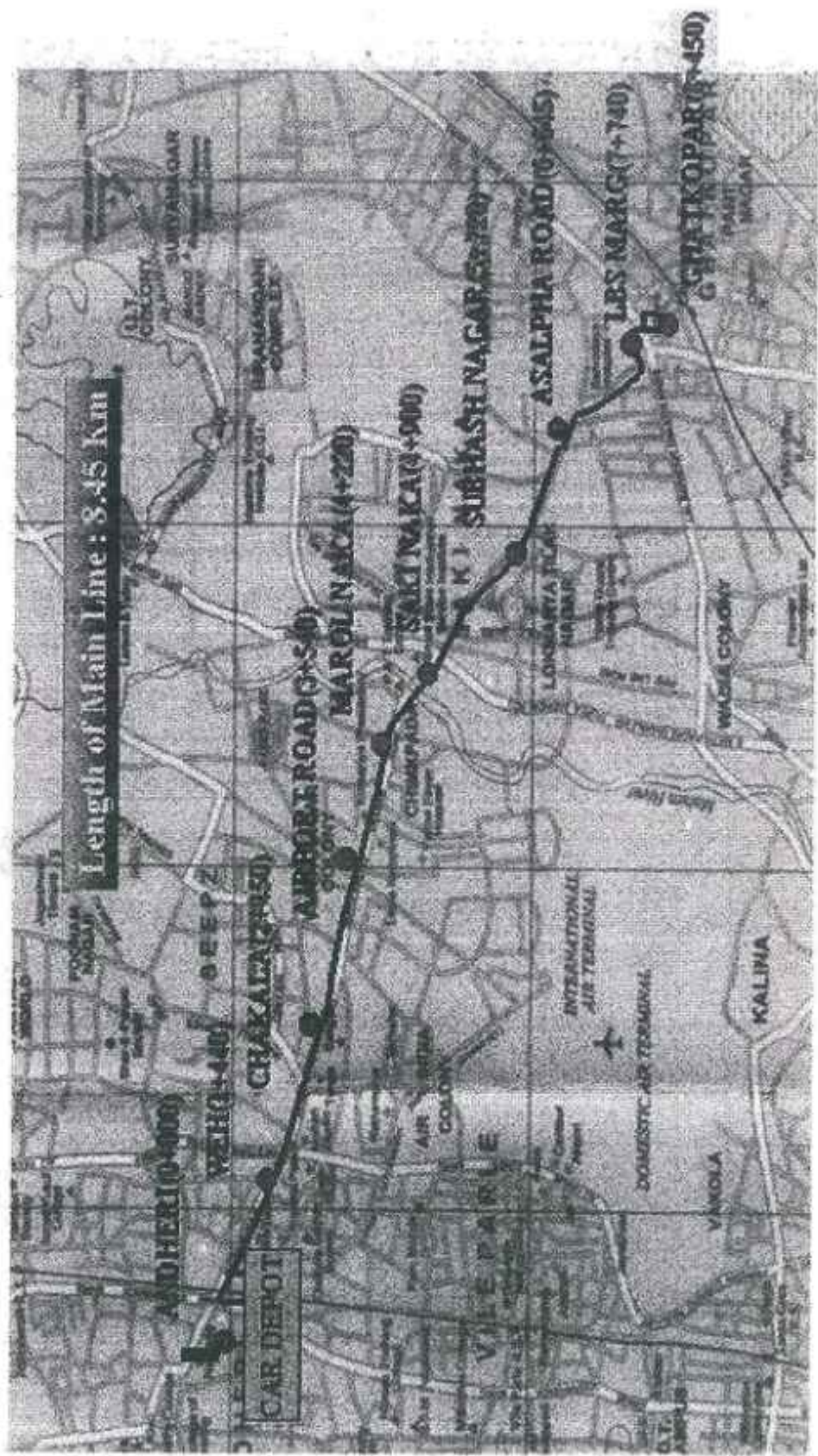
MUIP - Resource Mobilisation

- MMRDA & Local bodies
- GoI and GoM Contributions
- Financial institutions
- Capital Market – Municipal bonds
- Public Private Partnerships in Infrastructure development
- Private Investment in BOT format
- MMRDA's contribution – Rs. 1000 Cr.
- Other sources – Rs. 1000 Cr.





RAIL BASED TRANSPORT SYSTEM ALONG ANDHERI-GHATKOPAR CORRIDOR



ANDHERI-GHATKOPAR PROJECT DETAILS

System Technology	RRT
Length(km)	9 k.m.
Elevated	8.1.k.m.
Underground	0.90 k.m.
Investment cost	Rs.820 crores
Annual Revenue	Rs. 110 Crores
Operating cost	Rs.31 crores
Fares assumed - 1st Class	Rs 26.00
Fares assumed - 2nd Class	Rs 9.00
Ridership PH (Two Way)	48000
PPHPD	18000
EIRR	11.14%
FIRR with Real estate	6.40%
FIRR without Real estate	6.10%

RAIL BASED TRANSPORT SYSTEM ALONG ANDHERI-GHATKOPAR ALIGNMENT

- Detailed feasibility study for LRT System carried out through German consultants
- Konkan Railway Corporation has submitted proposal for Sky Bus Metro System
- MMRDA carried out feasibility study for the Sky Bus Metro
- State Government in consultation with Gol, will decide about the system to be adopted
- Work is expected to start by 2004

AILS

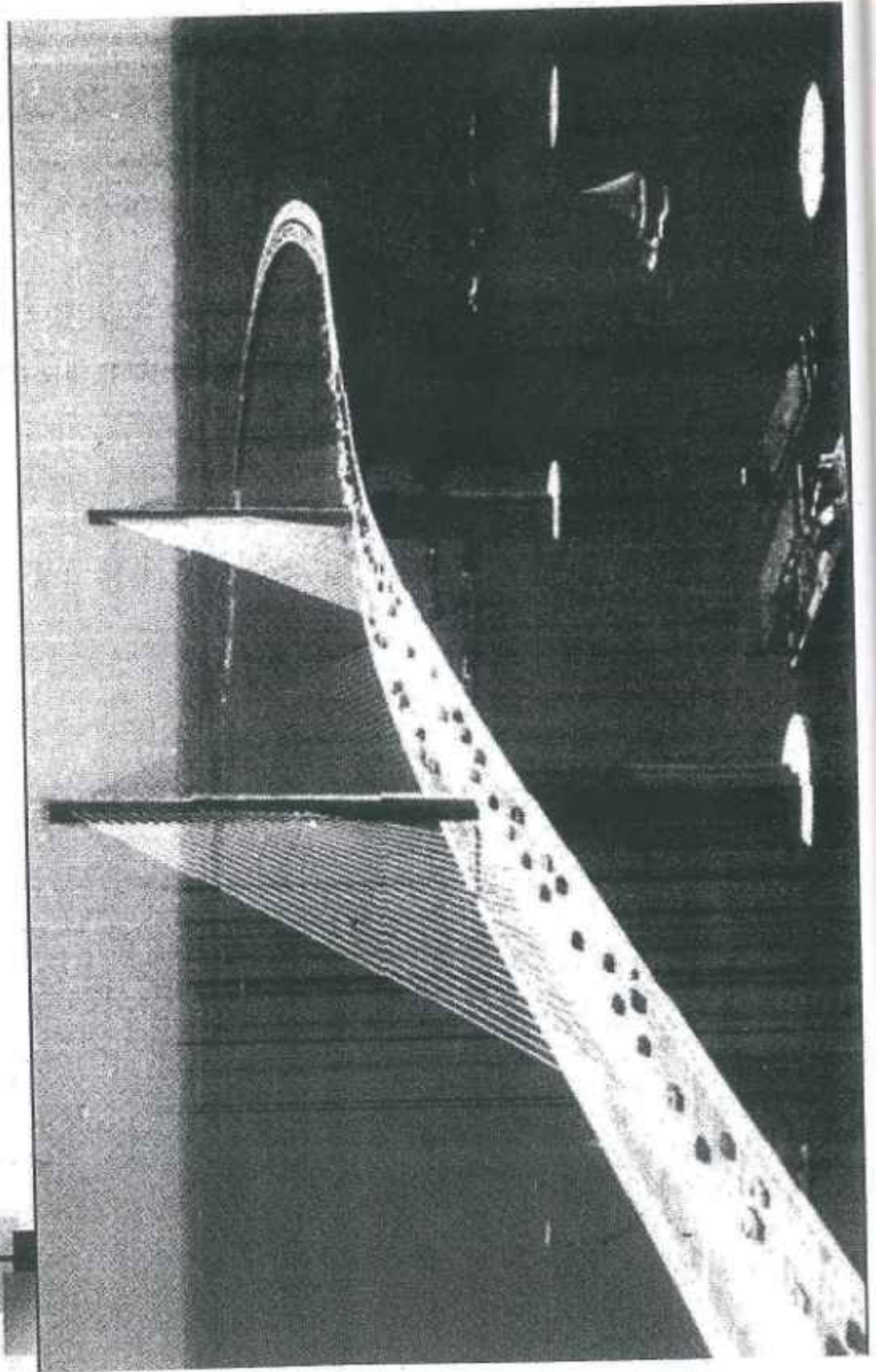
IMPORTANCE OF ANDHERI-GHATKOPAR CORRIDOR

- Connects two important railway stations, each on Western Railway and Central Railway
- The most congested (E-W) corridor in Suburbs
- Access to MIDC Industrial areas, International airport and commercial areas
- Ridership substantial and two way movement assured throughout day
- Alignment along existing road : not much land acquisition required

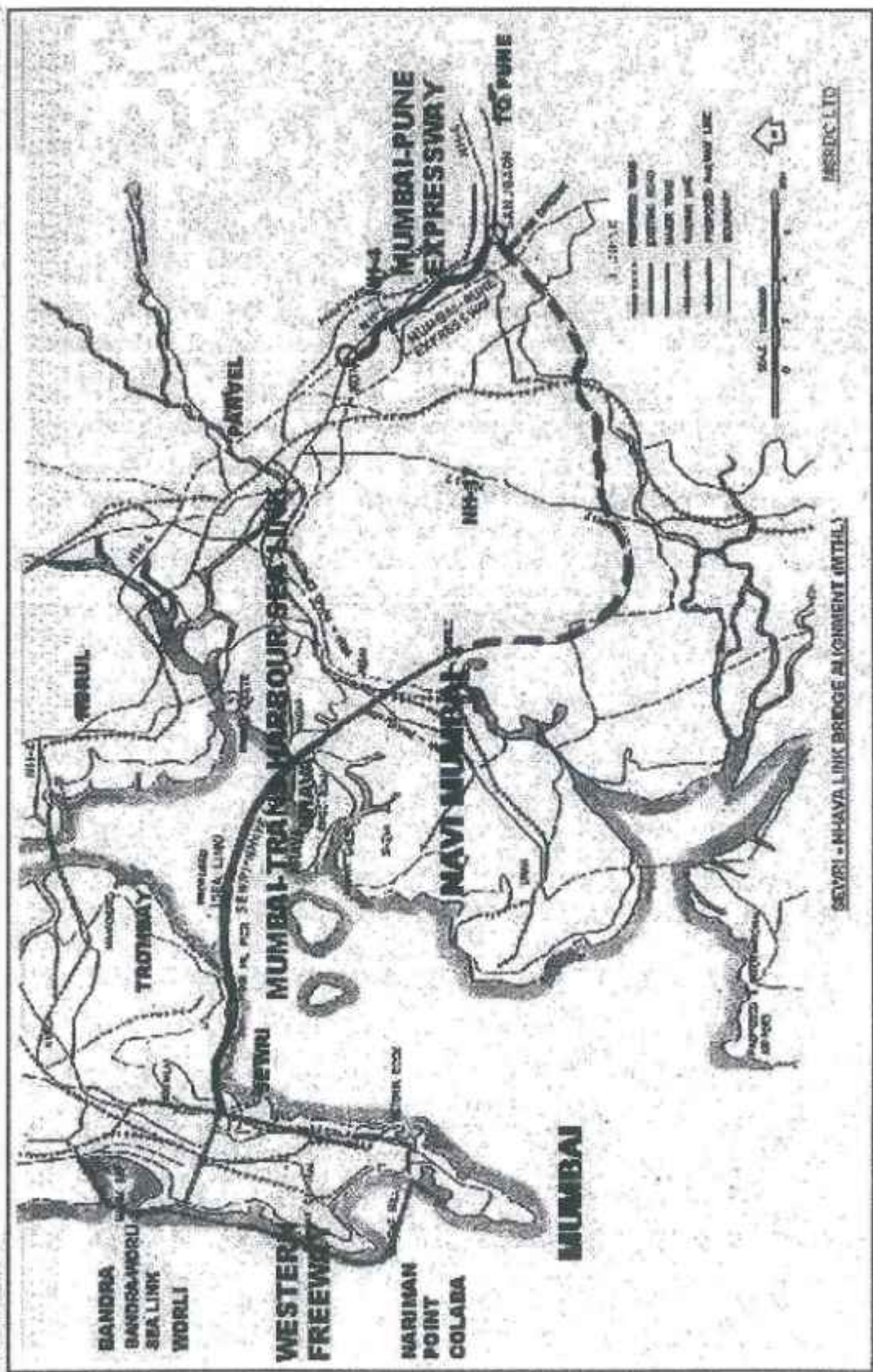
SKY BUS METRO SYSTEM



MUMBAI TRANS HARBOUR LINK



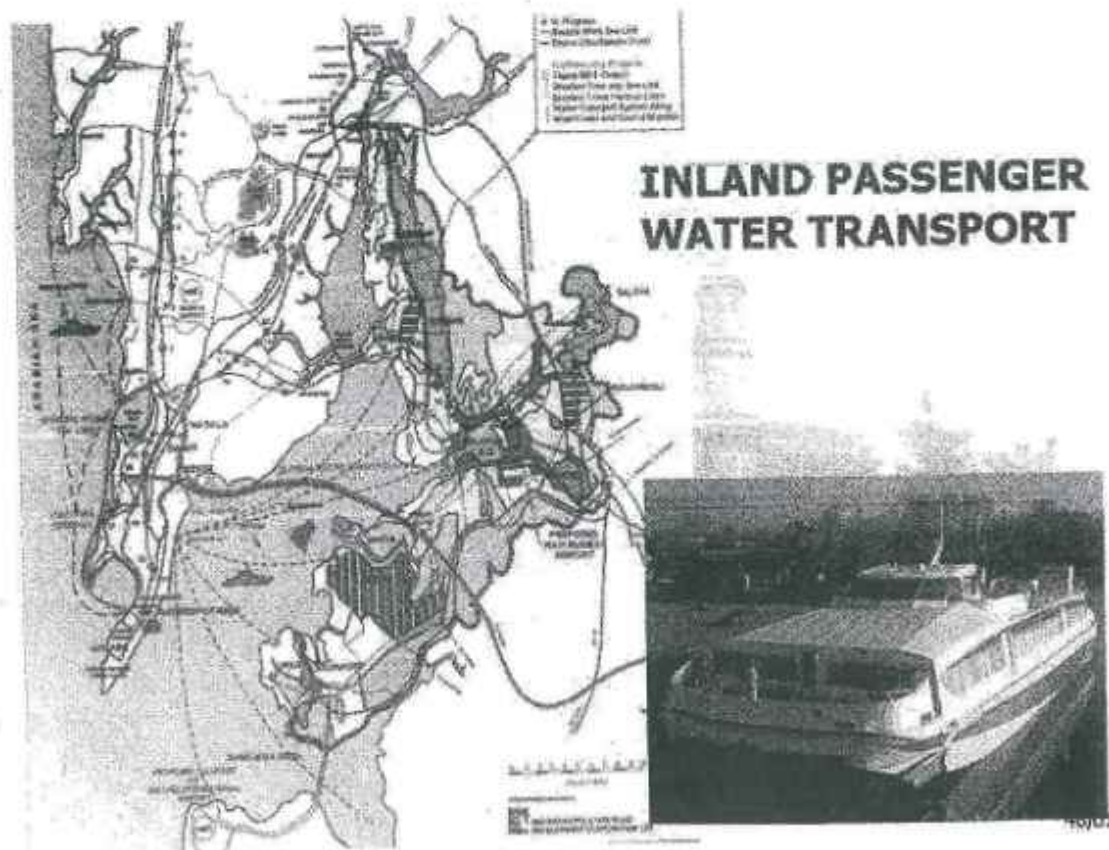
MUMBAI TRANS HARBOUR LINK



LIGHT RAIL TRANSIT SYSTEM

Mumbai Trans Harbour Link

- Connector to mainland to decongest Mumbai
- Road cum rail link of length 25 km
- Road bridge of 8 lanes + rail bridge 2 tracks
- Connection to Mumbai Pune expressway, NH-17
- Project Cost - Rs. 6600 crores



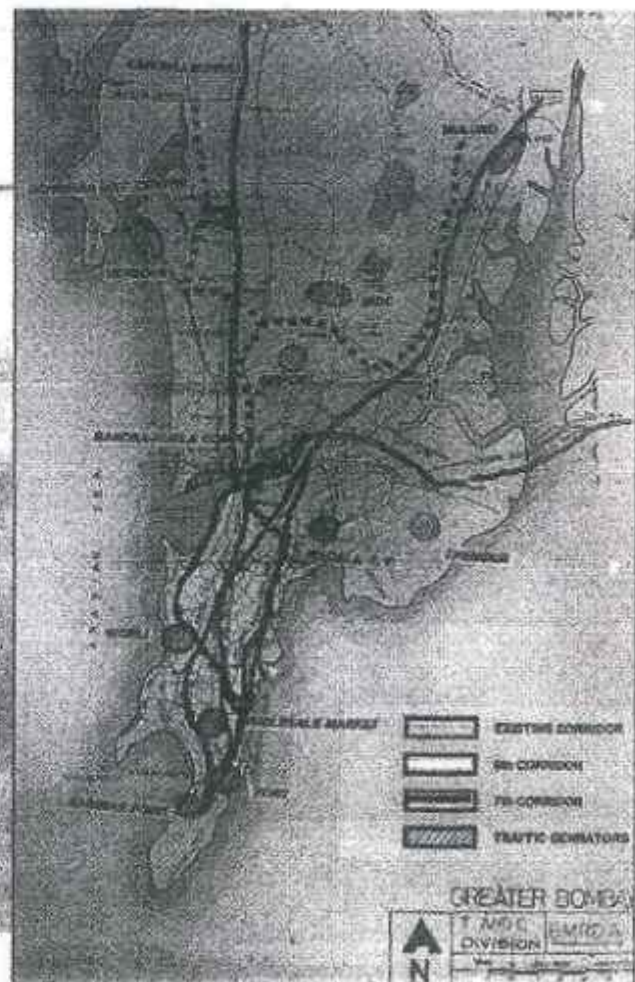
Inland Passenger Water Transport

West Coast

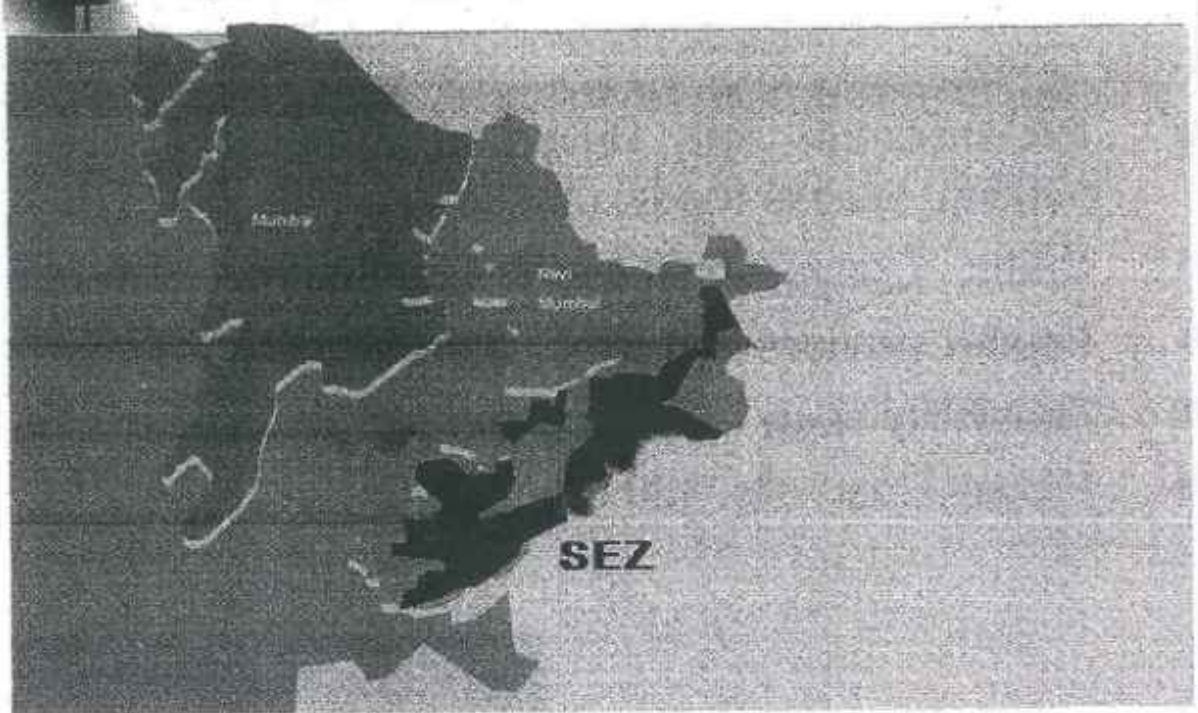
- Infrastructure - Jetty, Hoverport, Terminal building, parking, access roads, utilities etc.
- Crafts - Conventional crafts, Catamarans, Hovercrafts
- Feeder services by buses, taxis, car
- Feasibility study is nearing completion
- Project Cost - Rs. 450 crs.

METRO RAIL

- Need to develop high capacity Metro corridor in Mumbai
- TCS submitted report for 7th Corridor in Island city - projected cost : Rs. 14,000 cr.
- Committee set up to prepare Master Plan for Metro for entire Mumbai and identifying priority sections
- Delhi Metro Rail Corporation being appointed to prepare feasibility report for Metro Rail



Special Economic Zone - Navi Mumbai



SEZ Navi Mumbai Expected Industry Mix

SEZ Zone
Landfill, Industrial
Basic and Auxiliary
Facilities, Services
Other related



DRONAGIRI Zone
Sub-Zone I
Auto spool parts
Machinery
Agricultural and Allied
Plastic products
Metallurgical

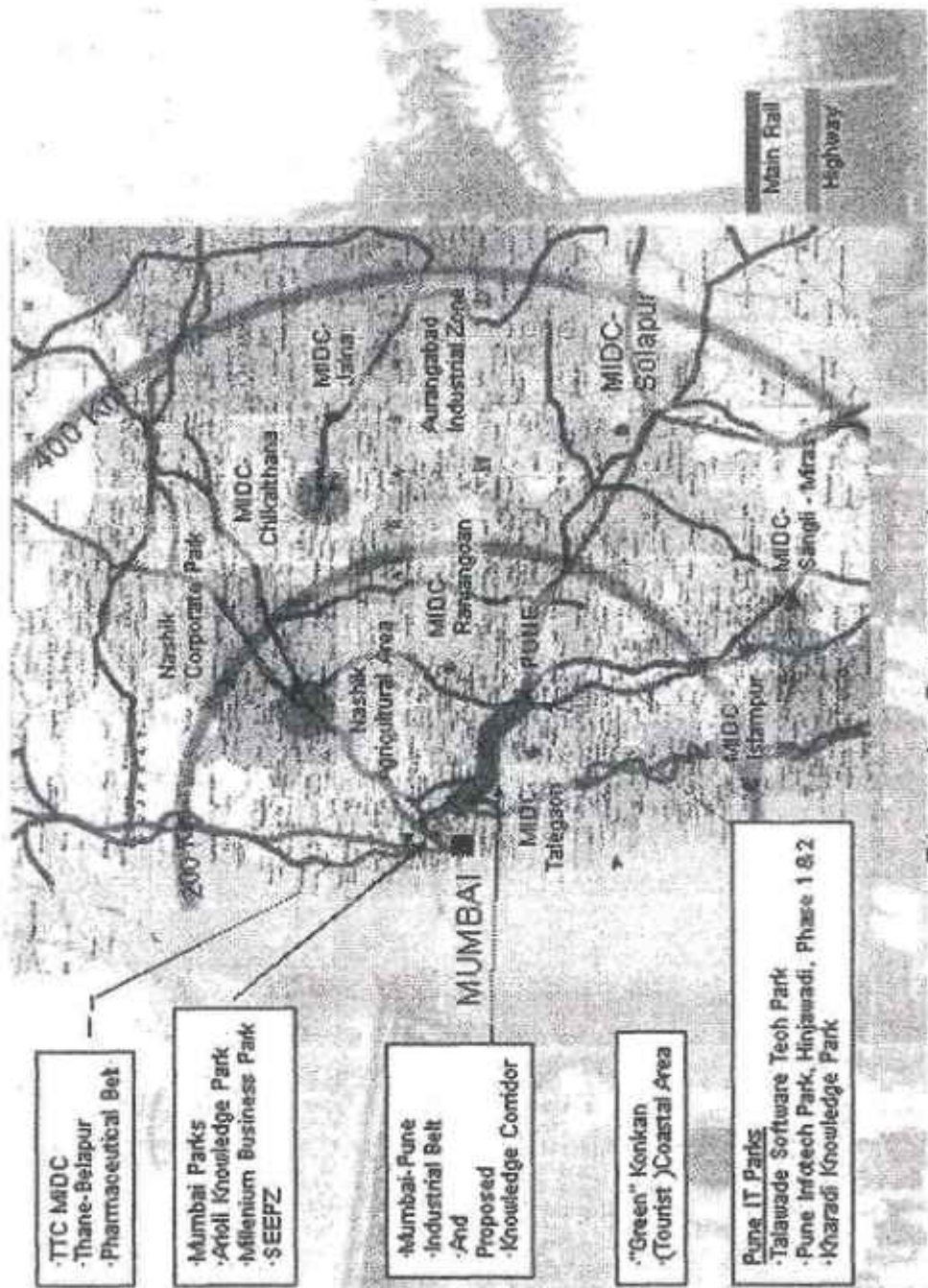
Sub-Zone II
Trading and logistics
Furniture

Sub-Zone III
Cosmetics & toiletries
Packaging

Sub-Zone IV
Pharmaceuticals
Rubber Products

Discussion Purposes only

Strong industrial belt of 400 km



TTC MIDC
Thane-Belapur
Pharmaceutical Belt

Mumbai Parks
Atroli Knowledge Park
Millenium Business Park
SEEPZ

Mumbai-Pune
Industrial Belt
And
Proposed
Knowledge Corridor

"Green" Konkan
(Tourist Coastal Area)

Pune IT Parks
Talaude Software Tech Park
Pune Infotech Park, Hinjawadi, Phase 1 & 2
Kharadi Knowledge Park

Discussion Purposes only

Expected benefit of SEZ

	2007-08	2014-15
	(Rs Crores)	
Number of Units	218	845
Exports (p.a.)	11000	42000
Total FDI	4500	18000
Total Investments	9,600	40000
Direct Employment	1,55,000	5,32,000
Indirect Employment	3,10,000	10,60,000

Project Status

Land acquisition:	Done
All major Government approvals for start up:	Completed
Business Plan: (prepared by E&Y led consortium)	Completed
Architectural Concept Plan: (prepared by McClier, USA)	Completed
Process for selection of Developer: (RFQ issued on September 16, 2002)	In progress
Road shows	Completed
Date of issue of RFP:	18, Dec 2002
Target date for selection of strategic partner:	30 March, 2003

Airport Location Plan - Mumbai - Navi Mumbai

- Airfield - Conforms to the latest ICAO standards
- Area Proposed - 2347 Acres
- Runway - TWO (simultaneous-segregated parallel operation)
- Taxiways
- Full length taxiway on either side of runways
- Parking Aprons - 79 (a/c stands):
Domestic - 30
International - 15
Cargo - 10
Others - 27

**Project Cost & Phasing**

Basic Cost of the Airport:	Rs 3,800 Cr	Project Phases :	4 Nos.
Total Project Cost:	Rs 11,100 Cr	Net Revenue :	Rs 55,000 Crs
Project Period	30 years	IRR :	16%

Basic Cost of Navi Mumbai Airport

Phase	Year	Pass. Capacity (MPPA)	Cargo Capacity (Tons)	Airport Cost	Land Cost	Soilng EMT	Channel Diversion	EMP Cost	Total
Phase 1	2003-07	4.45	51161	510.31	52	100	25	60.31	1547.62
Phase 2	2007-12	8.20	264713	514.49	100	-	-	-	614.49
Phase 3	2016-20	13.67	463234	674.53	100	-	-	-	774.53
Phase 4	2026-30	26.00	853593	1069.30	218	-	-	-	1387.30
Total	-	-	-	30.68.63	570	100	25	60.31	3823.94

Advantages

- An investment of Rs. 4,000 cr. In 5-7 years
- 50,000 jobs during construction period
- 100,000 jobs after the airport is ready
- SEZ becomes more attractive (Rs. 2,000 cr.)
- Boost to Sewri-Nhava Sealink project viability (Rs. 4,000 cr.)
- Adjacent districts and States benefit
- Navi Mumbai develops into a powerful commercial, industrial and urban hub
- MMR becomes a huge business metropolis

Slum Rehabilitation

- Slum Rehabilitation Authority is working towards a slum free Mumbai.
- SRA facilitates rehabilitation of slum dwellers through private initiative and capital.
- Develops slum dwellers as dignified and responsible citizens.

For LIG - Decent housing & Squalor free living.

For MIG - Housing made more affordable.

For Mumbai - More open spaces & high quality infrastructure.

Restructuring of SRA Schemes

- Total Slum Population - 65 Lakhs
- Total Households - 13 Lakhs
- Rehabilitation cost - 30,000 Cr.
- Families already Rehabilitated - 25,000
- Projects under process for 50,000 families

Thrust areas

Dharavi Action Plan

- Rehabilitate one lakh families in 12 sectors.
- Invite private investments of Rs 450 cr/sector Slum Free Pavements
- All footpaths of Mumbai to be made slum free on private / public unreserved plots.

Airport Slums

- Around 11,000 slum dwellers rehabilitated - savings in fuel Rs. 5 crore per month.
- Further 21 slum pockets identified for rehabilitation.

Navy, Mumbai Port Trust being made slum free

- 17,500 slum dwellers being rehabilitated.

Private Initiative

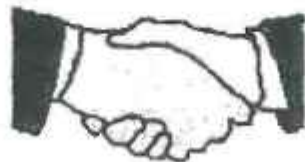
- Schemes to rehabilitate 2,25,000 slum dwellers under implementation.

Conclusion

To realise these goals, we

- Need for good governance
- Public-Private participation
- Need to frame policies for sustainable development
- Strong & Dedicated administration
- People's involvement & support

Let us join hands to make our vision into a reality



THANK YOU

Panelists Speak.....

Finance Commission Must Consider Bombay's Problems



Sunil Bhandare
CEO Bombay First

Mumbai will continue to continue to drift if there are no three E's. The first E refers to the Entitlement for Mumbai. Second is about the Empowerment. Thirdly, the Envisioning, which has been taken care of in terms of the future prospects. But, we have now understood what has been the contribution of Mumbai in terms of its economic, fiscal and financial strength. But, what is happening over the years has been the impoverishment of this city. Maharashtra is a holding company, Mumbai happens to be its most prosperous subsidiary.

Now this entitlement, which Mumbai legitimately demands by virtue of its contribution to the economy, to the fiscal strength of the nation, to the financial strength of this city is a critical need.

Of a total budget of Rs. 6,600 crore the Municipal Corporation, just about 15% is the capital expenditure. What is the biggest thing in terms of a capital expenditure, which has happened to Mumbai? It is going to be the MUTP over the next 20 years. We have not been replenishing the assets of Mumbai. We have allowed Mumbai's assets to be depleted.

Now industry that has shifted, services have taken over the role of the dynamism for the economy. But beyond that, nothing significant is happening.

How does one bring about entitlement for Mumbai? There are five or six things, which need to be done.

One is of course the grand vision, which requires a time frame. Whether it is 5 years or 10 years or 15 years or 20 years? We also require replenishment of the resources for Mumbai. How do we do this? What is coming back to Mumbai? Now we should cut across all the political barriers and demand that the finance commission must give special consideration for the problems of the Mumbai.

Second is, we have always seen that there is a wonderful promise - performance gap. The Chief Minister will keep on promising that Rs. 1,000 crore or Rs. 1,200 crore will be given to Mumbai. At the end of the year, nothing comes to Mumbai. We need to generate that kind of a resource building for Mumbai.

Third, the Municipal Corporation's finances are in a bad shape. 70% of the expenditure goes to the establishment cost. Very little is available for capital expenditure. Also we need to have an urban transport development fund.

Fourth, there has to be a ministerial authority which will take into consideration not only various plans and programs which have been brought about, but will carry it with its empowered political authority.

And lastly, we require a similar slum rehabilitation authority and decide what is the relationship of the slum rehabilitation authority with the Municipal Corporation.

Panelists Speak.....

Need to Plug Holes in Infrastructure Planning



Gerson D'Cunha
Leading Journalist

It is not so much the vision and plan as the firmness in keeping to them. Mumbai today is a spectacle of good intentions and great plans that have gone wrong. And why have

they gone wrong? Why has there been this strange lack of implementation of what has been called the gap between performance and delivery?

There are good politicians and there are bad ones. Unfortunately, a very small activity by a very small number of bad politicians results in a huge effect. Good decisions are taken at the top, but as they filter down to the grass roots, malpractice and corruption replace clean administration and effective administration.

So what is to be done? I think the first thing that is to be done is to keep those who are doing a good job where they are. Keep supporting and recognizing people doing a good job. Secondly, create a framework for routing public.

Quality of life should be the first thing that will give a human face to all our endeavors that we are doing. That human face is required. To fulfill this necessity, what do politicians do, what do our bureaucrats do and what do we do? These are the issues that should be focused on. There are very good flyovers constructed

in Mumbai. They are very convenient to travel from the suburbs to town and to return to the suburbs. But there are still many distractions on the Express Highways, but we have not thought of finding solutions.

This is what is called the lack of appropriate planning, lack of vision, lack of foresight. The plight of Mumbai is not that its population is on a constant rise, the population here has turned 1.25 crores. The plight of Mumbai is that its population is let to increase.

Today in Mumbai there is a shortage of drinking water. Clean drinking water is not available to people. More than half of the people fall sick due to consumption of contaminated water. And more than 5 crore liters of water is used for cleaning purpose. And 4.5 crore liters of water is used for the cleaning of toilets. Yes, sewage cleaning is a necessity. Water for cleaning the gutters and the toilets is also very important, but while planning itself, this issue should have been considered and potable water must be separated from ordinary water. How much expenditure of ours does it save?

Even in a small 3-star hotel, drinking water is separate from the water for toilets. But this is nowhere in our planning. I wish to pinpoint these shortcomings and request planners to keep all these factors in mind even at the stage of planning and consider as human beings not mere living creatures. ■

Panelists Speak.....

Need for Social Housing near Work Sites Stressed



Prem Nath
Leading architect

I always thought that films are known as dream merchants. Those like politicians are catching up! Last time, they sold a dream of constructing a third city at a cost of Rs. 1,000 crore. Today, it is still a dream! A

vision statement!

Bandra-Kurla complex was planned and designed 25 years ago to decongest city, to relocate. And the Bandra-Kurla complex still is struggling, halfway. To put one Bandra-Kurla rail link in Bandra-Kurla complex, it can take many years more. In their master plan in Bandra-Kurla, they have made some reservation for convention centers, exhibition centers, entertainment centers and vocations centers.

MHADA is holding a vast land in the Bandra Reclamation area. It is a government reclaimed land. It is holding temporary exhibitions there every year, spending crores of rupees. Why? Because, unfortunately, authorities in governments are playing as a landlord, as real estate operators. They want to encash the land.

Why do we need vision of that kind? Architects like me feel that the city should be friendly to people, friendly to use, and friendly to pocket. Mumbai was a very friendly city 40 years ago, when I came to live here. It was very affordable and charming. It looks like ever since the name changed from Bombay to Mumbai, it has lost the charm. And today, we are still behind schedule, our master plan

has expired.

Bombay has gathered a vast of mass people, our slum brothers. We have about 65 lakh slum brothers now. If they are there, that is because they are a part of our life. Why are they distinct? How are they sustaining? We need them. You have no idea that possibly your driver, your servant, your cook, your house boy, your office boy, your operator and your barber, and the barmaids and dancing girls all stay in slums. Some of them are having computers, some have refrigerators, washing machines, TV videos, and they also take spare. Are they slum dwellers really? BMRDA had planned for relocating the slums for shifting the employment opportunities away from South Bombay. Instead the employment has stayed in Bombay. But the population has shifted outside requiring to travel 25-30 kms, causing strain on infrastructure.

We need to give working class social housing. They live in kholis and pay fat rent of Rs. 500 to dada. Today, fortunately the law is being modified. It is now possible to give Rs. 500 per month or Rs. 1000 per month for a room in Central Bombay somewhere.

It seems that social housing can be a part of every precinct. Why should a worker travel away from work place? He can afford to live close to the working area. We need to think radical solutions rather than try to solve problems by adding 500 more buses, more trains. We need to keep Bombay working. We need to first maintain the city, before going further to develop the future.

Panelists Speak.....

Colleges in City Owe Huge Loans to Banks



Nanik Shrivdasani
Principal, Jai Hind College

In the world of today, education is a necessity of life. Education is our national health and the wealth as well. The fact, wealth can grow only after requisite care, concern and importance and investment made by the nation towards the education sector.

Countries abroad give a lot of importance to education and they allocate substantial percentage of their national budget to the education. Why the scenario in India is just the reverse? Mumbai, which is the nerve center of the country, is the size of Chicago in United States. Population is a root cause to the problems of this beautiful city. The student community forms quite a chunk of this important sector of life, the state budget allocates only 2% to 2.5% to the city. But even that legitimate budget or entire most legitimate grants are not being given by the government to the educational institutions over the years, for last so many years, the reason being that the government has no money.

Who is responsible for all this fiasco? For, every education institution in Bombay has two sections; one the junior college and the second is a senior section; the degree college under the University of Mumbai which provides opportunities for higher education.

Talking of the junior college section. On an average, every year approximately 3,60,000 students enter and enroll themselves, and out of this 3,60,000 students who enroll themselves in the junior college, 40%-45% are lady students, and those 40%-45% of lady students do not pay. They are not required to pay, because thanks to the generosity and the generous policy of the government, which excels in the verge of bankruptcy.

After all, for whom are you providing this kind of concession? To those lady students who carry a mobile set with them all along? To those lady students who can throw Rs.500-1000 at one shot in

a college canteen or in a disco? This kind of concession, which our government cannot afford, should only be need based, not politically based. Let the rich pay for the poor. I can assure you, they will not get the pinch. Why will they not get the pinch? Because after all, what is the fee structure? A maximum of Rs. 500 per year per student, which comes to about 40 rupees per month a student has to pay which is much less than even a mediocre school in Mumbai charges.

The statistics show, that for every junior college student, we are paying Rs. 5000 per year per student. I must tell you that for last six years, we have not received non-salary grant. Talking of the degree college, what we call as senior college, the scenario is still much more pathetic. A student pays only Rs.800 fees as tuition fees plus a few more hundred extra towards library and other fees. One really wonders with that kind of fee structure, if the educational institutions were to run the show on their own, I think we will survive only for one month. Perhaps, we will not be able to pay the sweeper for sweeping the college compound for the remaining 11 months of the year.

Mumbai has 134 colleges of higher education. They are supposed to get an amount of Rs.168 crore per year for salary grant and another Rs.25 crore for non salary grant. That is a paltry amount, but that is only on paper. They keep us occupied hunting for those grants. Where are those grants? Look at St. Xaviers', such a reputed college. It cannot run its own college. It had to sell its property at Lonavala to finance the day-to-day expenses of the college in Mumbai. St. Xaviers' have a deficit of Rs. 58 lakhs with the government in the span of last few years. We have a deficit of Rs.84 lakhs as on March 2002, which may have reached Rs one crore. Banks are running our colleges, and of course earning interest.

I must say that all our leaders must learn the art of governance. Because the fate of a nation lies in education and culture of its youth and the commitment of its leaders. ■

Congress (I) Perspective.....

Exploit Core Competence of Mumbai, Says B.A. Desai



B. A. Desai
Senior Advocate, Supreme Court of India

Bombay is a cosmopolitan city of national importance. So, the Center must take keen, proactive, financial interest in the development of Bombay. Development of Bombay must be a national concern. And all the best talents of the world must

come to rebuild Bombay.

Bombay is losing competitive edge. We must identify the core competence of Mumbai, and help people to industrialize.

Why did we allow the proposal to set up an IIM in Mumbai slip away? Mumbai needs an IIM, another IIT. We need more centers of excellence. Is the general standard of education coming down? The University of Bombay, once the nation's pride, is now centre of scandals. What cares?

The number of cars in the city are increasing. In the narrow streets of Bombay, how can you accommodate them? How much will be the pollution by these cars? What about pedestrians' rights? The rail network is insufficient.

Metro rail project will provide additional lines and will help to ease congestion.

Congress (I) Perspective.....

Conditions in Public Hospitals Must Improve



Charan Singh Sapra
President, Mumbai Youth Congress (I)

Slums at the airport and slums at coastal regulatory zones are a class apart. I feel slums in rest of the city are getting the FSI 2.5.

The state government must remove these slums totally or if it wants to rehabilitate them there with consent from Centre, it must also grant them FSI 2.5. I suggest the slums

from the airport must be removed. If the slums on the coastal regulatory zone are also removed totally and shifted to some other area, probably this vacant land might be used for the recreational facilities, for the playgrounds. We can develop joggers park and swimming pools, we can have lot many clubs over there.

Mumbai city, which attracts enough tourism, national as well as international, must project its heritage structures. The government, the heritage committee, and the Mumbai

Municipal Corporation must act in concert.

Hoardings are an eyesore, which block the heritage structures from public view. Strong action should be taken against them. A few members of the heritage committee and heritage conservationists have taken certain steps in the right direction. But we need more vigorous initiatives to stop the menace of hoardings.

Hospitals like Lilavati or Hinduja are for rich people. But the hospitals where 80% of the Mumbai population get service are the hospitals controlled by Mumbai Municipal Corporation, and the State government. These are in pathetic condition. The concerned people in the government and aware citizens should take steps to improve them through private initiatives and donations.

The last thing, I want to stress is decentralization. Chattisgarh can be carved out of Madhya Pradesh, Uttranchal can be carved out of Uttar Pradesh and Jharkhand can be carved out of Bihar, then Mumbai Municipal Corporation should not be bifurcated into two civic bodies - the suburban Mumbai and the Greater Mumbai. Because 1.5 crore population is too large to be managed by a single Corporation.

Congress (I) Perspective.....
**Police Force Must be
Modernised**



Col. Sudhir Sawant,
MLC

I will address the question of security, which is the core of any civilized human society.

Bombay is on the verge of anarchy. The place, where you once moved freely, today you cannot. It has become a center of international crime. Why is it so? Because our system of policing has become obsolete and outdated. Nearly 40% of the real estate in Bombay is bought with 'criminal money'.

The policing is something we have to improve. We must not just react to a situation when it is created, but prevent it. Our intelligence mechanism has totally failed.

We require total restructure of the police force. We require economies in the police force, because of money laundering. Unless you cut the criminals on their money you cannot control crime.

In Netherlands, punishment for evasion of income tax is more harsh than punishment for rape. We should act similarly. We require to have a Police Commission for Maharashtra, specially for Bombay. We

require a law to check money laundering. We require systems software engineers in the police intelligence. We require to build a mechanism, which will track down criminals. We need political will to implement this.

How can a Municipal Corporation officer understand the mechanics of the economic development of Bombay? He cannot. He has no faculty. An engineer sitting in Vashi cannot know what is happening in IT sector, in the entertainment sector. We need to address this problem.

What is our disaster management capacity? A low flying aircraft can come to Bombay, but not to Delhi because they will be detected there by radar. So the first nuclear bomb, if ever used in the world will be on Bombay.

This city is a city of festivities. It is essential to keep people alive, to keep the spirit of Bombay alive, to keep the joy of being a Bombayite alive. You have to develop the cultural ethos of this country. 'Fire and ice' is not the answer, because the people in the West have got fed up of those systems. There is something here, which you don't find anywhere else. We must nurture our cultural ethos. ■

Meeting with NCP



L to R: Shri Gurunath Kulkarni, Shri Chandrakant Tripathi, Shri Jayantrao Patil, Shri Nanik Rupani, Shri Suresh Kotak, Shri Shailesh Haribhakti



L to R: Shri Shailesh Haribhakti, Shri Niranjan Hiranandani, Shri I M Kadri, Dr Indu Shahani and Shri Nauzer Bharucha



**Indian Merchants' Chamber
&
Times Foundation Presents**

The Third Interactive Session in the series of Panel discussions on
"Development of Mumbai City : NCP Perspective"

Thursday, 20th February, 2003 at 5.30 p.m. Walchand Hirachand Hall, 4th Floor, IMC

PROGRAMME

5.30 p.m.

Welcome Remarks:

Shri Suresh Kotak, President, Indian Merchants' Chamber

Introduction of Theme:

**Shri Nanik Rupani, Chairman, IMC Task Force on Maharashtra
Development**

Presentations:

**Hon'ble Shri Jayantrao Patil, Minister for Finance & Planning
Government of Maharashtra**

Shri Chandrakant Tripathi, President, NCP, Mumbai

Shri Gurunath Kulkarni, Spokesman, NCP, Mumbai

IMC Panel to lead the discussion / raise issues

**Shri Niranjan Hiranandani, Chairman
IMC City Development & Environment Committee**

Shri I. M. Kadri, Leading Architect

Dr. Indu Shahani, Principal, H R College of Commerce & Economics

Shri Nauzer Bharucha, Principal Metro Correspondent, Times of India

Floor Participation

7.30 p.m.

Concluding Remarks & Vote of Thanks

Shri Shailesh Haribhakti, Vice-President, Indian Merchants' Chamber

Press Communique

Worli-Bandra Sea Link will be Ready in 18 months; Rationalization of Stamp Duty Soon, Says Jayantrao Patil

Mumbai, February 21, 2003: If the Nationalist Congress Party's (NCP) grand vision for Mumbai is to come true, Mumbai will become a most modern megapolis, perhaps unmatched by any other city in the world. What is more, NCP is ready to join hands with other parties for evolving a detailed blueprint for Mumbai's development and to implement it steadfastly, says Mr Jayantrao Patil, Maharashtra's Hon'ble Minister of Finance & Planning, and a rising star in NCP.

He has also asked Indian Merchants' Chamber (IMC) to help evolve a consensus among political parties on a programme for implementing labour law reforms, "because Mumbai's development largely hinges on these reforms and these reforms largely depend on full cooperation from Shiv Sena and other opposition parties."

Painting his party's grand vision for Mumbai, Mr Jayantrao Patil hinted at speedy implementation of a series of infrastructural projects, fiscal reforms and other measures needed to convert the vision into a reality. He was addressing an interactive session on 'Development of Mumbai : NCP Perspective', organized jointly by the IMC and Times Foundation at the IMC premises.

This session was the third in a series of

three panel discussions on the theme planned by the Chamber. At this session, Mr Chandrakant Tripathi, President of NCP's Mumbai unit, and Gurunath Kulkarni, spokesman of NCP in Mumbai, also sought to articulate the NCP's plan for Mumbai's development. The earlier two sessions were similarly addressed by top leaders of the BJP and Congress Party recently.

Mr Suresh Kotak, IMC President, who welcomed Mr Jayantrao Patil and other NCP leaders, said that these sessions would focus on the critical issues, such as the population pressure, inadequate civic facilities, lack of industrial infrastructure, and the need for fiscal reforms, all basically related to the city's future growth. Mr Nanik Rupani, Chairman of IMC's Task Force on Development of Maharashtra, said the heavy burden of octroi duty, stamp duty, property tax etc. were driving away all business activities from this state to other parts of India.

Responding to Mr Rupani's remarks, Mr Jayantrao Patil said Indian Merchants' Chamber was clamouring for abolition of octroi duty for many years now. But octroi duty was the backbone of finances of the municipal corporation in Mumbai. "We are working for replacing octroi duty with an additional VAT. We are also engaged in a serious exercise to

rationalize stamp duty immediately," he said. He charged that financial mismanagement by the Shiv Sena-ruled Mumbai Municipal Corporation had added to the plight of this city.

Mr Jayantrao Patil said the State Government was speeding up implementation of various mega infrastructural projects of this city. The Bandra-Worli link road over the sea would be ready within 18 months. The Government had begun dismantling the Urban Land Ceiling Act (ULCA) provisions in smaller urban centres and would gradually extend it to Pune and Mumbai soon.

The Government had also decided to use the mill land defreezed in Mumbai for setting up a number of 'growth centres' designed to provide employment to youths. Following the Central Government's promise to hand over 50% of the saltpan land surrounding the city to the State Government, a decision had been taken to build low-cost residential townships on the salt pans for resettlement of slum-dwellers.

Mr Patil said it was necessary to keep in mind the basic reality of democratic polity, in which the primary concern of every elected representative was the development of his own constituency, and not the macro issues pertaining to the nation, state, or a city like Mumbai. "Most MLAs don't have Mumbai's development on their agenda. But being Finance Minister of Maharashtra, I know that the Mumbai city is a goose that lays golden eggs for the State, and that it should not be killed, but nourished", he asserted.

"The basic character of any urban development should be to ensure a healthy,

knowledge-based, productive living for its citizens, not motor-driven opulent living. The subtext of all great cities is written by the common man," he said.

"My party visualizes development of Mumbai not in isolation of the development of other cities and villages in both the state and country. For us, the development of Mumbai does not mean development of only South Mumbai or Greater Mumbai, but the development of the entire metropolitan region, which includes MMRDC's seven municipal corporations, 11 municipal councils, and 955 villages - spanning the entire area between Virar in the north, Alibag in the south, Khapoli in the east and Arabian Sea in the west, and Kalyan and Bhiwandi in the northeast" Mr Patil asserted.

He visualized an integrated transport system to link this vast region with the help of the onground and underground railways, roadways, waterways and a whole range of efficient transport infrastructures. He also replied to specific queries raised by the IMC's panel of experts, which consisted of public figures and professionals like Mr I. M. Kadri, leading architect, Dr Indu Shahani, Principal of HR College of Commerce & Economics, and Niranajan Hiranandani, Managing Director of Hiranandani Developers, and Mr Nauzer Bharucha, Principal Metro Correspondent of The Times of India.

Mr Shailesh Haribhakti, IMC's Vice-President, said IMC advocated the urgent need to have good governance and the public-private partnership - the two key imperatives needed for Mumbai's development. ■



WELCOME
to
Presentation
on
Vision Mumbai Perspective
of Nationalist Congress Party

Jayant Patil,
Minister for Finance & Planning,
Government of Maharashtra

20th Feb., 2003



राष्ट्रवादी काँग्रेस पार्टी
महाराष्ट्र प्रदेश

Mumbai - Foreign Direct Investment - Aug 91 to Sept. 02

Projects Cleared by GoI,
Ministry of Commerce & Industries
State

State	Investment (Rs. Cr.)
Maharashtra	49000
Delhi	33870
Tamil Nadu	23544
Karnataka	22563
Gujarat	18462
Andhra Pradesh	13104

MUMBAI.... The City that never sleeps.

- ◆ Commercial & Financial capital of India
- ◆ Vibrant, pulsating & cosmopolitan city of Maharashtra
- ◆ Important hub with Air, road, rail & Sea links
- ◆ A major centre of Educational, Medical and Cultural activities
- ◆ Preferred destination for foreign investment

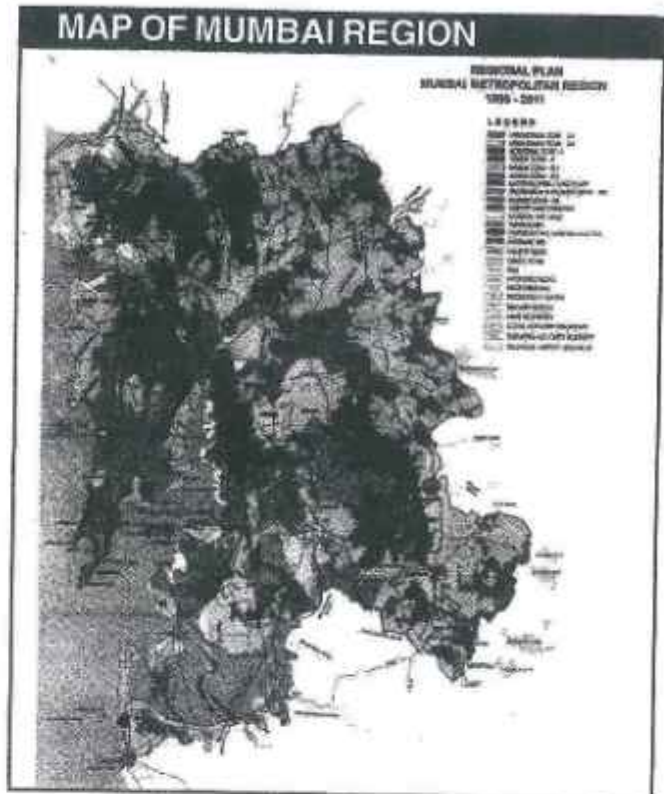
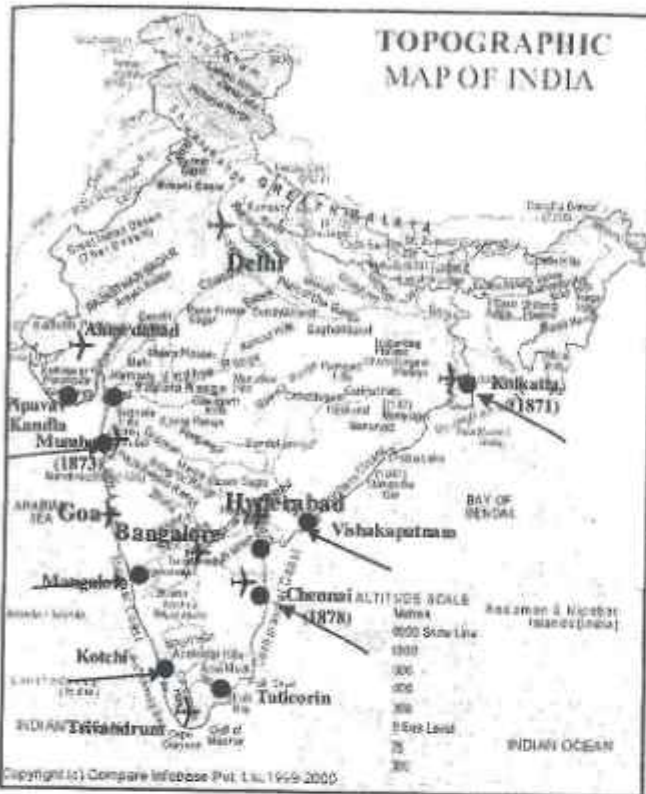
INTERNATIONAL HUBBING POTENTIAL



MUMBAI - The Dynamic City

Mumbai generates

- ◆ 5% of India's GDP
- ◆ 30% of central and state tax revenues
- ◆ 40% of India's foreign trade.



Nature in and around Mumbai

- ◆ Area - 103.09 Sq. km / 25000 Acres
- ◆ Major species
 - ◆ Panthers - 40
 - ◆ Spotted deer - 300
 - ◆ Barking deer - 100
 - ◆ Sambhar - 20
- ◆ Minor species
- ◆ Spotted cat, Jungle cat, Wild boar, Deers, etc
- ◆ Zoo
- ◆ Tiger Safari
- ◆ Lion Safari

Nature in and around Mumbai

- ◆ Mangroves spread over approx. 37 sq.km., mostly in Thane creek
- ◆ Other Important patches - Mahim, Versova, Gorai & Ghodbunder creeks
- ◆ 15 species of true mangroves in mumbai
- ◆ 35 mangroves associated species
- ◆ 40% of mangroves lost in last 10 years

Mumbai - Commercial Capital of India

Concentration of Employment

Island City accounts for 72% of the jobs in Mumbai

Trade and Commerce

Increasing Commerce and Trade

Mumbai vs. International Cities

- Important Parameters to decide quality of life
- ◆ Out of 27 indicators, important are
 - ◆ Average life expectancy
 - ◆ Hospital beds
 - ◆ Per capita state spending on education
 - ◆ University educated people
 - ◆ Air quality
 - ◆ average monthly rentals
 - ◆ Housing prices
 - ◆ Existence of mass transit system
 - ◆ GDP growth etc.

Mumbai - Thrust Areas are

- ◆ Cost of Living
- ◆ Cleanliness & Pollution
- ◆ Law & Order and Safety
- ◆ Education
- ◆ Transport

Mumbai - Challenges

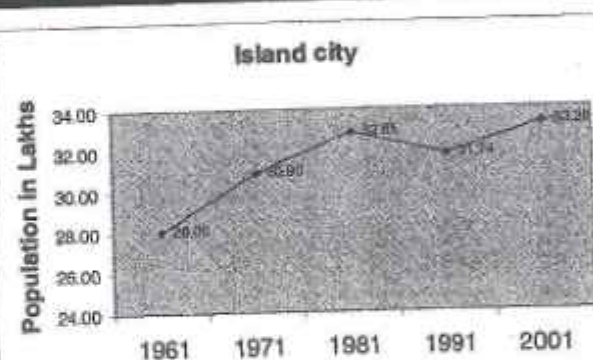
- ◆ Population Explosion
- ◆ Slums
- ◆ Congestion on the transport system
- ◆ Water Supply & Sanitation
- ◆ Pollution

Comparison of Mumbai with Asian Cities

City	2000	1995	1990	1985	Change in 2000 over 1995
Fukuoka	1	1	2	35	34
Tokyo	2	4	1	1	-1
Singapore	3	5	4	2	-1
Osaka	4	2	3	39	35
Taipei	5	3	5	11	6
Hong Kong	6	8	7	37	31
Bandar Seri Begawan	7	6	8	3	-4
Bangalore	27	26	27	19	-8
Delhi	31	30	22	26	-5
Mumbai	33	40	37	26	-7

Source : Asia week

MUMBAI – Population

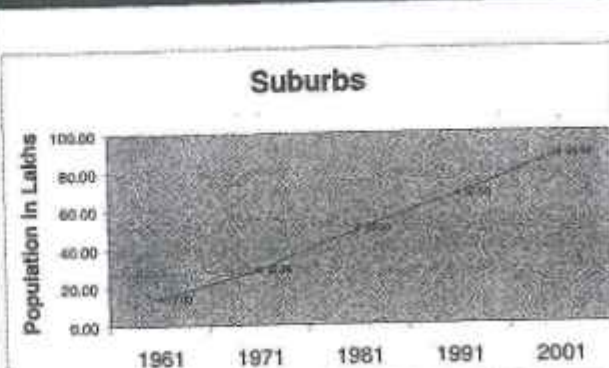


Mumbai and Other Metros

Indicators	Mumbai	Bangalore	Hyderabad	Chennai	Delhi
Law & order	6	1	2	4	7
Cost of living	25	20	1	2	25
Cleanliness & pollution	25	1	3	22	24
Traffic	3	1	5	2	18
Health Care	1	4	5	3	3
Availability of Power	1	3	3	4	24
Public Transport	1	4	3	2	23
Education	4	1	5	2	3
Quality of Roads	2	3	4	9	1
Telecom facilities	1	3	5	1	2
Work culture	1	3	4	3	7
Water Supply	2	1	3	25	8
Carrier Growth	1	3	4	1	1
Safety	5	1	3	2	25
Housing facilities	20	4	1	2	25

Source : Business Today - Dec. 23, 2007

MUMBAI – Population



MUMBAI - Health Index

Type	Hospitals	Beds
Municipal Mt. Home	29	1023
Municipal Hospital	26	10495
State Govt.	5	3195
Central Govt.	3	1620
ESIS	5	2775
Private nursing home	1098	20944
Total	1165	40052

- ◆ Mumbai with a population of 121 Lakhs (2001 census) has only 1165 hospitals & approx 40,000 odd beds
- ◆ There are approx 405 beds per lakh population

MCGM - Octroi Receipts (Rs. Cr.)

Year	Net Income from Octroi	% Increase to the previous year
1	2	3
1991-1992	485.82	
1992-1993	514.28	5.87%
1993-1994	551.85	7.31%
1994-1995	772.41	39.98%
1995-1996	864.94	11.71%
1996-1997	933.88	7.85%
1997-1998	975.00	4.30%
1998-1999	1135.54	16.71%
1999-2000	1366.73	20.36%
2000-2001	1611.28	17.89%
2001-2002	1750.71	8.65%
2002-2003	1942.00	10.88%
2003-2004 (Budget Estimate)	2025.00	4.12%

Mumbai Police Strength & IPC Crime

Year	Population	Strength of Police	Number of Police Station	I.P.C. Cases Reported	Ratio of Police Strength per 1000 Population	Ratio of IPC Crime Per Sq. Km. Area
1951	29.90	13,176	25	28,791	4.39	42.77
1961	41.20	14,942	31	19,379	3.60	32.14
1971	50.70	19,498	41	25,060	3.25	41.57
1981	62.30	23,573	50	35,623	2.86	59.08
1987	94.00	29,141	61	36,018	3.10	39.73
1988	95.60	30,425	62	35,802	3.18	37.27
1989	97.40	31,076	63	37,309	3.18	38.87
1990	99.70	31,947	63	36,102	3.20	36.52
1991	101.00	32,463	67	39,897	3.19	39.16
1995	125.00	37834	72	40,289	2.96	32.61
1999	142.00	38773	73	39,154	2.73	27.66
2000	142.00	38590	73	29,267	2.72	20.59
2001	142.00	38590	78	30,874	2.72	21.80
2002	158.00	38486	83	36,275	2.56	23.37

Note: According to Census Dept. Population is 1.51 cr per the Census carried out in the year 2001. Fig. of 2002 not available. The strength of Police in 2002 is shown in italics as P.T.S. Head is given to the D.G. office strength.

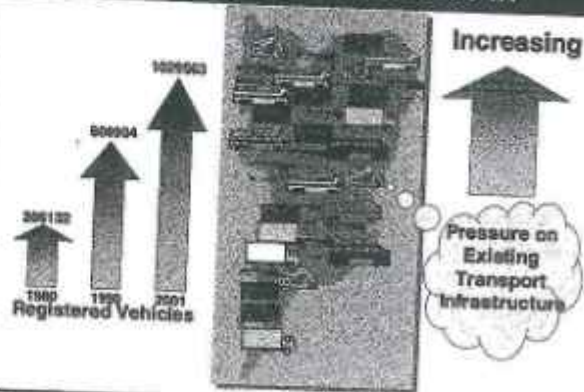
MCGM - Property Taxes (Rs. Cr.)

Year	Total	% Increase to the previous year
1	2	3
1991-1992	96.86	
1992-1993	107.80	11.37%
1993-1994	148.80	38.11%
1994-1995	171.00	15.33%
1995-1996	198.27	15.89%
1996-1997	209.83	5.83%
1997-1998	220.31	5.00%
1998-1999	273.34	24.07%
1999-2000	301.62	10.35%
2000-2001	334.77	11.00%
2001-2002	314.00	-6.20%
2002-2003 (Budget Estimate)	297.20	-5.38%
2003-2004 (Budget Estimate)	268.00	-10.16%

MCGM - Revenue & Expenditure

REVENUE INCOME		REVENUE EXPENDITURE	
Sl. No.	Particulars	Sl. No.	Particulars
1	House Tax	1	Water Supply
2	Property Tax	2	Electricity
3	License Fee	3	Police
4	Stamp Duty	4	Fire
5	Income Tax	5	Public Health
6	Professional Tax	6	Public Works
7	Excise	7	Public Welfare
8	Transfer from State Govt.	8	Public Health & Sanitation
9	Transfer from Central Govt.	9	Public Health & Sanitation
10	Transfer from Other Govts.	10	Public Health & Sanitation
11	Transfer from Other Orgs.	11	Public Health & Sanitation
12	Transfer from Other States	12	Public Health & Sanitation
13	Transfer from Other Countries	13	Public Health & Sanitation
14	Transfer from Other	14	Public Health & Sanitation
15	Transfer from Other	15	Public Health & Sanitation
16	Transfer from Other	16	Public Health & Sanitation
17	Transfer from Other	17	Public Health & Sanitation
18	Transfer from Other	18	Public Health & Sanitation
19	Transfer from Other	19	Public Health & Sanitation
20	Transfer from Other	20	Public Health & Sanitation
21	Transfer from Other	21	Public Health & Sanitation
22	Transfer from Other	22	Public Health & Sanitation
23	Transfer from Other	23	Public Health & Sanitation
24	Transfer from Other	24	Public Health & Sanitation
25	Transfer from Other	25	Public Health & Sanitation
26	Transfer from Other	26	Public Health & Sanitation
27	Transfer from Other	27	Public Health & Sanitation
28	Transfer from Other	28	Public Health & Sanitation
29	Transfer from Other	29	Public Health & Sanitation
30	Transfer from Other	30	Public Health & Sanitation

Growth of Registered Vehicles in





Transport Scenario - Cont...

- ◆ The trains & buses form the backbone of Mumbai's transport system.
- ◆ Everyday 10 million people travel by Suburban Trains & Buses.
- ◆ 300 new vehicles are registered in Mumbai everyday. Annual growth rate is above 10.5%.
- ◆ The rail & road network expansion failed to keep pace with the traffic growth resulting heavy congestion.

AIR POLLUTION IN MUMBAI

◆ Sector wise distribution of Pollution:

Transport	64%
Power	4%
Domestic	15%
Industrial	17%

◆ Ambient Air Quality at Mahim Junction:

Item	Observed (microgm/Nm3)	Limits (microgm/Nm3)
SO2	43 - 120	80
Nox	90 - 107	80
SPM	1144 - 3170	200

*SPM : Suspended Particulate Matter
Nox : Oxides of nitrogen
Source: Environmental status report MMRDA - 1997*

PRESENT SCENARIO OF MUMBAI INFRASTRUCTURE

- ◆ Inadequate road network,
- ◆ Traffic Congestion
- ◆ Pollution
- ◆ Parking Problems
- ◆ Suburban rail traffic increased by 6 times
- ◆ Capacity of trains increased by only 2.3 times.
- ◆ 4500 passengers travel per train against the carrying capacity of 1750

Transport Scenario

Present Modal Split - Out of 120 Lakh trips / day


- ◆ **Mass Transport -**
 - Suburban Rail - 40%
 - Buses - 48%
- ◆ **Public Transport**
 - Taxi & Auto Rickshaw - 5%
- ◆ **Private Vehicles** - 7%

Source : Comprehensive Transportation Study by MMRDA (92-94)

Mumbai Vision - NCP perspective

To ensure balanced economic growth of Mumbai region

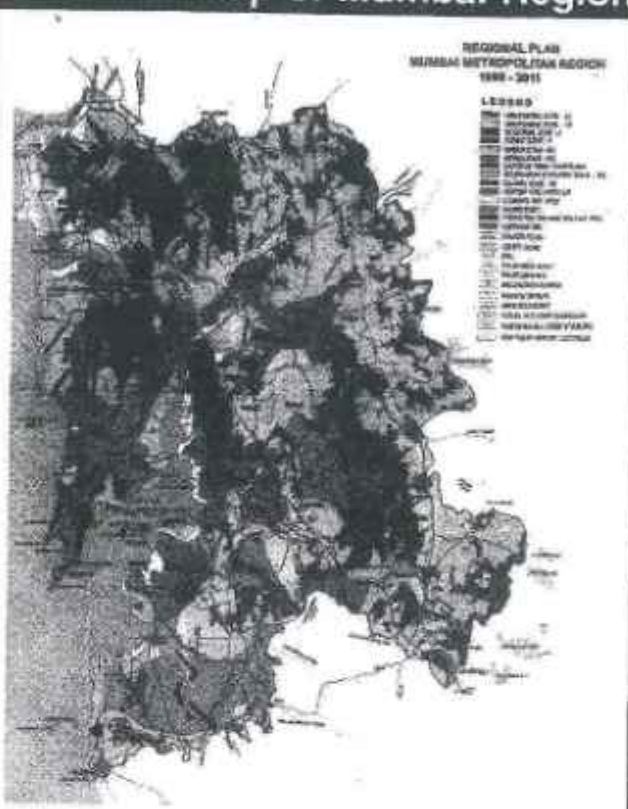
- ◆ The focus should be on entire Mumbai Metropolitan Region, not restricting to Greater Mumbai, which covers 7 Municipal corporations, 14 Municipal councils & 955 villages
- ◆ A vision document shall be prepared for next 50 years
 - ◆ Need to tackle the problem on several fronts
 - ◆ Improvement of basic amenities
 - ◆ Development of alternate growth centers
 - ◆ Dispersal of land use along transport corridors
 - ◆ Ensuring improved mobility and connectivity
 - ◆ Strengthening of social and educational facilities



MUMBAI METROPOLITAN REGION

- Area 4355 sq.km.
- 4 Districts :
 - Mumbai, Suburban, Thane & Raigad (part)
- 7 Corporations :
 - Greater Mumbai, Thane, Kalyan, Navi Mumbai, Ulhasnagar, Mira-Bhayandar & Bhiwandi-Nijampur
- 13 Municipal Councils
- 7 Urban Centers
- 950 Villages

Land Use Map of Mumbai Region



REGIONAL PLAN
MUMBAI METROPOLITAN REGION
1986 - 2011

LEGEND

- 1. Urban Core
- 2. Urban Fringe
- 3. Suburban
- 4. Rural
- 5. Agricultural
- 6. Forest
- 7. Water
- 8. Open Space
- 9. Industrial
- 10. Commercial
- 11. Residential
- 12. Institutional
- 13. Public Open Space
- 14. Green Belt
- 15. Coastal Zone
- 16. Airport
- 17. Railway
- 18. Road
- 19. Canal
- 20. River
- 21. Lake
- 22. Sea

Mumbai Vision - NCP perspective Cont...

Restructuring of SRA schemes

- ◆ Total slum population – 55lakh
- ◆ Rehabilitation cost – approx. 30,000crore
- ◆ Families already rehabilitated – 25,000
- ◆ Projects under process for 50,000 families
- ◆ At present SRA projects are not viable beyond

Goregaon and extended suburbs

- ◆ The whole project will improve the environment,
- ◆ improve living conditions and income levels
- ◆ Users will pay for utility services

Slum Rehabilitationcont.

We need a movement to convert **DHARAVI** one of the biggest and the toughest slum in Asia

Into

A REDEVELOPMENT OPPORTUNITY OF A LIFE TIME

ABOUT DHARAM

Total Area	- 174 HA.
Total Project Cost	- Rs. 5600 cr.
Duration of Project	- 7 YEARS

Sustainable Development through Private Public Partnership

OPPORTUNITIES

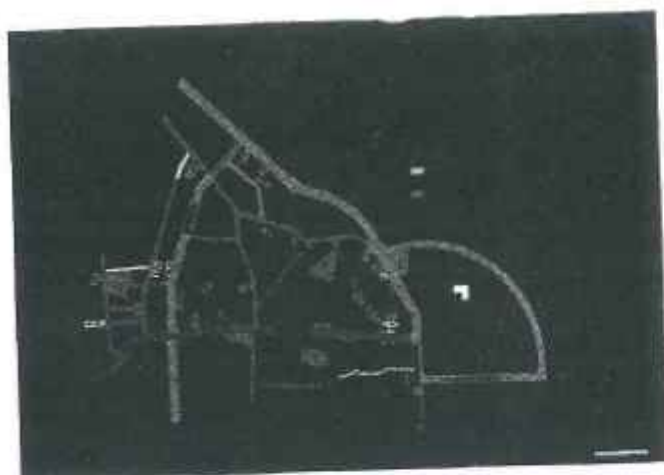
- ◆ Integrate Dharavi with main stream Mumbai
- ◆ Convert Dharavi a knowledge centre
- ◆ Economic upliftment and empowerment for S.C., B.C., OBC. And minority and groups

Slum Rehabilitationcont.

DHARAVI

TO

DHARAM



Slum Rehabilitationcont.

STRATEGIC CONCEPT

- ◆ Infrastructure for :
 - H Health
 - I Income
 - K Knowledge
 - E Environment
 - S Socio-Culture



Mumbai Vision - NCP perspective Cont...

Rationalization of property taxes

- ◆ Abnormally high taxes in suburbs and very low taxes in island city
- ◆ Introduction of Capital value based system will reduce the imbalance progressively
- ◆ Legislative amendments will be initiated

Modernization of Octroi

- ◆ BMC mobilises Rs. 2000cr/annum through Octroi
- ◆ Replacement of Octroi by Addl. VAT needs serious consideration but difficult proposition
- ◆ BMC has been advised for computerisation all Octroi nakas for speedy and hassle free clearances

Mumbai Vision - NCP perspective Cont...

Rationalization of stamp duty

- ◆ Mumbai pays Rs.1200cr by way of stamp duty to State exchequer vis-a-vis Rs.2400 cr. For entire state
- ◆ Stamp duty goes up progressively
- ◆ Maximum slab is 10%
- ◆ Demand for reduction of Stamp Duty to 5%
- ◆ Due to revenue implication this has to be considered carefully

Abolition of Urban Land Ceiling Act

- ◆ To boost Mumbai growth and reduction in property prices NCP recognises need for abolition of ULC act
- ◆ In Mumbai city alone about 14,500Ha Land will be free resulting in lower property prices

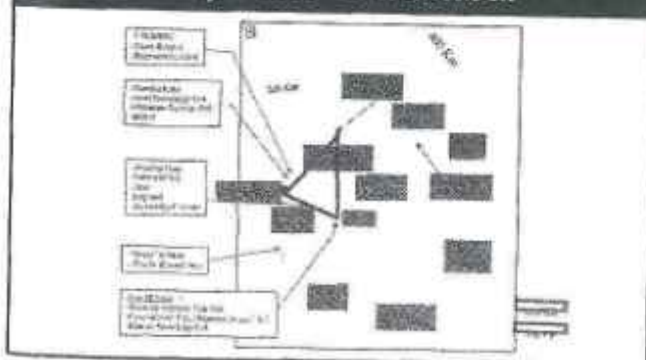
SEZ Navi Mumbai Expected Industry



Expected benefits of SEZ

	2007-08	2014-15
	(Rs Crores)	
• Number of units	218	845
• Exports (p.a)	11000	42000
• Total FDI	4500	18000
• Total Investments	9,600	40000
• Direct Employment	1,55,000	5,32,000
• Indirect Employment	3,10,000	10,60,000

Development of golden triangle of Nashik, Pune & Mumbai



Project Status

- ◆ Land acquisition: Done
- ◆ All major Government approvals for start-up: Completed
- ◆ Business Plan: Completed (prepared by E&Y led consortium)
- ◆ Architectural Concept Plan: Completed (prepared by McClier, USA)
- ◆ Process for selection of Developer: In progress (RFQ issued on September 16, 2002)
- ◆ Road shows: Completed
- ◆ Date of issue of RFP: 18, Dec 2002
- ◆ Target date for selection of strategic partner: 30 March, 2003

Integrated Approach

- ◆ Implementation of MUTP will be completed by 2008
- ◆ Flyovers have reduced traffic congestion
 - Upto Sept. 99 - 13 Flyovers at a cost of Rs. 700Cr. Completed
 - Sept.99 to Dec. 02 - 23 Flyovers & 5 Subways at a cost of Rs. 500 Cr. Completed
 - Expenditure on Bandra-Worli Sea Link after 99 – Rs. 230 Cr
- ◆ Western Freeway Sea Link project - Rs. 2000 Cr. & Mumbai Trans Harbour Link - Rs. 6600 Cr.
- ◆ These are ambitious projects to be taken up on priority
- ◆ Development of Passenger Water Transport system along west coast, east coast & trans harbour shall be developed
- ◆ Construction of Flyovers Towards futuristic vision of 50 years Metro Rail is required

NEED FOR INTEGRATED TRANSPORT SYSTEM DEVELOPMENT

- ◆ Improvement of Suburban Rail system.
- ◆ Strengthening of existing Road network.
- ◆ Augmentation of capacity of transport system.
- ◆ Development of innovative Mass Rapid Transit systems.
- ◆ Development of Passenger Water Transport.

PROBABLE OPTIONS

- | | |
|-------------------|---------------------------------------|
| ◆ Rail based | - Suburban railway system, LRT, Metro |
| ◆ Road based | -Buses, Para transit – taxis, auto |
| ◆ Water Transport | - Catamaran, Hovercraft |

Benefits of Integrated Transport System

- ◆ Benefits to Mass Transport like BEST, ST
- ◆ Benefits to Public Transport like Taxis, Auto Rickshaws
- ◆ Benefits to other Public transport like tourist buses & contract buses
- ◆ Benefits to Private vehicles
- ◆ Benefits to Pedestrians
- ◆ Improved environmental conditions

PROPOSED STRATEGY FOR MASS TRANSPORT SYSTEM

- ◆ Improve and augment existing suburban railway system
- ◆ Providing rail based additional corridors along N-S, E-W and main land
- ◆ Augmentation of Bus Services with Environment friendly CNG & Euro-II compliant buses
- ◆ Provision of Passenger Water Transport System

PROPOSED STRATEGY FOR RAILWAY SYSTEM

- ◆ Optimise existing Train services
- ◆ Create additional corridors on Western, Central & Trans-Harbour Link.
- ◆ Implement Bandra-Kurla Rail Link project
- ◆ New Rail Links in Navi-Mumbai & MMR
- ◆ Ring railway in Thane

HOW TO ACHIEVE THIS

- ◆ Provide accessibility to main land.
- ◆ Development along new railway corridor.
- ◆ Provide local physical and social infrastructure in new area.

PROPOSED STRATEGY FOR WATER TRANSPORT

- ◆ Implementation of Water Transport Project along West Coast, East Coast and Trans Harbour
- ◆ Development of jetties, terminal areas, parking areas and feeder services etc.
- ◆ Appointment of BOOT operator for running services of catamaran, hovercraft

PROJECTS UNDER IMPLEMENTATION

Mumbai Urban Transport Project (MUTP)



Project Components	
Total Cost	4,536 (Rs. Crs)
- Railway	3,030
- Road	829
- R&R	468
- Taxes & Misc.	199
World Bank loan	2,602
MMRDA Contribution	1,000
Implementing Agencies : MMRDA, MRVC, MCGM, MSRDC, BEST	
Project Period: 2003-2008	

CORRELATION BETWEEN LAND USE & TRANSPORT

- ◆ Population will increase from 14 m to 22m in 20 years.
- ◆ This will have impact on land use pattern.
- ◆ Since no scope of expansion in north south direction hence need to go south - east on main land.
- ◆ Dispersal of activities
- ◆ Balanced land use pattern.
- ◆ Transport as a means to achieve balance land use pattern.

MUMBAI URBAN TRANSPORT PROJECT



- ◆ Rail Components : Rs. 3030 Cr.
- ◆ 5th line on Western Railway between Mahim & Borivli
- ◆ 5th & 6th Lines between Kurla and Thane
- ◆ Borivli-Virar additional pair of lines
- ◆ EMU rakes procurement 150
- ◆ DC/AC conversion
- ◆ Optimization of railway lines

MUMBAI URBAN TRANSPORT PROJECT

Road Components : Rs.829 Cr.



- Jogeshwari Vikhroli Link Road
- Santacruz Chembur Link Roads
- Road Over Rail Bridges at
 - Jogeshwari (South)
 - Jogeshwari (North)
 - Vikhroli
- Purchase of BEST buses – about 650
- Increase in speed of 1km/hr, BEST can save 150 buses for same level of service

METRO RAIL

- ◆ Need to develop high capacity Metro corridor in Mumbai and connect to main land
- ◆ Phase - I - Cuffe Parade to Airport
- ◆ Phase - II - Airport to Mulund & Dahisar
- ◆ Phase - III - Connect to Mainland & SEZ

MUMBAI URBAN TRANSPORT PROJECT Benefits of MUTP

- ◆ Improvement in Public Mass Transport System mainly suburban trains
- ◆ 30% reduction in Train overcrowding
- ◆ 35-50% increase in the train km.
- ◆ Addition of eco-friendly buses to BEST fleet.
- ◆ Improved traffic situation around important railway stations
- ◆ Provision of Pedestrian facilities eg., Subways, FOBs, wide & clean footpaths
- ◆ Improved East-West road connectivity in the suburbs
- ◆ 12% increase in road capacity by computerised signals.

MUMBAI METRO PLAN FOR 50 YEARS



PROPOSED URBAN TRANSPORT PROJECTS



Mass Rapid Rail Transit System

- Mumbai Urban Infrastructure Project
- Worli-Nariman Point Sea Link
- Mumbai Trans-Harbour Link (MTHL)
- Passenger Water Transport
- Metro Rail



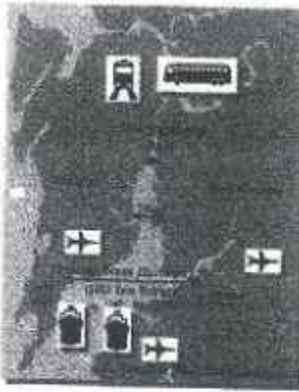
Mumbai Trans-Harbour Link (MTHL)

REGIONAL LINKAGES



To Navi Mumbai

REGIONAL LINKAGES



Create better living conditions
 • Encourage mass transit
 • Connect cities, ports, airports by road, rail
 • Disperse traffic, growth, population
 • Better sharing of resources
 • Long term projection

Traffic handled by MTHL by 2015
 train 1, 25,000 pass./day
 road 95,000 PCD/day



Saving in cost by 2015

Noise reduction



Pollution reduction
of Interactions



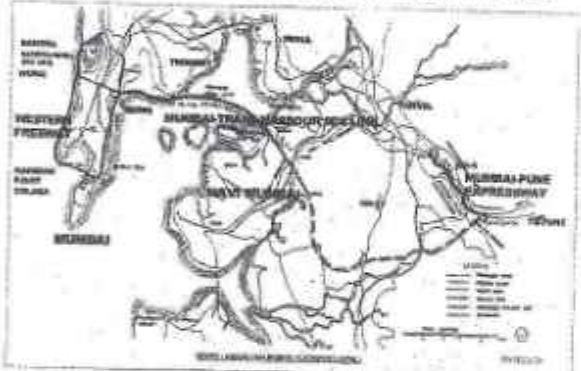
SAVING IN TIME DUE TO MTHL



Bridge length : 25 km
 Construction period: 4 years
 Cost : 6400 cr.

Commuter time from Mumbai cut by 1:30 hr!

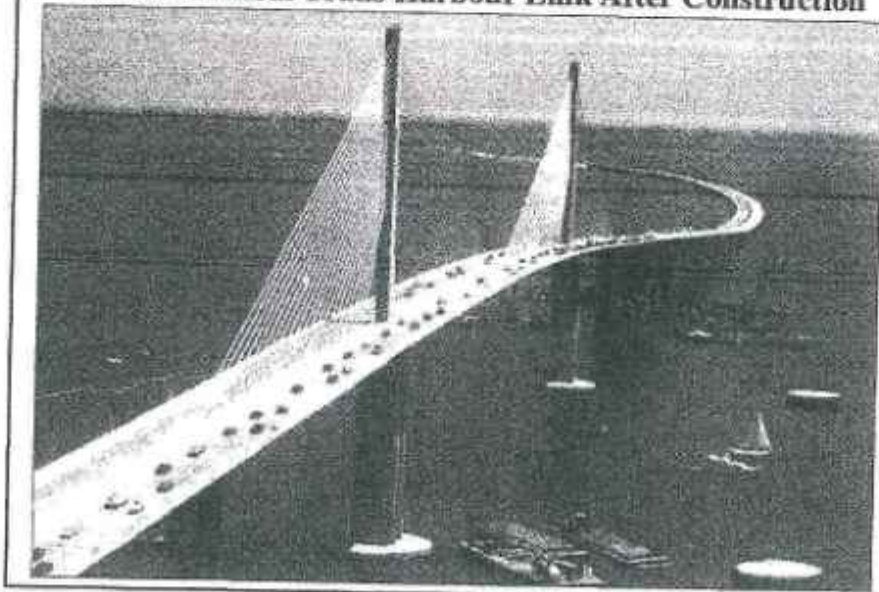
INTEGRATED TRANSPORT NETWORK

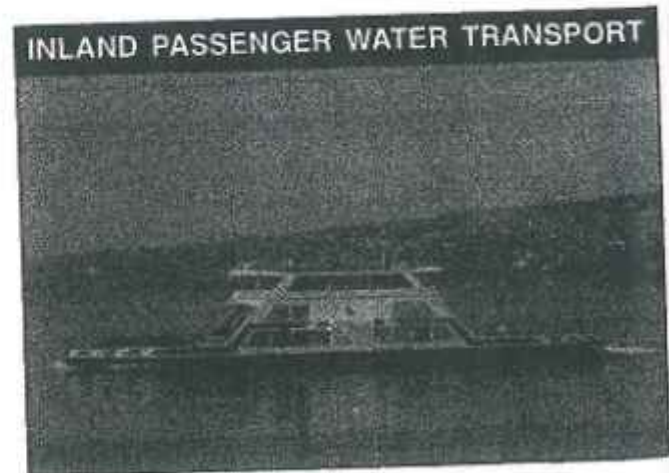
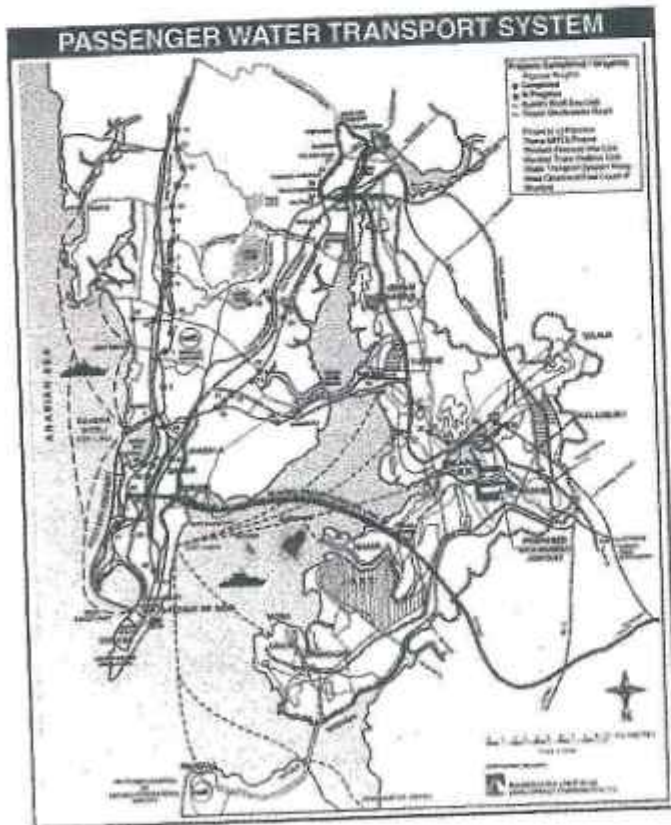
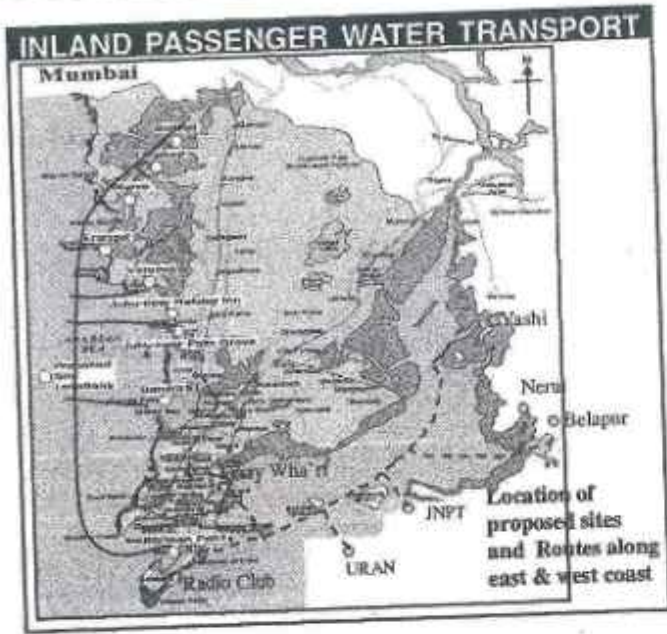


PASSENGER WATER TRANSPORT - EXISTING SITUATION



View of Mumbai Trans Harbour Link After Construction





INLAND PASSENGER WATER TRANSPORT



URBAN PRODUCTIVITY

- ◆ Maximum Returns for Rupee invested
- ◆ Labour reforms
- ◆ Creation of new Growth Centres on Mill lands
- ◆ Strong Administration & Governance supporting productive investment

INLAND PASSENGER WATER TRANSPORT

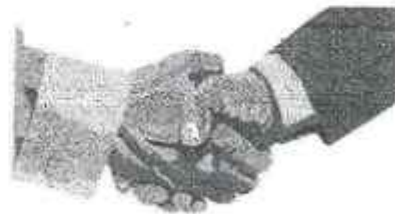
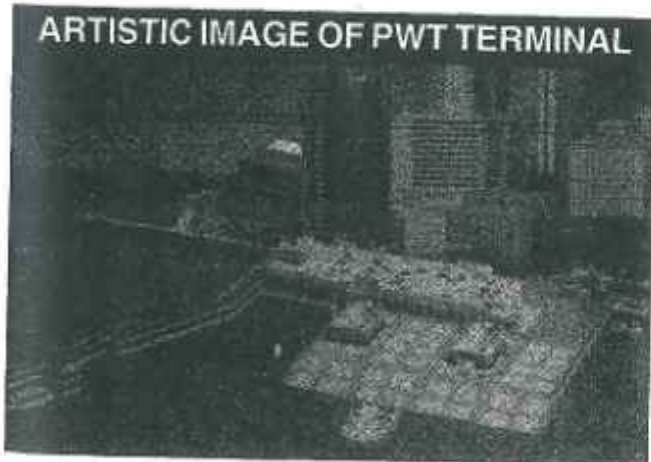
West Coast

- ◆ Infrastructure – Jetty, Hoverport, Terminal building, parking, access roads, utilities etc.
- ◆ Crafts – Conventional crafts, Catamarans, Hovercrafts
- ◆ Feeder services by buses, taxis, car
- ◆ Feasibility study is completed.
- ◆ Project Cost – Rs.450 crs.
- ◆ Tenders for implementation on BOOT are being invited.

CONCLUSIONS

- ◆ Need for good governance
- ◆ Public Private Participation
- ◆ Vision for next 50 years
- ◆ Need for Center & State Governments to articulate policies that make the city sustainable

ARTISTIC IMAGE OF PWT TERMINAL



THANK YOU

NCP Perspective.....

Rule of Law Vital to Win Investors' Confidence



Chandrakant Tripathi
President, NCP, Mumbai

Merely decrease in taxation and eradication of slums cannot attract big investors to the city of Mumbai.

A few years ago, we saw citizens of Mumbai sleeping in panic, thinking of what will happen tomorrow. A society cannot flourish, cannot develop without rule of law and peace.

We all expect good governance. Do we think who are there to govern us? They are those who represent a cross-section of Indian society. Once we had in this country and this state tallest leaders who had the ability to lead society in a positive direction. Today such personalities are rare. Today citizens of India are being treated as merely voters by politicians and political parties who arrogate themselves the role of governing society through the state machinery. Good governance can't be expected from those who practice fanaticism and live in fantasies. Also good governance won't come if the elite keeps itself away from politics in our democratic setup. Good leaders find ourselves helpless when they are pushed to the wall, because of

ignorance and neglect of the elite.

Except for taxes, what is the source of revenue for Mumbai? Nothing, absolutely nothing. Just because of increase in collection of taxes, this city is running. But what proportion of tax collected is being spent on infrastructure and real work of development? Hardly any.

Mumbai was known for textile mills and international traffic. This was the biggest industrial city of this country. But, today what do we have? There was a time when people from all around the globe used to come to Maharashtra and particularly to Mumbai. But, then came those days, those years, when businessmen became the target of mafia dons and extortionists. Some political forces in Mumbai also started fleecing business houses, both small or big. When political workers started targeting business houses in the name of religious and other functions, political offices started working as extortion centres.

When we talk about growth of Bangalore and Hyderabad in comparison to Mumbai, we should remember these facts. People love to go to any place, where they are safe, secure, not because of information technology, or any other activity of business. We have witnessed people, industries leaving this city for Gujarat. ■

NCP Perspective.....

Development will Come, if Political System is Revamped



Gurnath Kulkarni
Spokesman, NCP, Mumbai

While considering the vital issues of development of Bombay, let us not assume we are living in a static society. We are a country with a democratic polity. We must also weigh what is exactly the political situation in Bombay. Did any time we imagined that the Municipal Corporation will be totally mismanaged? Did citizens see that at one point of time the deficit of the Mumbai Corporation would rise to Rs. 638 crore? How was this deficit shown in the corporation budget? Who were the managers? Where did the money go? If you are considering different aspects of development in the city of Mumbai, are we not neglecting the political aspect of it?

Look at both the suburbs, western and eastern, and compare the rate of property taxes. Can anyone today with a middle class income or the lower middle class income afford to occupy the place? I am staying in Chembur, a place where the property tax of each of the flat is about Rs. 1000 or Rs. 1100 per month. Are we not going to rationalize it? I am told that the Corporation Standing Committee and General Body have already approved it, and is pending with the Government. Therefore, these are the important issues that while looking at the development of the city, the political establishment that runs the Municipal Corporation will have to take very serious note of it.

You can plan, but if there is no political will, what can you do? Rulers must have a sense as to what exactly they are doing. The state which had a surplus budget, was, within four and half years, suddenly burdened with huge loans carrying heavy rate of interest. Where has the money gone? Yes, 13 bridges were constructed and some were left unfinished. But was loan the only source? Just only to repay that loan, Maharashtra Government is today spending Rs. 8,000 crore by way of interest, and to pay that interest, the state is again raising loans in the open market. When we talk in terms of development of Mumbai, let there be a wider discussion, a public debate.

I remember Mr. Rajiv Gandhi gave Rs. 100 crore for Mumbai development in 1985. Is it not the responsibility of the Government of India? Does the Central Government not collect money from Mumbai? Yes, 60% of the total sales tax is collected from Mumbai, but used for development of Maharashtra. But does the Government of India not collect central excise, customs and income tax? What is the return that Bombay gets from the Government of India? These are the fundamental questions, that need an answer.

This is the first time Mumbai's development issue are being debated. Let us take this debate to the remotest corners of Mumbai, whether eastern suburb, western suburb, or island city. If we are seriously trying to find a solution, then we will have to correct the political system, administration and different institutions. ■

Questions Raised by Panelists



Mr. I.M. Kadri
Leading Architect

Question :-

We have got many statistical figures for the city. And for any development, planning statistics is very important. In Bombay, we have got mill land, saltpan land, and also the Port Trust land. Is anybody thinking of co-ordinated joint development of all these lands together or whether each one is acting independently without the knowledge of anybody else? ■



Mr. Jayantrao Patil
Minister for Finance & Planning Government of Maharashtra

Answer :-

As far as the saltpan land is concerned, efforts are going on to discuss with Government of India. About 50% of this land is at the disposal of Maharashtra Government to rehabilitate the street dwellers. As far as the mill land is concerned, the State Government has taken a few steps. When Vilasrao Deshmukh was Chief Minister, the State Government took a few decisions opening opportunity to set up growth centres on mill land and also creating opportunity for Mumbaitees working in the mills. ■

Mr. I.M. Kadri – My question was a little different. Is any nodal body coordinating all these projects together? We know that saltpan land is being looked after by the Center. We know that for the mill land, the State Government has got certain propositions. ■

Mr. Jayantrao Patil – Our Urban Development department is directly discussing with the Government of India the issues related to the salt land. It is also discussing the issue of mill land with the Textile Ministry. ■



Mr. Niranjan Hiranandani
*Managing Director
Hiranandani Developers*

I have three points to make. Point No. 1: On housing issues. You know you have to scrap ULC and that you will get Rs. 500 crore. This Rs. 71 crore will come to you tomorrow by cheque if you give a letter to the Centre saying "I am looking into ULC scrapping". This is what the Central Government has said. But there is no such a letter going from State Government to Central Government to release this amount. At the same time, you are asking for more money from the Centre.

Point No.2: On stamp duty rationalization. In 1998 policy, NCP, Congress, Shiv Sena, and BJP agreed on rationalization of stamp duty.

It is also known that by rationalization your collections will go up, and not come down.

Point No.3: We have been talking for two years about a new slum policy.

All these issues relate to housing which you have identified in your statement. You know what the solutions are. Mr. Sharad Pawar is fully aware of the consequences of not attending to these matters. Then why is the proposal not being implemented? Can we have some reasonable assurance from NCP or from the Government that in the next two years these three items, which you have identified, will be dealt with? Can we be sure that these benefits will accrue to the citizens of Mumbai as quickly as possible? ■

Mr. Jayantrao Patil – The basic point is ULC abolition. We had come to a conclusion about abolition of ULC in Bombay and Pune. Then came a new idea that let us start from outside cities and Bombay and Pune may be taken up later. Then the whole thing got delayed. It is a need, and everyone is convinced and as far as NCP is concerned, I can assure you that within six months we will give you positive results about all these three issues, including rationalization of stamp duty. My next budget will deal with stamp duty. Stamp duty is a concern of revenue department and slum is the concern of housing department, and urban development is related to other things. So we have a team working in revenue department on rationalization of stamp duty. We have to balance it, and I think we will find a solution. ■



Ms. Indu Shahani

*Principal H.R. College of
Commerce & Economics*

Development of a city is not just roads and infrastructure, but also the quality of human resources that it produces. And the human resources depend on education which is a large canvas. I would just make one point: About higher education, and that too undergraduate education in Mumbai. We have 313 colleges affiliated to the University of Mumbai. About 90% of them are aided colleges, aided in the sense that the Government grant comes for salary and non-salary expenses. The salary grants of course come very late, three months late, and the non-salary grants have not come for the last five years. Xavier's College has sold land in Khandala to be able to meet the expenditure for electricity and to pay the non-teaching staff. Your college, Sir, Jai Hind College, has not received Rs. 84 lakh as non-salaried grant for past four or five years. If the government is not able to fund the colleges, why are you bringing good quality colleges down to mediocrity? Either fund us or allow us to fund ourselves. ■

Mr. Jayantrao Patil – This is a very vital issue. I agree that either the government must give grants in aid or it must allow you to go out and create your own funds. I think the government should do this. Now a new supreme court's order will allow this all to happen immediately, and I have been campaigning for this particular cause for the last three years. Let us allow the colleges to charge higher fees. It is an issue of cost of education. I agree that the poorest of poor, backward class people and those living in slum should be subsidized. But I do not agree that students from my

family, Nanikbhai's family need to be subsidized. Please remember what happened recently when we withdrew subsidies grants to English medium schools. Everyone came on the road. Now the concept behind our decision was that in local vernacular schools, poor people are studying, and that in English medium schools higher class people are studying. This concept was faulty. The poorest of poor from slums are also studying in English school. So we need to identify these economic classes and we should subsidize the poorest classes.

Maharashtra Government is spending about Rs. 8000 crore on education and Rs. 1500 crore on higher education. I am hardly spending anything on development; most of it is going to salary. If I am short of funds, I need to take out some money from that system. So if I levy Rs. 5 or Rs. 10 a month on higher classes or higher income group people, I don't think there could be any problem. But the decision process is so difficult that nobody wants to bell the cat. That is the problem. I have been talking very openly in public that we need to do it. As far as Bombay is concerned, I think there is a lot of potential to collect these non-teaching grants from outside. ■



Mr. Nauzer Bharucha
Principal Metro Correspondent
Times of India

How do you plan to kickstart the slum scheme, which has been faltering for the past many years? There have already been six committees on housing in the past three years, but none of their recommendations has been implemented. ■

Mr. Jayantrao Patil – Already there is a Slum Rehabilitation Scheme (SRS) in action.

Mr. Bharucha – So far only 25,000 people have been rehabilitated. Of those 25,000, at least 20% have sold their free flats and gone away. So do you think it is time to review the scheme now. ■

Mr. Jayantrao Patil – Yes, absolutely. We need to rethink of SRS scheme. I have mentioned wherever SRS scheme is not viable, we need to make it viable. Supposing you have the Napean Sea Road slums to rehabilitate, a builder will make a lot of money. So this additional income, which is generated from the south Bombay slums, must be used to subsidize the SRS schemes in North Bombay. So that is why a holistic approach is very important. The SRS scheme as it stands today is not working. So to accelerate it, we need to put in more capital for implementing SRS in poorer localities. ■

Mr. Bharucha – Do you mean that the government should put the capital?

Mr. Jayantrao Patil – No. We should create a proper mechanism. The government cannot bring in large capital. Surplus generation in SRS scheme in South Mumbai must be used to subsidize SRS scheme in North Mumbai. It is called cross subsidization. ■

Meeting with Shivsena



L to R: Shri Suresh Kotak, Shri Shailesh Haribhakti, Ms. Poonam Dhillon, Shri Nana Chudasama and Ms. Manju J. Nichani



L to R: Shri Pritish Nandy, Shri Sanjay Nirupam, Shri Pramod Nawalkar, Shri Adik Shirodkar, Shri Subhash Desai and Shri Uddhav Thackeray

The Fourth Interactive Session in the series of Panel discussions on
“Development of Mumbai City : Shivsena’s Perspective”
Thursday, April 24, 2003 at 5.00 p.m.
Walchand Hirachand Hall, (4th Floor), IMC

PROGRAMME

5.00 p.m. **Welcome Remarks:**
Shri Suresh Kotak, **President, Indian Merchants' Chamber**

Introduction of Theme:
Shri Nanik Rupani, Vice-President (Elect), Indian Merchants' Chamber

Presentations:

Shri Subhash Desai, General Secretary, Shivsena
Shri Pramod Nawalkar, M.L.C.
Shri Adhik Shirodkar, Senior Advocate
Shri Sanjay Nirupam, Member of Parliament (Rajya Sabha)
Shri Pritish Nandy, Member of Parliament (Rajya Sabha)
Shri Uddhav Thackeray, Working President, Shivsena

IMC Panel to lead the discussion / raise issues

Shri Nana Chudasama, Former Sheriff of Mumbai
Ms. Manju Nichani, Principal, K. C. College, Mumbai
Ms. Poonam Dhillon, Leading Film Actress

Floor Participation

6.50 p.m. **Concluding Remarks & Vote of Thanks**
Shri Shailesh Haribhakti, President (Elect), Indian Merchants' Chamber

Press Communique

The Govt Couldn't Procure SARS Masks for Mumbai Airport, but We Did It, Says Uddhav

Mumbai, 25 April, 2003: Mumbai can become a green, clean and city only if all Mumbaikars honestly did their bit for achieving that objective. "Mumbai gave you a lot, but what did you give it in return?", Mr Uddhav Thackeray, Working President, Shiv Sena, asked at a largely attended meeting at the Indian Merchants' Chamber (IMC) on April 24. The meeting was an attempt by IMC to elicit Shiv Sena's agenda for "Development of Mumbai".

Among those who addressed the meeting, besides Mr. Uddhav Thackeray, were: Mr. Subhash Desai, General Secretary of Shiv Sena, Mr. Pramod Nawalkar, MLC, Mr. Adhik Shirodkar, Advocate, Mr. Sanjay Nirupam, MP, Mr. Pritish Nandy, MP, Mr. Nana Chudasama, President of 'I Love Mumbai', Ms Manju Nichani, Principal of K.C.College, Ms Poonam Dhillon, noted film actress, Mr. Nanik Rupani, IMC's Vice President-Elect, Mr. Shailesh Haribhakti, IMC President-Elect, and Mr. Suresh Kotak, IMC President.

The Chamber organized similar meetings with leaders of BJP, Congress, and Nationalist Congress Party (NCP) as part of a series of panel discussions on "Development of Mumbai" in the past two months. One of the important consensus arrived at all these meetings was that the issue of development of Mumbai should be kept outside the purview of politics by all parties. Mr. Thackeray laid the blame equally on the apathy of citizens and indifference of the Government for the "huge mess that's what Mumbai is today."

Citing an example of Government Indifference, he said neither the ministers nor the officials took elementary precaution to procure multi-layered SARS masks needed for the Mumbai airport's personnel. "I asked everyone concerned, but none had done anything about it, despite the recent reports of a few suspected SARS cases. Then I

managed to procure 500 SARS masks from a wellwisher abroad and presented them to airport authorities," he asserted. Mr. Uddhav Thackeray said that Singapore was clean and beautiful, because citizens there were civic conscious, and did not urinate, defecate, spit and dump rubbish at public places, and did not misuse the public facilities.

He recommended that corporates and organizations like IMC should adopt schools, hospitals, gardens under the Municipal Corporation's Locality Adoption Scheme. They should also beautify the city and promote tourism. Mr. Thackeray said every day 1,500 people from all States were pouring into this city and adding burden on the existing civic infrastructure, which was already signs of collapse. "To cope with problems caused by the influx, there was no commensurate increase in the number of either police or conservancy staff. In such a condition, how can this city remain safe and clean?. The only remedy is to stop the influx immediately," he said.

Mr. Pramod Navalkar said that the elite of this city should shed the notion that Mumbai existed only in the stretch between Chowpatty and Santacruz Airport, because the real city was many times larger. The future of this city could be turned rosy, if the elite took steps to solve the problems through private initiatives, without expecting much from the Government. "For instance, they must visit the public hospitals and schools and help improve the conditions," he said.

Mr. Pritish Nandy said Shiv Sena, which launched itself in the public domain with the slogan "Maharashtra is for Maharashtrians only" had over the years matured and adopted the new slogan: "Mumbai is for Mumbaikars only". Though the influx had enormously contributed to development of Mumbai, such an influx was not sustainable any

more, as the city's basic infrastructures such as roads, railways, water supply and drainage networks were crumbling under the weight of population rise.

Mr. Adhik Shirodkar sought to quell the general notion that imposition of a ban on influx into this city would be unconstitutional. He said "Freedom of Movement was not a licence. The Supreme Court has held that all such constitutional freedoms were subject to proper regulation." Mr. Sanjay Nirupam asserted that he was a North Indian settled in this city for decades and had close relatives in Bihar and U.P. "I have decided to advise all my nephews or other relatives not to come to Mumbai, because the city is overpopulated. I will ask them to go to other cities like Delhi, where I will help them to get jobs," he said and appealed to all Mumbaikars to do likewise.

Mr. Subhash Desai said none other than Shiv Sainiks came on to the streets to protect the citizens during widespread riots in the city about a decade ago. "And even today, Shiv Sainiks have been helping in maintaining law and order through their various Shakhnas," he said. The Sena had built 1,00,000 toilets in the city which had cleansed the roads to some extent. Shiv sena ambulance facilities are available to serious patients of any community and not restricted to Maharashtrians only.

Mr. Nana Chudasama said he was optimistic about Mumbai's future, "because this is a city of vitality, and would emerge beautiful and vibrant from its present malaise." He cited how his "I Love Mumbai" organization had remarkable success in turning the city green by engaging in mass tree plantation. From 10,000 saplings per year I Love Mumbai distributes 1,00,000 saplings annually today.

Ms Manju Nichani said the city had the ability to become a centre of education "because, education in India was cheapest in the world." She advocated increased emphasis on vocational education, as opposed to general education. Ms Poonam Dhillon said that video piracy was killing the film industry in the city. She also pleaded for reduction in the rate of entertainment tax which was

presently 60% in Mumbai, as against 24% in Hyderabad and 30% in Delhi.

Mr. Nanik Rupani expressed concern that Mumbai was growing at the rate of only 2%, while cities like Hyderabad and Bangalore were growing at 12% to 15% rate annually. Citing the remarks of Mr. Putin, the Russian President, that an aerial view showed him Mumbai as a vast slum, Mr. Rupani said it was time to stem the rot. He also blamed the high rate of sales tax and entertainment tax for thwarting the city's growth.

Mr. Suresh Kotak, IMC President, said Mumbai was the heart of India and accounted for 30% of India's air passenger traffic and 40% of international cargo. It was necessary to transform Mumbai as an International Financial Centre by tapping synergies of the growth sectors like IT, Entertainment, Biotech, Media and Telecom. "This will attract foreign direct investment in these sectors and generate huge employment. The entertainment sector has the potential to grow to Rs.5,000 crores (\$ 10 billion)," he said.

Mr. Shailesh Haribhakti said IMC would like to focus on the following three main issues for development of Mumbai, mainly through public-private partnership ventures:- (1) Instead of getting obsessed with the problem of "influx", IMC would initiate proactive steps to boost "outflux" by developing modern business hubs and industrial townships outside Mumbai. By adopting such a method, London was able to reduce its population by 40% a decade ago. (2) IMC would also endeavour to promote public-private partnerships for setting up vast network of public toilets and connected facilities. (3) IMC would also work for implementing 20 demonstrable star projects (such as the Chowpatty project) in the city.

For instance, the patch of Dadabhoy Naoroji Road between VT and Flora Fountain could be beautified by removing encroachments and by rejuvenating the buildings alongside. This was the fourth meeting in the series of Panel Discussions on Development of Mumbai City and IMC will release the Proceedings Issue on 3rd May, 2003 at the 95th Annual General Meeting of the Chamber.

MEE MUMBAIKAR

A Road Map For Mumbai

Shiv Sena Perspective

Presentation to
The Indian Merchants Chamber
On 24th April 2003.
To be followed by Shri Udhav Thackeray's
speech

The Road So Far

- ◆ Consensus on the role of Mumbai in the country's future.
- ◆ All major national parties agree on a heightened focus.
- ◆ Infrastructure development, simplification of procedures, & increased vitality – the prescription.

..... The unturned stones.

- ◆ Mumbai today - is it going up ; or going down ?
- ◆ Do we need to repair the old, or build the new ?

SAVE MUMBAI

Mumbai Today

- ◆ Free STD !!!
- ◆ Free Incoming !!!
- ◆ 1 per minute !!!

..... **OR a**

Free for all !!!

The Consequences

- ◆ Act today

..... **OR**

Mumbai - Circa 2020

- ◆ 6 hrs from Bandra to Nariman Point – by expressway !!
- ◆ Enough water to bathe once a week
- ◆ High rise Slums

Why ?

- ◆ A population of 150 lac
- ◆ Infrastructure that supports 80 lac

Some Facts

City	Acres per 1000 residents
Washington	12 to 15
Chennai	4 to 5
Mumbai	0.2 !!!

- ◆ As a result we see double decker toilets in the city today,
- ◆ Do we need to construct multi-storied toilets in future !!!

The Way Forward

- ◆ Hard Decisions
- ◆ Realistic Planning
- ◆ Community Will

Hard Decisions

- ◆ Recognizing the problem today
 - All slums upto 1995 have been legalised, and we are committed to absorbing them into the mainstream
 - But what about the slums after 1995?
- ◆ Putting political and personal agendas on the back burner
- ◆ Ensuring that NGOs see the full picture

Realistic Planning

- ◆ What does Mumbai Need ?
 - Clear; precise understanding, not an armchair approach
- ◆ What should the government do ?
 - Focussed requirements, planned expenditures, responsible implementation.
 - The Citizens View
 - Not just the slum dwellers, the city dwellers must be heard.

Will of the Community

- ◆ Every Mumbaikar can make a difference.
- ◆ Every Mumbaikar is accountable
- ◆ Every Mumbaikar has the power.

I am a
Mumbaikar

The Focus of the Movement

- ◆ Every Mumbaikar can and will make a difference.
- ◆ Every citizen has the power to act and stop the rot.
- ◆ The problem though large is manageable today.
- ◆ Tomorrow it might be too late !!!

Scope

- ◆ Citizens' Responsibility Committees
- ◆ Beautification of the city
- ◆ Preserving the heritage
- ◆ Revitalizing the rich culture

The Role of the Shiv Sena

- ◆ A Structured Setup
 - Shakhas in Wards
 - UpVibahgs in Assembly Constituencies
 - Vibaghs in Lok Sabha Constituencies
 - Working through the years – in or out of power.
 - Addressing the issues of the common man - be it water or the price of vegetables.

The Activities of the Shiv Sena

- ◆ Crisis Management
 - Ambulances
 - Crisis handling teams
- ◆ Community Building
 - Local sports and cultural activities
- ◆ Managing limited infrastructure
- ◆ Rising up to the expectations of the working class through responsible unions
- ◆ Working for the youth in the city.

Shiv Sena and the BMC

- ◆ Concretizing of the roads – smoother traffic, less accidents
- ◆ Effective usage of existing water resources.
- ◆ Effective dispensing of health services
- ◆ Managing the Public Transport - BEST
- ◆ Bringing BMC to a zero deficit budget !!!

Shiv Sena in Vidhan Sabha

- ◆ Flyovers across the city
- ◆ Initiated Worli – Bandra Sea link
- ◆ Mumbai – Pune Expressway
- ◆ Ensured the focus of the government was also on Mumbai !!!

**What
we
Expect
from
You**

Responsibility

- ◆ Nurturing the movement through support and sponsorships.
- ◆ Providing a guiding light to the local communities to build on their assets
- ◆ Supporting the city – your home and ours!!!

**With
Best
Wishes
From...**

**Every
Mumbaikar!!!**

Shiv Sena Perspective.....
**Every Mumbaikar can
Act, can Stop the Rot**

by
Pradeep Bhide, Spokesman, Shiv Sena

Shiv Sena, at its party level has launched 'Mee Mumbaikar' slogan and the party genuinely feels that every Mumbaikar who resides in this city owes a duty to this city and as such, he should try to ensure that the city is kept clean, green and safe. But what are the problems and how eventually the party intends to tackle these problems?

On development of Mumbai, all major national parties agree on a heightened focus, infrastructure development, simplification of procedures and increased vitality, the prescription and simplification of procedures. Is Mumbai today on the rise? Yes, in terms of numbers it is definitely going up. But in terms of quality of life it is certainly going down. Do we need to repair the old, or build a new Mumbai?

What is Mumbai today? Free STD – free sexually transmitted diseases, free income – anybody can come to Mumbai. And the rate at which the people enter the city is one per minute. So it is free for all.

Unless we act today, it will be too late to do anything; it may take six hours to travel to Nariman Point from Bandra in 2020 AD, even if there is an Expressway. There will be enough water to bathe only once a week at high-rise slums.

Why? Because the population of Mumbai by 2020 will be about one crore 50 lakh, but the infrastructure can support only 80 lakh. Washington, a developed city has 12 to 15 acres per 1000 residents. Chennai has 4-5 acres per 1000 residents and Mumbai has 0.2 acres per 1000 residents. We have paucity of land. As a result we see double-decker toilets in Parel and Borivli. Do we need to construct multistory toilets in the future?

The Way Forward – we have to take very hard decisions, extremely realistic planning and community will. Shiv Sena is of course committed to it.

All slums upto 1995 have been legalized. And Shiv Sena committed to absorbing them into the main stream. But what about the slums mushroomed after 1995? What are we going to do about them? For development of the city, political and personal agendas have to be kept on the back burner and we must ensure that NGOs see the full picture, and will not take sides.

And what is a realistic planning? What does Mumbai need? It needs clear, precise understanding, not an armchair approach.

What should the government do? It must focus on requirements, plan expenditure and on responsible implementation. And the

citizens' view, not just the slum dwellers but the city dwellers, must be heard. There has to be a will of the community as well.

Every Mumbaikar can make a difference, and is accountable, has the power to change. So that's why we are saying every Mumbaikar should say with pride "I am a Mumbaikar". Every citizen has the power to act and stop the rot. The problems though large are manageable today but tomorrow it might be too late.

What's the scope? "Citizens' responsibilities committees" must be formed. Beautification of the city must be given priority as Mr. Pramod Navalkar has done to the Nana-Nani park and to Girgaum-Chowpatty. In the suburb's Juhu-chowpatty is also being beautified, preserving the heritage and revitalizing the rich local culture. We must also identify heritage sites and ensure that they are preserved.

Shiv Sena has a structured and deep-rooted set up, Shakhas in wards, Upa-Vibhags in assembly constituencies and Vibhags in Lok Sabha constituencies. It has been working through the years in or out of power, at all these levels. They are addressing the issue of the common man, be it water or price of vegetables.

Shiv Sena has excellent network of ambulances. There was a time that one had to telephone the government authorities or hospital authorities, and yet the ambulance would not come. Once Shiv Sena started its ambulance network or ambulance services, the

problem was resolved. Sena also has crisis handling teams.

Local sports and cultural activities are being given importance. Wherever these Shakhas are there, sports and cultural events are held.

Despite the limited infrastructure, Sena is trying to manage trade. Rising up to the expectations of the working class through responsible unions, Shiv Sena has built a network of unions all over the state.

Concretizing of the roads is key for smoother traffic, less accidents. Effective usage of existing water resources has been given priority. Other priorities of Sena are effective dispensing of health services, and managing the public transport. Shiv Sena is in power in the Municipal Corporation managing BEST public transport, bringing BMC to a zero-deficit budget.

When the Sena was ruling the State, flyovers across the city were built. It initiated Worli-Bandra sea-link also. Mumbai-Pune Expressway was its another achievement. It also ensured that focus of the government was also on the development of Mumbai.

What does it expect from people? Nurturing its movement through their support and sponsorship and that's its expectation from the Indian Merchants' Chamber. The industrialists of the city Mumbai provide a guiding light to local communities to build on their assets supporting the city, which is your home and ours. ■

Shiv Sena Perspective.....

Mumbai will Rise, Not with Your Dream, but Action



Uddhav Thackeray
Working President, Shiv Sena

I am not a dream merchant. Only those who sleep can have dreams. I am not able to sleep seeing the conditions in Mumbai.

Sena has only the Corporation under it and its wings are being clipped every day. What power does our mayor have in his hands? Only to do inaugurations and nothing else, to cut the ribbon here and there. The scope is very limited but your expectations from us are too high.

This situation existed since 1966 and my father was the only one who was working to save Mumbai, to prevent the influx of outsiders. Whenever we tried to prevent the influx, there was hue and cry Mr. Pritish Nandy Mr. Sanjay Nirupam and you businessmen, all have one question in mind whether we will throw you out? From 1966 till today, we have not thrown any one out from Mumbai. But what we are saying is for all of us, which includes all of you. I asked Mr. Pritish Nandy when he came to Mumbai? He replied: 1982. You have also come to Mumbai sometime or the other, and all Mumbaikars did so.

Some say their father had come, some say their grandfather had come and settled, great grandfather had come, 20 years ago or 40 years ago. So my question is: When you or

your grand father came what was the condition of Mumbai?

And what were your feelings for Mumbai? You felt that it was a city where you would get the rewards of your efforts and not only you, not only your family but also your children will be safe in this city. But is it true now?

Water problem is increasing. There are cuts in the water supply for days. Since last two or three years we have been facing scarce rainfall. We have three water reservoirs with us today, but we need a fourth one. And the central government has rejected the plan. That is a different issue. But once upon a time, Mumbai's roads were being washed with water.

It is fine that we have made flyovers, we have made Bombay-Pune expressway, and Sea link was started by my father. We are doing these things for all of us, who include all those who are here or for those who will be coming from outside, for the people coming at the station every day.

Our mentality needs to be changed. We just keep on talking. We see the building up of new hutments every day, the number of beggars and hawkers increasing. And we are talking to each other and to the Chief Minister: "Wow Shushil Babu, a new hut! a new beggar! a new hawker! It is nice." And what Shushil Babu will reply smiling you know, because he is your friend.

But what is the reality? Why do we all feel that facilities are inadequate? Mumbai's

population is 1.5 crore today, and we need not wait for another 20 years. But the strength of our police force is 40,000 only. How many conservancy workers are there in Mumbai? At the most 30,000. And we are not able to give enough salary to our protecting force or to our cleanliness force nor are we able to give it on time. The condition of the police force is very bad. Their duty has no time limit. For all 24 hours they are at work. With tension, their blood pressure rises, they suffer from diabetes and some of them commit suicide and we are telling that law and order is strong in Mumbai. How can it be strong?

We are 1.5 crore people, all huddled in a limited space. How much area of land for how many thousand people? How many policemen are required? And today how many are there? The population is increasing by 1,500 every day. And against them, there is no new recruitment of policemen nor cleanliness workers, no increase in water supply, and no growth of even one inch of land, no new employment opportunities; but we are just going on taking in more people from outside. Mumbai is like Gateway of India, which does not have any gate, and offers free influx.

And therefore Shiv Sena decided that this would not go on. We all want strict discipline public decorum like in London, Singapore. I have been told that in Singapore there are no natural water resources. They meet their needs from Malaysia. Though they get water from Malaysia, they wash the whole buildings clean. Can we do this? No because, we don't have water for even drinking.

In Singapore, a truck that takes sand to a

building site will be punished if even a little sand is spilt on the road. And after going to the site of work, cargo is downloaded and the whole truck, from tyre to the top, is washed and then it is brought on to the road. This is what is required.

We are thinking of putting restrictions on spitting and urinating here and there. What is the condition of the walls of Mumbai? To prevent urinating on walls or roadsides, we are forced to paint pictures of our gods, display religious symbols. We need national pride and discipline to turn Mumbai into Singapore. We need to inculcate these qualities in our children. If we want India to be like U.S., then we must have the discipline of Americans.

Nothing can be achieved by blaming each other. If we are pointing a finger towards one person then the other three fingers will be pointing at us. So I want to get all the five fingers together. We are working and I want IMC's support too for making Mumbai clean, beautiful. All of us need to come together. All successful businessmen should ponder that Mumbai has given them quite a lot, but what they gave in return? You have risen from bottom to top, but Mumbai has come down from top to bottom. So we have to build Mumbai and do something nice for Mumbai. We can adopt some school, adopt a hospital or do some work on beautification. There are many such things. We can increase tourism in Mumbai.

This will happen if we all work together. In this I do not want to bring in caste and religion, party politics. I am a Mumbaikar and I will save my Mumbai. With this aim we are moving ahead, and for that I need everyone's support. ■

Shiv Sena Perspective.....

I'm Not Maharashtrian, but a Mumbaikar



Pritish Nandy
M.P. Rajya Sabha

The Sena began its political journey with the slogan of "Maharashtra for the Maharashtrians". But over the years it has grown and become broad-based. Today it speaks about "Mumbai for Mumbaikars", and addresses a much larger constituency of friends and supporters.

Anybody who lives in "Mumbai is a Mumbaikar". It is his Mumbai, it is her Mumbai. And all the divisive elements such as caste, community, creed, faith and politics, need to be cast aside and our common concern addressed. Our common concern is Mumbai.

Mumbai has clocked phenomenal growth in the past three decades in terms of people coming and settling down, in what is unquestionably India's biggest city if you talk about jobs and opportunities. Trade, manufacturing, services, entertainment, media, Mumbai excels in all, and as a consequence we have thousands of people streaming in every week in search of their livelihood. Mumbai accepts them with open arms, with open heart. But what is the result?

Slums are growing at a frightening rate. Law and order is on the verge of collapse. There is a chronic shortage of water. In fact, Shekhar Kapoor is making a movie for Hollywood on "Mumbai 2020" where there will be street fights and wars over water. Public transportation systems are under severe pressure. Pollution has grown to alarming levels. It is so alarming that we are sacrificing our future just to preserve our present. The infrastructure is collapsing. Schools and Colleges are so overcrowded that merit has no place. Problems of health are getting more and more critical. The public hospitals are dilapidated, and rampant corruption affects everyone's lives.

The city is virtually bursting at the seams. This is the critical issue. Since it is locked in by the sea,

Mumbai cannot grow beyond a point. Suburb after suburb has become a living hell.

India's finest and most cosmopolitan city, the commercial capital of South Asia will rot. We don't want it. So what's the answer? Change. Tough decisions and actual implementation of measures to stop the decline, collapse. We cannot any longer afford to sit back and say that this is inevitable. We cannot keep giving excuses for it. I dare say, we cannot even now keep raising humane issues, because it is also humane to protect the lives and interests of the people who already live here, who are the heart and soul of this great city and have made it India's number one metropolis.

We know that there will be a price to pay. We know many people will be hurt. We know that the freedom to travel and stay anywhere in India is a fundamental right of every Indian citizen. But we have to think whether we can afford to let Mumbai collapse under the weight of this huge unstoppable migration. We know that this migration has also helped Mumbai in many ways to become what it is today. Some of the brightest, best citizens of Mumbai are not Maharashtrians. They are immigrants. They are Mumbaikars.

I am not a Maharashtrian myself. I came here over 20 years ago to head The Times of India. All that I am today, in many ways, is because of Mumbai. I am a Mumbaikar. I am proud to be a Mumbaikar. I am proud to protect the interest of this great city.

We need to contain the size of Mumbai. We need to contain the population, grow the infrastructure and save what there is today. We need basic things: public toilets, adequate water, uninterrupted electricity, buses and trains that can cope with the load, a plan to decongest the arteries of the city. We need to stop the proliferation of slums; we need to retain the culture, the heritage before it totally breaks down, and we have nothing but memories of the past to cling to. This is what the Sena is anxious to put in place, a survival plan for this great city. It can only happen when you support Shiv Sena, when you understand its leaders' anxieties, concerns, when you become a part of this great movement. ■

Shiv Sena Perspective.....

Let us Preserve Mumbai's Special Ethos, Character



Pramod Nawalkar
M. L. C.

We always think of beautiful Mumbai, but recently I have discovered Mumbai, which has been totally neglected, ignored by all of us. So let us first define Mumbai. Let us

learn the geography of Mumbai. We have gone deep into the history of Mumbai but geography of Mumbai is yet to be learnt.

And while identifying the areas for upgradation, we have to look at the last person in the queue. About Chowpatty and other places also I will tell you something, if you really want to do something about Mumbai. Let us first come out of the inferiority complex and negative attitude that we can't do anything.

With all the resources at our disposal we are not improving, the reason being, I have come to the conclusion that we don't want to improve. If we have a desire to improve, my experience says that we are surrounded by good people ready to help for good cause. This is the capital of good people. There is no problem at all. But let us come out of that frame of mind that we all depend on the municipal corporation and government. When we say that a government is for people, those people are you and me. So before asking the government, corporators or public representa-

tives, let us ask ourselves what is our contribution to Mumbai?

We are born in India's No.1 city. Whatever we have lost, we have lost for ever, and we will never get it again. But at least what we create, let it be No.1. Money is not the problem. Let me tell you something about whatever little I have done, and money was not a problem. Good people stand in queue to contribute for a good cause everywhere and anywhere. But we have to come out of that mental framework that we can't do anything. And all that we need is a resolve by intellectuals to improve this city.

Whatever we do actually is within the framework of our character. Remember one thing, we can get back anything we lose. But once we lose the character, it will never come back to us. Our character has sustained us, brought us together. Our words, our way of thinking have brought us together. In Marathi we call it 'Sanskar'.

People do not survive on ration card alone; they survive, as human beings because of Sanskar. And Sanskar blooms only in a garden, and not in the wild.

Mumbai is a big city. It is a cultural center, where people from all over the world are living happily as neighbors and that neighborhood is the character of the city. Let us preserve it and go ahead. ■

Shiv Sena Perspective.....

Freedom of Movement is Not Licence; It Can be Legally Restricted



Adhik Shirodkar
Senior Advocate

I shall confine only to the legal aspect of controlling influx of people into Mumbai. Shiv Sena has been striving to stop influx of 'outsiders' into Mumbai since its birth in 1960. The issue is being revived by Sena's young leader now. We have

pseudo-secularists, pseudo-lovers of slums in Mumbai who have their vested interests in the vote bank. That is why they have been asserting that under the Constitution, people have a right of freedom of expression, freedom of movement and freedom of travel. These are the guarantees enshrined in the Constitution. How can we stop anybody coming into Mumbai? What legal right do we have to stop them?

Please remember all the guarantees given in the Constitution, are freedoms. That is not a licence. Freedom of speech is not licence to defame anybody. Freedom of movement is not to encroach upon the rights of those who have been staying in Mumbai for ages. Therefore, all these rights and freedoms are to be governed by reasonable restrictions. That is the Supreme Court Judgement.

Who want to come into Maharashtra, and particularly to Mumbai? Why are they coming in? Why are they leaving Uttar Pradesh? Why are they leaving Bihar for slums in Mumbai? Why are they creating slums every minute? What right do they have?

It is also citizens' obligation that they have to contribute to the wellbeing of their city. If that is the responsibility of all citizens who are born and

brought up in Mumbai, how can an outsider say he will come in, but will not pay anything, and will not contribute anything, and will exploit your kindness and sponge your hospitality to the detriment of the city? Are you going to tolerate it? If you won't tolerate it what is the way out?

You can go to the court. You can file a public interest litigation to stop influx from Bihar or Uttar Pradesh or any place. You should ask him questions: Why are you coming here? What business do you have? What are you going to contribute to the city? And where are you going to live?

Everybody wants to come to Mumbai to make money. As a slum dweller one can have free water, free electricity, free jhopadas which are to be converted into legitimate. How many of them are staying in premises of more than 700 sq. ft? I am not talking of the rich. A common man cannot afford to buy a small flat of 700 sq. ft; he has to pay his entire earnings and profits.

If you can't do it if you are a Mumbaikar, how can an outsider do it? He may be an Indian, nobody stops him. But why is he leaving his State? Therefore, these types of reasonable restrictions can be legally enforced. Supreme Court has interpreted the Constitution that every freedom enshrined in it has to be read in the context of reasonable restriction in the larger interest of society. And when you talk of Mumbai, in the larger interest of all those who are staying here, if you won't stop the influx, no matter what infrastructure you develop, it will fall short.

And if you can't stop influx forget improving Mumbai, forget saving Mumbai. Start with cutting the cancer of influx right at its roots, and then you will succeed in developing Mumbai. ■

Shiv Sena Perspective.....

Don't Harbour Job-seeking Relatives from Other States



Sanjay Nirupam
M.P. Rajya Sabha

Mr. Adhik Shirodkar expressed his anger on Uttar Pradesh and Bihar. And I was a resident of Bihar, but I have settled in Mumbai. I wish to express my views to

those, who have come from other states and settled in Mumbai and I am practicing what I preach. Out of approximately 1,500 people who come to Mumbai every day, only about 400 to 500 people come because they get a job. Another 500 are those who have run away from home to test their destiny. The remaining 400 to 500 people arrive because they are invited by relations.

Mr. Navalkar has no relatives outside Mumbai, so he does not call any one to Mumbai. But my relatives are there in Bihar and they keep on calling me. Sometime my elder sister calls up. Sometime younger sister calls up. Sometimes my brother calls up. And they ask very lovingly: "Now you have become a successful man. So I am sending your nephew. Get him some work."

This was going on regularly. I called my younger brother and my nephews. It was more than a year ago. Then I thought, that I am doing injustice to this city. So I have made a new

decision now. I received a call from my sister about two months back. She said, "my son has grown up. In Bihar he is not getting a job and you have become an MP. And Shiv Sena has a lot of power and Bala Saheb has a lot of power. So I am sending my son there. Get some job for him." I asked her not to send him to Mumbai. But I will get him some job in Delhi, or in Nagpur. There is no place in Mumbai for outsiders to come and stay.

I feel that if this policy is practiced by us, the problem can be solved. Indeed freedom is not licence. But when we talk of Constitution, a lot of people comment that Shiv Sena does not wish outsiders to come to Mumbai. I just wish to put forward one thought. Being a Non-Marathi citizen, being a Non-Maharashtrian, whom this city gave everything, gave job, house, and family, I stand for all the people who have migrated here like me from Punjab, from Sindh, from Southern States after the partition and before partition.

Therefore to Shiv Sena's programme "Mee - Mumbaikar" I add my own programme that all Mumbaikars must vow that they will not call any relative in Mumbai. If a relative needs to get a job, then they help him to get one anywhere outside Mumbai. If we follow this principle, it would be our great contribution to save Mumbai from the problem faced by it. ■

Shiv Sena Perspective.....

Mumbai Can Flourish Only under Sena Banner



Subhash Desai
General Secretary, Shivsena

Shiv Sena has been serving Mumbai in many ways - starting from resolving domestic quarrels to securing jobs to unemployed local youths. It has reduced the burden on judicial infrastructure.

Sena holds regular blood donation camps.

Any one who needs, B negative blood or any blood, goes to the local Sena Shakha and Shiv Sainiks donate blood. If any one calls for two bottles of blood, twenty Sainiks go to donate it. I do not have to talk on the ambulance service, because it is wellknown. When a person is given ambulance service he is not asked for his name, as to whether he is a Maharashtrian. The man in need gets the service. This is Sena programme and this is the order of its leader. Serve the person in need.

During the 20-year period when Shiv Sena has been in the Municipal Corporation, Sena Nagar Sevaks had rendered enormous service. Every Corporator submits a copy of the work done by him to the voters every year. Shiv Sena's Nagar Sevaks and MLAs have established swimming pools and theatres.

Sena's Dattak Basti Yojana means locality adoption. It is an excellent concept. Where municipality's cleanliness workers are not able to provide services, people residing in a locality form a registered society to step in. Municipality gives a grant to such societies. Such social workers are paid Rs. 1,200 to 1,500 per month. And where an official employee of Municipality works for four hours our people work for eight hours. You find that wherever Dattak Vasti Yojana is working, water flowing through the local slums is clean. These social workers collect all the garbage and take it to

the dumping yard. This Dattak Vasti Yojana works with the cooperation of the public.

Mr. Bal Thackeray had announced during 1995 elections that if Sena came to power it would offer free and pucca houses to 40 lakh residents of slums in Mumbai. And then there was chaos. The matter went to the court and the programme faced some problems. And now this government does not wish to implement the scheme. Those who had spoken ill about this scheme don't have any alternative programme to offer.

First of all in 1976 the government committed a big mistake, considering the voters from the slum, it gave them recognition and protection, but failed to inform them about their duties. The result of this was that slums kept increasing steadily. If some control was enforced on slums in 1976 itself, then the problems faced by Mumbai now would have been prevented. But slums kept on increasing, because they were not controlled.

Shiv Sena's MLAs, Corporators and MPs have collectively used the maximum amount from the fund they receive as lawmakers, to build toilets in the slums. Altogether, in last 15 to 20 years more than one lakh toilet units have been built by Shiv Sena representatives. This is one of the biggest contributions by Sena. No one corporation or government is capable to take the load of this growing city. It can be done if only you and me and every Mumbaikar come together and take action under the leadership of Mr. Uddhav Thackeray. Then we can create clean, green, beautiful and safe Mumbai.

Safe Mumbai means where our children and all our family members can walk safely. In other cities at night no one is seen on the roads. In Mumbai you don't have this problem. And when the issue of safety comes, the brave acts of Shiv Sainiks have been incomparable. ■

Panelists Speak.....
**Mumbai has Great
Future, Says Nana**



Nana Chudasama
Former Sheriff of Mumbai

I love Mumbai, because "*Mumbai majhi ladki*".

We have never exploited our seafront for developing Mumbai. Use of seafront can reduce congestion in the city. We have never bothered about that.

We have also never bothered about water recycling projects. I can mention 100 things, which we can do and we are not doing. I admire Shiv Sena for the way it built flyovers and the way it built toilets.

When "I love Mumbai" started distributing saplings in the city, we started with 10,000 saplings a year. Now we are distributing 100,000 saplings and I can tell you whenever a foreigner comes, he says that Mumbai is becoming greener.

So let us not run down everything in Mumbai. This is a city of vitality; Mumbaikars are a spirited people. They require to be motivated. If this politician and that party decide to do good work, let them get Mumbaikars

involved in doing their own work. They are willing to do so and with people like Mr. Pramod Navalkar I am sure all of us are willing to support them.

In this country we have every alternate day a holiday. Now if Shiv Sena has the courage, it must ban it, it must oppose it, because that is hurting the city. In this country nobody works, on some excuse or the other. We have always one strike or the other. Now these are the things which political parties must deal with. I am sure Mr. Uddhav Thackeray with his new thinking, will be able to work out something good for Mumbai.

I am very optimistic; I see a great future for this city. I can tell you one thing that Sahar airport one day will be bombarded and I am sure a new airport will come up. Because according to me that is the worst international airport in the world.

I am an optimist and I am sure all of you will go home and be proud about yourself for belonging to this city, and make this a lovable city and you proudly say, "I love Mumbai".

Panelists Speak.....

Education is Our Capital, Let's Upgrade and Deploy It



Ms. Manju Nichani
Principal, K.C. College

Mumbai has everything. It has beaches, forest, cuisine, all kinds of food!

We have one of the best systems of education in the world, and yet we have not realized it. We are often looking at the universities abroad. What is it that Mumbai lacks that people want to go abroad? If any improvement is to take place, it has to be only in schools and colleges, because only there you have the new builders of India, only there is the future.

I think education is the most neglected sector. Our teachers have not been paid for the last two months. And if teachers are ignored what future are you expecting? Yet I am very hopeful, because I know we have resources, talent. Only we need to put them to good use, so that Bombay can be a global attraction. Do you know how much India can export in education?

Education cannot grow in isolation, and the industry has to play an important role. Because products of our colleges go to the industry, industry must come forward and tell us what it needs, or does not need. What industry needs is not for the government to tell. The

government has sponsored education for a very, very long time. If the cheapest education available, it is in India. Why can't we raise the fees if we want quality education?

Let us rationalize education in two ways: one, a vocational education, whether it is being a plumber or an electrician. It has to be a job-oriented education. So, let not higher education be open to everybody, but only to the best. Let us have quality education, let us have education which is professional. What is the scope of our BA, B.Com, B. Sc today? I think they are in thousands, millions, just moving jobless. Shiv Sena is concerned with employment opportunities. Therefore, it should focus on industry, academia, raising of fees and last but not the least, value of education.

I think India needs to imbibe it's own culture as we say we are very proud of what we are! We are unduly influenced by western culture.

I have a lot of hope for Mumbai. I am more Mumbaikar than anybody else because I have no other place to go. I am a Sindhi, I have no other hometown, I was born and bred in Mumbai and maybe will die in Mumbai. We all love Mumbai and have great faith on its future. ■

Panelists Speak.....

Mumbai is Film City: Then Why Are We Killing Film Industry?



Ms. Poonam Dhillon
Leading Film Actress

Mumbai is known as the Film Nagri and Bollywood. One of the hallmark of Mumbai is its film industry.

Unfortunately that industry is going through the worst slump, but is not getting help.

The film industry is suffering from video piracy. The scourge is killing the industry.

Who will go to the theatre to watch a film, when you can see pirated video free of cost at home? And the cost of film making is not going down. The film industry doesn't get any subsidies. People think the film people have a lot of money and that they should be charged premium rates in everything.

On top of it, we have this monstrous entertainment tax which is 60%. Maharashtra has the highest tax in the whole country. In every Rs. 100 ticket, Rs. 60 goes to entertainment tax and the remaining Rs. 40 has to be shared between the producer, the distributor, the theatre owner, maintenance and everything.

Andhra Pradesh has reduced entertainment tax to 24%; Delhi to 30%; so why should Maharashtra charge 60%? Mumbai is the home of the film industry. Why are we killing it?

Today a ticket rate of Rs. 110 to go to a theatre is formidable for a middle class person. If you go to theatre with three people, you are spending Rs. 500 which is exhorbitant.

The government must help us by reducing taxes on things like our raw stock, which we use for filming and give us some facilities like bank loans. Now finally, film industry has been recognized as an industry. So at least we are eligible to apply for a loan. But now the banks look for corporates, because they don't want to give loans to individual producers. So, we face a lot of daunting problems.

We should also be allowed to import film equipment at lower custom duties. We can increase our market if our film qualities rise to international level. The equipment we have are outdated, old. We need to increase our markets. ■

Seminar on
 'IMC's Mumbai Development Vision :
 A Clean, Green, Vibrant City'
 jointly organized by
 IMC and Times Foundation
 June 2, 2003 at the Bandra-Kurla Complex.



L to R Shri Shailesh Haribhakti, Shri Nanik Rupani, Shri Prem Nath, Shri Shashi Prabhu.



L to R Shri Shashi Prabhu, Shri Niranjan Hiranandani, Shri Nanik Rupani, Shri Shailesh Haribhakti, Shri Prem Nath.



L to R Shri Prem Nath, Shri Niranjan Hiranandani, Shri Nanik Rupani, Shri Shailesh Haribhakti, Shri Shashi Prabhu.



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Seminar on
'IMC'S MUMBAI DEVELOPMENT VISION
A CLEAN, GREEN, VIBRANT CITY'

Monday, June 2, 2003 at 11.00 a.m.

[Jointly organized by IMC and Times Foundation]

Venue : Bandra-Kurla Complex

PROGRAMME

Time	Presentation
11.00 a.m.	INTRODUCTION OF IMC'S VISION FOR MUMBAI Mr. Shailesh Haribhakti , President, IMC
	MULTI PARTY INITIATIVES OF IMC Mr. Nanik Rupani , Vice-President, IMC & Chairman, IMC Task Force on Maharashtra Development
	PANEL OF ARCHITECTS – CLEAN, GREEN & VIBRANT MUMBAI Mr. Prem Nath , Leading Architect Mr. Shashi Prabhu , Leading Architect
	INFRASTRUCTURE DEVELOPMENT Mr. Niranjan Hiranandani , Chairman, City Development & Environment Committee, IMC
12.55 p.m.	DISCUSSION (Question / Answer) VOTE OF THANKS Mr. Nanik Rupani , Vice-President, IMC & Chairman, IMC Task Force on Maharashtra Development

Press Communique : IMC-Times Foundation Seminar
Four Mumbai Urban Infrastructure Projects (MUIP) Lined up,
Most of Rs. 2000- cr Funding Tied up, Says Hiranandani

Mumbai, June 03, 2003: Of the Rs.2,000 crores needed for implementing the MMRDA's four major urban infrastructure projects (MUIP) in Mumbai in the next three years, funding to the tune of Rs.1,400 crores - sufficient for carrying on work in the first two years - has been tied up, according to Mr Niranjani Hiranandani, Chairman of Indian Merchants' Chamber's City Development & Environment Committee.

"Rs.1,000 crores, contributed by MMRDA, is lying in the banks, waiting to be spent. In addition, the Bombay Municipal Corporation (BMC) has earmarked a sum of Rs.300 crores. The Maharashtra Government has allocated Rs.100 crores for the purpose in this year's budget, and has promised to double the allocation in the next year's budget for the MUIP project," he said.

The four projects included (1) Andheri-Ghatkopar elevated light railway transit system (i.e., Skybus project); (b) Elevated roads in the Western and Eastern Suburbs and connecting the Airport with the Western and Eastern Express Highways; (3) Construction of Subways in both the Western and Eastern Express Highways, and in Linking Road, and (4) Construction of a road network around SEEPZ and

MIDC area.

Mr Hiranandani was addressing a seminar on "IMC's Mumbai Development Vision: - Clean, Green, Vibrant City" organized jointly by IMC and Times Foundation at the MMRDA exhibition grounds at the Bandra-Kurla Complex. Among others who addressed the seminar were: Mr Shailesh Haribhakti, IMC President, Mr Nanik Rupani, IMC Vice-President, Mr Prem Nath and Mr Shashi Prabhu, leading architects.

Mr Hiranandani stressed that implementation of Middle Vaitarna Project was important, "if water supply position in Mumbai is to remain comfortable after 2010." He also emphasized the need for speeding up implementation of the Freeway Project between Worli and Nariman Point.

"Money is no constraint for implementing the MUIP projects. What we need now is a strong political will to kick off the projects. Our track record in respect of implementing the MUTP (Mumbai Urban Transport Project) earlier has been appalling," he asserted.

SBI and ICICI have expressed a willingness to invest in Mumbai's Development as long as the safety and security of their investment is ensured, Mr Nanik Rupani added. "Also BJP and Shiv Sena assured IMC to push the issue of MUIP implementation in the legis-

and NCP - had also firmly committed themselves at various meetings organized by IMC to implement the project. "The fact that Times Foundation is a joint organizer of this seminar proves the media's commitment to the cause," he said.

Mr Shailesh Haribhakti outlined the IMC's 'Grand Vision 2020' for development of Mumbai, and stressed that it was possible to turn this vision into a reality, "if we have the right leadership, if we succeed in keeping out vested interests, and if we secure media's cooperation."

IMC's 'Grand Vision 2020' could be achieved if we could forge a strong political consensus about issues related to scrapping of Urban Land Ceiling Act (ULC) and Coastal Zone Regulation (CRZ), abolition of Collector's levy, strengthening of private-public partnership, and creating top-class focussed leadership. All of us have the onus to make it happen. And media has a key role to play," Mr Haribhakti said.

Mr Shashi Prabhu stressed the need for beautification of Mumbai and development of spots of tourist interest. "Barring Elephanta Caves, is there anything now in Mumbai to show to tourists? Look at how an officer like Mr Chandrashekhar was able to transform Nagpur into a beautiful city now, all in four years," he said.

Mr Prem Nath stressed that a city should

always be "friendly" to citizens, and should give them a feeling of comfort and of "wellness of body and mind and soul." Citizens should be able to rent a house or apartment without incurring heavy costs. "But all our laws like ULC and CRZ are devised to make accommodation expensive to people", he said.

Shri Nanik Rupani, Vice-President, Indian Merchants' Chamber & Chairman, IMC Task Force on Maharashtra Development said if there was no cleanliness there could not be wellness. "We don't want Mumbai to become sick. Already Mumbai is sick, Mumbai is dying. And I am sure Times Foundation will support the development of this city. We will work for the betterment of Mumbai. Now what we need today is a commitment from each and every Mumbaikar".

Since we, businessmen, have taken so much from Mumbai, we have to give something in return. People who came without a penny have become multi millionaires in Mumbai. Therefore, Indian Merchants' Chamber will leave no stone unturned to inspire people and mobilize support to Mumbai's development.

We thank Smt. Indu Jain, moving spirit behind the Wellness 2003 programme, for her support. She is really committed, dedicated to the cause, to do something for the humanity. IMC is grateful to Times Foundation for taking the movement of Mumbai Development further. ■

IMC-Times Foundation Seminar
**IMC's Development Vision:
A Clean, Green, Vibrant Mumbai**
Shailesh Haribhakti, President, IMC

I am happy to be a part of Wellness 2003 series of seminar and to talk about a clean, green and vibrant Mumbai from the perspective of mind, body and soul. I share with you the vision that IMC was able to crystallize at its interactions with every political party in the state.

I start with the aspect of mind, which is embodied in the theme. The most critical thing is that we should consider Mumbai to be our city. We need to feel that Mumbai is a city that we own and that we have a stake in. As proud Mumbaikars, we need to have an interest in making the city clean, green, safe, competitive, growing and the envy of the rest of the world.

I would like to carve out for you an energizing vision. Let's take a journey to 2020 and let's look at what Mumbai can be. Let's imagine that we have landed at the Sahar Airport and from there an absolutely clean, modern six-lane highway takes us right to the freeway system which connects the Sahar Airport to all parts of Mumbai whether it is South Mumbai or North Mumbai or East or West. The slums which greet us today will, by a miracle of science and technology, cleaned up, rehabilitated. An uninterrupted highway takes us to Bandra and from where the sea-link takes us to Worli and onward to downtown South Mumbai, which has miraculously been freed of the polluting cars that today greet us.

We can conceptualize that in South Mumbai the way that you will get around will be the sky-bus, which will connect different localities, particularly the two railway stations, Chhatrapati

Shivaji Terminus and the Churchgate Terminus. Imagine what it might be to have a 15-minute ride from Borivali to Nariman Point. Complete criss-crossing East-to-West roads will be a part of the grand MUDP plan. Disciplined traffic, CNG driven buses and taxis which eliminate a huge amount of the pollution that we have, making Mumbai clean and green.

School for every child is something that Mumbai can achieve in the next 20 years. We have seen a dramatic increase in school capacity and we should see far more of that happening. Universities, which could be the pride of the country, draw in like a magnet students from all over the world. IIT is already one of the foremost learning institutions in the world, and I don't see why we can't continue to make it an increasing seat of research and powerful ideas, which go out to all parts of the world.

The city in 2020 could be free of industry. I learn that the very last manufacturing activity in mid and south Mumbai - Glaxo factory - at Prabhadevi has closed down for good. The place needs to be converted into a centre of population engaged in green, clean activities such as biotechnology, information technology, design, entertainment and all the things that Mumbai is known for. Business process outsourcing, education and trading could become the new activity in this vibrant city.

All, heritage buildings, particularly the historic precincts of those located between Chhatrapati Shivaji Terminus and Flora Fountain, will be cleaned

up and made into Mumbai's show window. Even if you take a drive along any street you will find that some of the buildings are so unique and so wonderful, and all that they need is a coat of paint and a code which makes sure that the cleaning will happen every once in a while, to keep them clean and green and beautiful.

There will be decongested roads and three satellite cities. The present population just cannot be contained in the small island city, and we certainly need three satellite cities and an SEZ, all of which will be part of the large plan that will be brought into play. All of the three cities will be linked by rail, road, and water transportation. We must have a vibrant downtown, in which we can walk, take a path down the Azad Maidan and enjoy the beauty of the historical buildings all around. There must be walking plazas, zero pollution, and a dramatic eastern seaboard. We will also have a thriving entertainment industry in our vibrant city.

What is the path to this vision? I think the path has five simple ideas, which can make it happen:- The first and most important which is what IMC has dedicated itself to, is the achievement of a political consensus. Today, for the first time all the political parties have come and made a commitment to make sure that Mumbai will be taken care of. Money will flow into Mumbai. What is that we cannot do if we have implementers like Mr. Chandrasekhar and Mr. Nitin Gadkari and virtually everybody who can make a difference and drive implementation? So, our mind is the important thing that we need to make this vision come through.

Clean laws, that we can understand and implement, can form the basis of achieving this

vision. Why do we need the Land Ceiling Act? It has no place on the statute book. Why do we need unfair and absolutely limiting CRZ laws? Why do we need a collector's levy to make all transactions in property in Nariman Point almost impossible to achieve? Why do we need municipal regulations and the building code that nobody can understand? And all is cleaned up in a way that it enthralls and creates vibrancy and an investment potential in the city.

Public-Private partnerships, the sky-bus project or the Eastern Seaboard rehabilitation or beautification project or simply the conversion of all our public vehicles to CNG or all situations which can be handled through public-private partnership. Top class leadership, leadership from the community, from people like you, leadership from Chambers of Commerce, leadership from business houses, all will be participating to make sure that we have a clean, green and vibrant Mumbai.

And last but not the least and perhaps the most important is community ownership. There is a city in Scandinavia, which works on the principle of swapping services, complete barter of services. So, there are people who have capabilities and talents, which they are happy to swap with each other and that is what keeps their city vibrant, moving and growing.

This energizing vision can actually happen and it is all of us who own the responsibility of making it happen. IMC is happy to provide the vision and the leadership, essentially to keep the vested interests out and to keep the implementers in. And if we have the alignment to the idea, the alignment of all of us and the media, I don't see why we cannot make this vision a reality. ■

Architects' Perspective....

Follow Andhra Model to Rehabilitate Slums

Shashi Prabhu, Architect

I heard BJP and Shiv Sena leaders. All these leaders in their speeches showed concern about one issue that Mumbai is becoming day-by-day worse and congested. There is nothing like a law to check the spread of hutments, which are just popping up every day. The issue was very clear in Shiv Sena perspective. The young dynamic leader Mr. Uddhav Thackeray, said, "Let us dilute all egos, let all parties come together, and try to focus our attention to stop the further growth of hutments".

In the five seminars organised by IMC, we have understood at least one thing, that all political parties are concerned about Mumbai City.

We keep on harping that people come to Mumbai for earning and that whether they are political parties, individuals or professionals, nobody belongs to Mumbai, is incorrect. Mumbai belongs to us all, and if we try to keep Mumbai intact there are many issues that could be addressed correctly. The illegal construction and growth of hutments could be detected by photography through satellite. I have seen it happening in Andhra Pradesh where it is a regular feature. In fact, day-by-day the Andhra government has been removing the slums and rehabilitating the residents.

It is very much possible also in Mumbai if IMC achieves consensus of all parties. We say that the slum people, who have come before 1995, should be given a house. But you will find that those people who migrated yesterday will produce a pass of 1995.

The city, unfortunately, has a geographical map, with sea on all sides. I have not understood so far what is the CRZ, why this 500-metre imaginary line? Why it is not 400-metre, why not 600? But so far, I don't see any effort by anybody to convince the Central government to remove these restrictions. That doesn't mean that we want to grow into the sea and encroach the sea.

Imagine, you want to do the development of Girgaum with its dilapidated buildings. You won't be able to do. The simple reason is that the present floor space index (FSI) used by these buildings is more than 4 and 5. Who will reconstruct them? Who will rehabilitate them? The residents are the really original Mumbaikars, who go away somewhere, handing their

chawls to others for business.

The surveys say that these buildings will come down in this monsoon, and if not in another monsoon. The CRZ issue must be taken up with Centre by IMC or FICCI or any industrial or architectural group. There is a recent circular which says that Centre's permission is needed to construct a building, which costs more than Rs. 5 crores, in CRZ. I think Indian Builders' Association has taken up the issue but this has to be addressed correctly. What has the building industry to do with Rs. 5 crore cost limit and with CRZ? One can understand the industrial investment to the extent of Rs. 5 crores.

As regards the issue of water supply, we have Middle Vaitarna project which is stuck up. But some people say it is through, but nobody knows about it.

Hutments have generally no proper sewage disposal facility. Wherever they have got tap connection, people do not close the taps and thousands of millions of liters of water goes down the drains unmeasured, unpaid. We must give them pure water supply, but must regulate it.

Another issue is the ceiling. We are talking about it for last 5 years or 6 years. MSRDC must come out with a statement on the status of the issue, and on whether it would like to take the ceiling right upto Marine Drive.

What is there in Mumbai for tourists? Except Elephanta caves, there is little to show. There is nothing special about Mumbai. Therefore, we have to create that. As architects, we have to do something and we have to contribute. But political consensus will be needed on what we do, how we go about.

If we allow Mumbai to grow this way, haphazardly, there will be chaos with the population is going up to 16 million. How are we going to address the issues like drainage, water supply, and electricity? We must call all political parties, all bureaucrats on a platform and evolve a consensus.

Nagpur today is very different. Right from the airport, it is such a beautiful promenade all the way. It can happen also in Mumbai if there is will. I understand that the FICCI has taken the issue of Mumbai airport with Airport Authority. I was told that Jet Airways is going to build a new terminus, which is a good thing. ■

IMC-Times Foundation Seminar
**We Need Right Attitude
and Timely Decisions**
Prem Nath, Architect

As architects, what we think of cities is their master plans and the town planning system.

Town planning must help create a friendly city, which friendly to people, friendly to use, friendly to pockets and it should be enjoyable. Remember the Bombay of 40 years ago. Then Bombay was a beautiful city, very friendly and enjoyable. Over the years the city has deteriorated, has lost the charm and glory. It has become chaotic.

We have the problem of plenty of population, plenty of garbage, noise and air pollution. We have plenty of diseases, like asthma, and heart problems. And we also have a serious problem of attitude, plenty of attitudes! But, we collectively do not have an attitude to perform, to address and to tackle. We think somebody will carry our burdens. We are careless. We do not have the values of life.

I will give you an example of the exhibition grounds at Bandra-Kurla Complex. The roads are dug, there is a lot of garbage littered over here, no trees, no water supply, no sanitation. And Bandra-Kurla Complex is supposed to be called the International Business District. But why don't people come there? Because it is not friendly.

The place requires a simple paving, simple greenery, setting of parking lots, convenience for the people and staff, for the working class. These will make a difference. It doesn't cost much money. It is a matter of idea and attitude.

You can make Bombay beautiful by simple attitude. You just need to address it and take decisions. We all talk beautiful, flowery language.

Bombay is the city of busy merchants like cinemawallas, who sell you dreams. Today politicians and bureaucrats also sell you dreams.

We must have very fair, clean attitude of wellness. Can you talk of our wellness, your wellness, the affluent class wellness, wellness of industry without thinking of the wellness of working class or service class. Are you aware that 70-80% of our population is working class on whom we survive, our industry survives, our wealth grows, our nation's GDP rises. And they have to travel long distances, three hours, four hours. Why? Because of downtown concentration of business. The stake has become unaffordable. We also have plenty of land lying that unutilized. We can't re-develop our wards - B and C wards - in city. We can't develop our Port Trust lands. We can't develop our mill lands. We can't develop our Khar lands. We can't develop our 'No Development Zones.'

We need to look at all these positively. How to cut the employees' travel distance? How to bring the working class population to downtown, because you can't take a business out of downtown? You need to think of affordable housing, rental housing in South and Central Mumbai. If people can't buy it, have it rented out. It will cut down travel distance, pollution and a lot of traffic, and will save a lot of time. We need to think in a more positive constructive manner rather than talking in a selfish manner your own personal problems. We must think over the overall welfare of the large mass of people that will possibly ensure wellness of Bombay. ■

Builders' Perspective...

Target Of Mumbai As World Class City Is Within Reach

Niranjan Hiranandani, Builder and Land Developer

We thought this city had no hope. But after hearing five different presentations of different political parties we came to one conclusion that finally they desire to do something for the city. Whether they do it or not is a separate issue, but the fact is that all political parties said one thing: "We want Mumbai to be a world class city".

This was unbelievable because till today nobody has done anything. They created CRZ, ULC and various orders. This is the first time where the Chief Minister, within 10 days of assuming office, committed at the instance of Mr. Nanik Rupani and Mr. Shailesh Haribhakti on the platform of IMC that we would make Mumbai a world class city and directed the steps to do so. The Chief Minister said, urban land ceiling would go; I hope it does. He said CRZ has to be re-looked at; it must be. And he promised that very quickly Mumbai's roads and infrastructure would be redeveloped.

The good news is that MMRDA has approved Rs. 2000 crores for MUIP infrastructure projects recently and the work is expected to begin as announced by the Chief Minister in October 2003.

And what are the components of MUIP? It talks about flyovers at Sion, Chembur, Kherwadi, Santacruz Airport. Also it talks about five flyovers on Andheri-Kurla Road connecting Andheri to Ghatkopar, and improving the access road from Sahar to the International Airport. This is the expected change that we need to do.

But we need the press, we need the people, we need IMC with the leadership that we have today, to exert pressure to make it ultimately happen, because the track record is not very good. The past 13 years went in efforts to get MUTP to perform - from the date it was first announced by the government of Maharashtra till the time the implementation has started, but not completed. The commencement of implementation took 13 years. We hope that the commitment made by Mr. Sushil Kumar Shinde will be honoured and we will get a lot of this work started quickly.

Three more points that I want to mention: One is water. Mumbai will not have water after 2010 unless middle

Vaitarna project is started. There are good excuses not to do the project. But there is no excuse, good or bad, that the city will tolerate if they don't get water. If the government is collecting 40% of its revenues to Central exchequer from Mumbai, it must give water. If it is collecting 60% of the state exchequer revenues from Mumbai, it must give water to the city. Give everything else afterwards, but give water first. How can it postpone projects in a city, which is its bread, butter and milk and cheese and cow and everything else? Can you afford not to do it? Postponing the middle Vaitarna project is disastrous. They must do it.

The second measure, we need to take is the rapid projects of railways. One of the two proposed railway projects is Andheri-Ghatkopar Elevated Railway, which has been approved by Government of India, approved by MMRDA; it must be done. Upto 1947 the British gave us three railways - the Western, the Central and the Harbour Line. Post-independence, our government gave us nothing. And we are only asking for a 10 km railway, which is affordable and available. Do it, that is all we are asking for.

The third measure is the cross-harbour bridge and the west island freeway. For the first time after we alarmed the central government, it agreed to sanction under the CRZ zone the West Island freeway. Now the state government has no excuse not to do it. For other things we have an excuse. Today CRZ does not come in the way of West Island freeway. It has been approved by the central government. So we must demand from the state that it must build it immediately and connect Worli straight to Nariman Point - a project, which has been approved. So we should not allow the government to postpone that project any longer because excuses are dime a dozen.

But I am sure with Mr. Shailesh Haribhakti leading IMC and The Times of India Group being proactive, there won't be any hurdle in the way of progress of Mumbai. I am sure that with the combined pressure of all these people and industrialists and leaders like Mr. Vivek Nair, I am sure the city will see a great change in the next decade. ■

IMC Perspective...

Media Must Play Crucial Role in Shaping Mumbai's Destiny

Nanik Rupani, Vice-president, IMC

First of all I congratulate The Times Foundation for joining hands with Indian Merchants' Chamber in organising a seminar on Development of Mumbai.

We have received excellent support from Mrs. Indu Jain. Also, The Times of India was publishing articles on development issues of Mumbai every second or third day to create public awareness.

We have been endlessly discussing the issue for many years and crying that nothing is being done for Mumbai city. Then we decided to do something about it ourselves. Accordingly, we decided to call BJP leaders to start with. Mr. Nitin Gadkari, Mr. Gopinath Munde and other leaders came and addressed us and said IMC has done a great job for focussing political attention on Mumbai's development, and promised to raise the issue in the State Assembly.

Then we called leaders of other parties. There was excellent response from the Chief Minister. He said he had many priorities on his agenda, but would give topmost priority to issues of Mumbai's development.

At our meeting with NCP leaders, Mr. Jayantrao Patil, Finance Minister, Mr. Gurunath Kulkarni, NCP President and Mr. Satish Tripathi, NCP General Secretary, gave us a very positive assurance. They asserted that they would also accord top priority to projects needed for Mumbai's development.

Then we had a seminar with Shiv Sena leaders. Mr. Uddav Thackeray said that the Sena had already launched the "Mee Mumbaikar" programme, aimed at sustained growth of Mumbai. He said all parties must sink political differences and unitedly work for Mumbai's development. "There will be no politics on this issue", he promised.

These series of seminars were vital for creating a political consensus for creating a clean, green and vibrant Mumbai. There can be no happiness without greenery. There is a saying in Kashmir that food stocks would last only till there

is greenery and forests around. Also, where there is greenery there is peace. We have come from the nature, will return to nature. So, we decided that we must make Mumbai green, healthy.

If there is no cleanliness there cannot be wellness. We don't want Mumbai to become sick. Already Mumbai is sick, dying, weeping and crying. So I am happy that at least our efforts have been rewarded. We can see the development. And I am sure Times foundation is going to support us because this is not our own program or we have any personal interest. We are thinking of whole Mumbai. Now what we need is a commitment from every Mumbaikar.

We have taken so much from Mumbai. People who came without a penny have become multi millionaires. So don't you think it is our duty to give back to Mumbai? And I am sure Indian Merchants' Chamber will leave no stone unturned in this task. We will try to call all the political parties on one platform and try to commit themselves to keep out politics from issues related to Mumbai.

I told the Chief Minister he was always seen laughing, but Mumbai was crying. So he promised to see that Mumbai would have more greenery, more cleanliness and would also laugh.

Media will have to play a very vital role in Mumbai's development. Without media's support I don't think we can succeed. I am grateful to support from Mrs. Indu Jain. She is really committed, to do something for the humanity.

I am thankful to architects Mr. Shashi Prabhu, Prem Nath and Mr. Hafeez Contractor. They promised to work for Mumbai, but would not charge. It is a wonderful gesture from them. I am thankful to Mr. Nitin Gadkari and Mr. Chandrashekhar. They are also lending us full support. And without the support of our President Shailesh Haribhakti and Mr. Niranjan Hiranandani, I don't think IMC's programme would have seen the light of the day.

Questions & Answers Session

Q. Mr. Ramakant Verma: I am a student of architecture and I have been working in Mumbai. There is a design cell and I am working on a Mumbai Plan. There are various issues connected with developing Mumbai, which I have been looking at. I agree that the political will is key to Mumbai's development.

Mumbai's social structure includes a lot of diversity. Historically, it is an industrial city and now it is turning into a city of service sector. The shifting of the population is a major issue. Though we may go for infrastructure development, what happens if the shifting of the population does not occur?

Ans: Mr. Niranjan Hiranandani: Mr. Verma, nowhere in the world do 60% people live in slums. I do not believe that if they are given affordable houses they will not change their lives; they will. Even in the British times, if you study, in 1947, everybody was housed, whether in chawls or otherwise. It is not true, if you uplift the slum-people that they will not go to better houses. It is not true.

I have done slum redevelopment; only 10% of the slum people have sold their new house because of economic necessities, because of daughter's marriage, or because they have other problems. But 90% of the people do uplift themselves.

Do not believe that the poor people want to remain poor and they want to live in the slums; it is not true. Not a single soul wants to live like that. My driver would like to live in an apartment. Everybody would like to live in a better way. Certainly we can get a better house, get water connection, get sewerage treatment for slum dwellers. It is happening all over the world.

In Shanghai, 60% of the city has been rehabilitated by re-housing in the last ten years. It is unbelievable, but it is possible. We have the money and the wherewithal. We need a leadership and a will, and then it can happen also in Mumbai.

With young people like you, who are my hope of tomorrow it will happen. And it must happen and will happen before I die.

Q. Vivek Nair (Vice-Chairman and Managing Director of Leela Hotels and President of The Hotels

& Restaurant Association of Western India): The four projects Mr. Hiranandani mentioned - what is the cost estimate for them? And is there a funding plan for those projects? Normally projects don't get off the ground because of constraint of funds. So, is there an identified project funding plan? What is the timeframe to implement these projects?

Ans: Mr. Niranjan Hiranandani: There is already money organized. Rs. 1,000 crore, out of Rs. 2,000 crore, are in the bank; it only needs political will and bureaucratic nod to tap it. Rs. 100 crore was additionally given by Finance Minister Jayant Patil at the instance of IMC and Mr. Nanik Rupani, in the budget of this year. Rs. 300 crore are likely to come from Bombay Municipal Corporation. Together that works out to about Rs. 1,400 crore, all out of Rs. 2,000 crores.

This is a three-year plan, so we have sufficient money for two years of project spending. We have also organized funds from two or three other institutions but applications have not been made because the tender and detailed work specifications are being prepared. So there is no dearth of money.

It is untrue that we don't have the money. Rs. 1,000 crore is lying in the bank which was kept by MMRDA, specially targeted for urban infrastructure but not used. So we do have the money to do these projects. All the things are there, it is at the design and tender stage. I am sure, with Mr. Vivek Nair's influence in the government, there will be no hitches in the way of making the projects operational.

Mr. Nanik Rupani: Not only that, I would like to inform you that I and IMC President called on the State Bank Chairman and the ICICI CEO. They said, if there was a viable proposal for Mumbai development, they would be too happy to fund. So, financiers are coming forward. We need to get together and put pressure on the government and tell them that these institutions are ready to finance. I think, there is a problem facing the banks/FIs as to where to keep their funds. Even Mr. Jayant Patil said: "Next year, I will give another Rs. 200 crores". So, I don't think money is the constraint.

Q. Mr. Ajit Mathur: First of all, I congratulate

Indian Merchants' Chamber for taking the initiative for creating a vision for the development of Mumbai. Particularly, I should mention that Mr. Nanik Rupani has taken up a good cause.

I am from the Maharashtra Chamber of Housing Industry. Under the dynamic leadership of Mr. Niranjan Hiranandani, I will fight for changing the CRZ. The ceiling of Rs. 5 crores towards cost of building to be built in the CRZ is unreasonable. We should fight it. There are 60,000 old dilapidated buildings in CRZ in Mumbai. We have to take Delhi's permission for spending in excess of Rs. 5 crore. Even for repairing a hospital or an educational institute, we need to go to Delhi. It is rubbish.

We want to give slum dwellers a healthy environment if TDR is allowed there. We have told the ministry that it can increase the open space from 30 to 40% and it does not matter. But let us utilize the TDR for rehabilitation of the old and dilapidated buildings located within 500 metres from the high tide line. How can you construct a bridge from Worli to Bandra when there will be a CRZ bottleneck after Leelavati Hospital? Has anybody imagined why inter-tidal roads between Bandra to Borivali also cannot be constructed? I have had a dialogue with Mr. Chandrashekhar, who has appreciated that unless we have an inter-tidal road and connection from East to West at various places, nothing can be done.

We need infrastructure. The Government has realized that the economic development of Mumbai is dependent on infrastructure projects, including housing, tourism and entertainment industry.

Mumbai city is the commercial hub of this country, which generates 35% of its revenue, but it is given a second-hand treatment; we should not accept it. I have suggested that we should create a promenade right from Colaba to Gorai beach. Let mangroves be assimilated with the green and forested area. Palm trees can be lined all along and a ring road can be created. A living example is Bandstand area, where a green area and promenade is created, and people have a place to go.

There are many other issues too. I am trying to prepare a landmass plan for entire Mumbai,

where we can superimpose the slums, old dilapidated buildings. This plan will show us that after leaving about 500 metres of CRZ what you get is only a strip of vacant land for development. All of it is surrounded by slums and old and dilapidated buildings. We can have a satellite image showing the slums and place available for development.

The minister concerned should be made to understand that the peculiar problems of Bombay are quite different from all other cities. It is a coastal city, surrounded on all three sides by sea. There were seven islands and they were combined together. There were rivers, backwaters and creeks, which are no more so. Backwaters and creeks become stagnant in the October heat, and a breeding ground for mosquitoes.

There is a need for eco-friendly rehabilitation of slum dwellers, management of solid waste and creation of green areas and forests.

Q. Mr. Adil Khasar: I am chartered engineer and consultant in Bombay: I commend Indian Merchants' Chamber and its office bearers for their initiative for creating political consensus in favour of Mumbai.

If IMC keeps up pressure and aggressive stand, then maybe, in 2007, when IMC celebrates centenary it will have some worthwhile results to show.

Times Foundation's Representative: It has always been the Times Foundation's endeavor to provide a platform for the public to interact with each other. I am extremely grateful to office bearers of Indian Merchants' Chamber and Mr. Premnath and Mr. Prabhu for sharing their vision on Mumbai. Each one of us has a role to play. We must stop cribbing and start doing something.

I am glad that IMC has sought to involve Times Foundation in its mission and we hope that it will use our forum for many more such issues.

In the previous initiatives taken by the Times Foundation, we have mobilized several government institutions, as well as corporates to plant nearly six lakh saplings all over Mumbai. All those, who are interested in being a part of this green and clean Mumbai initiative are welcome to join us. ■

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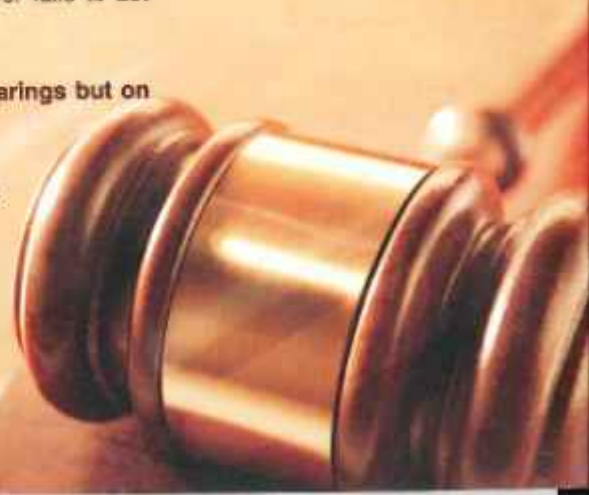
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Indian Merchants' Chamber Economic Research and Training Foundation

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