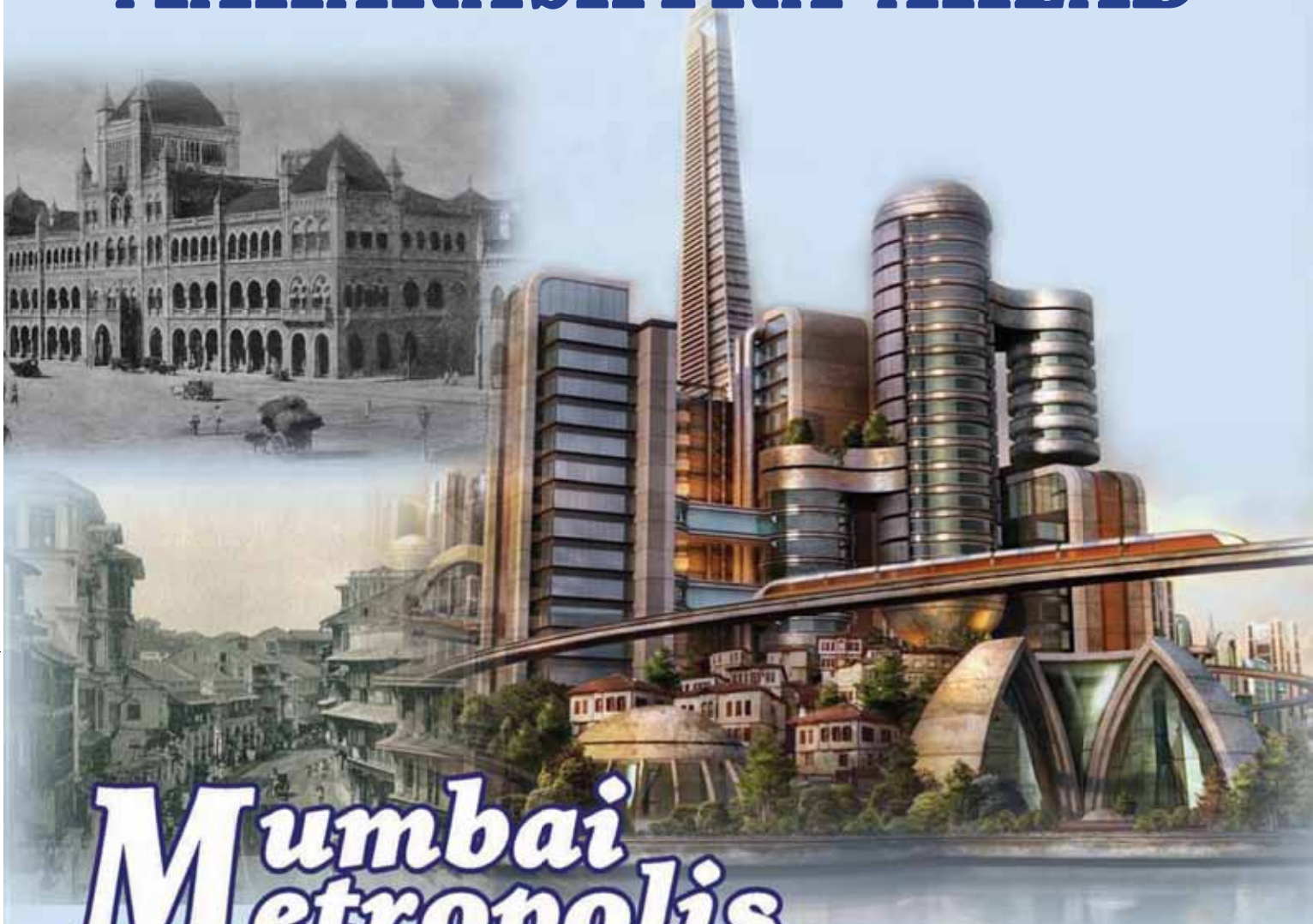# MAHARASHTRA AHEAD

*M*umbai *M*etropolis
Expanding Horizons

Down The Memory Lane

PIGEON POST

SPEED POST

GEARING UP FOR THE FUTURE

History of Mumbai, the seven island city dates back to AD 150. In the due course of time it has witnessed regimes of Satvahans, Abhiras, Vakatakas, Kalachuris, Konkan Mauryas, Chalukyas, Rashtrakutas, Shilahars and Mughals. In 1534 the seven islands came under the Portuguese rule. In 1662 these islands were gifted as dowry to the British King Charles II when he got married to Portuguese princess Catherine of Braganza. Mumbai got its glorious status when British East India Company shifted its base from Gujarat to Mumbai. Since then the city has grown socially, politically and culturally carving out its own niche in the history of modern India.

Mumbai, the capital of Maharashtra, is a multi-faceted, multi-layered, multi-lingual and multi-dimensional city. It is the financial, commercial, industrial and celluloid capital of India. Foreign investors tend to look at India through the prism of Mumbai.

Some come here for livelihood, some for better opportunities and some others for better life-style. The elite, the rich, the middle class and the poor all coexist here and contribute in their might that lends it yet another phenomenon, a metropolis of extremes. The city provides shelter to all and relentlessly absorbs the exodus of population making it an amazing conglomerate of ideas and strengths.

The ever-increasing population with unexpected speed has taken toll on the physical infrastructure. Timely measures have been taken to improve physical infrastructure. The Rajiv Gandhi Sea Link, flyovers and several skywalks constructed in last couple of years bear the testimony to evolution of Mumbai over the decades keeping it in tune with the time.

The State Government is doing its best to improve the infrastructure and prepare the city for future. The fast-track corridors of Mumbai-Pune and Mumbai-Nashik have linked the metro to the fast-developing neighbouring cities. The mono rail and metro rail are the next to come up in support. Revamp of old-age drainage and drinking water pipelines is in the offing with the aid from the Central Government under the BRIMSTOWAD Scheme. The ambitious project of the Golden Quadrilateral connecting Mumbai to Delhi, Chennai and Kolkata will serve as the arterial network across the country.

'The Show Must Go On', is the theme of Mumbaikar's life. Be it a natural calamity or disaster, come what may; the Mumbaikar's have kept the ball rolling. The zeal and zest, fervour and glamour have kept the spirit of Mumbai alive. In its journey towards a futuristic city, growth of infrastructure should not only be the focal point, human element need to be emphasized.

This issue of **'Maharashtra Ahead'** presents different facets of Mumbai and seeks advices and suggestions from the experts in their fields so that Mumbai can continue in the spirit and the style of its own. We also intend to explore new measures to overcome the problems it is facing presently. We are thankful to Chandrashekhar Prabhu, P.K.Das, Vidhyadhar Date, Mahesh Vijapurkar, Dilip Chaware, Adv. Rajan Jaykar and others for their valuable contribution in the issue. This issue will be incomplete without the feedback of our readers. Therefore we welcome your reactions.

Pramod T. Nalawade
Editor-in-Chief, 'Maharashtra Ahead', DGIPR

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Pls note: The views expressed by the writers are their own. In articles as a part of history the name Mumbai has been mentioned as Bombay

My Mumbai Vision

I am confident, Mumbai will transform into a World-class City in near future.

This City has played instrumental role in shaping personality of millions of people. Our vision, is to transform Mumbai into a world cl ass metro with higher economic growth rate and globally comparable quality of life to its citizens. Economic activity is the lifeline of any world class city and we will try to make Mumbai a hub for high-end services, says the Chief Minister, **Prithviraj Chavan**

I was not born in Mumbai, neither had I educated in any of the institution here. On graduating, I managed to get into BITS Pilani and later got a scholarship to study in Germany and then in the US. The reason behind why I am telling this because while building my career, though I never got an opportunity to have direct contact with Mumbai, I had always attraction to the vibrancy and resilience of this fascinating city.

This City has played instrumental role in shaping personality of millions of people and hence I always have special place for this City in my heart. The unique thing about Mumbai is the unmatched pace and the spirit of the city which keeps people to go on and on! Mumbaikar has faced every challenge with the fighting spirit and phenomenal toughness that he has gathered in the city be it unprecedented floods, terrorist attack, bomb blasts and what not. I think the same pace and spirit will be the backbone of tomorrows' Mumbai.

When I was entrusted with the responsibility of heading the Maharashtra, the most progressive State in the country, I realized that the time has come to do something concrete, sustainable, and world-class for this financial capital of India. Mumbai, being commercial capital, plays an important role in the economic development of the country. Hence it requires special attention and conscious efforts to improve its infrastructural facilities in a planned manner to transform this city into a world class metropolis.

I have been concentrating on cleaning up corruption in administration and keeping Maharashtra attractive to investors. There are challenges of transportation, housing, public amenities, water supply etc. The Government has decided to give emphasis on complete transformation of the city, which includes housing, physical infrastructure, social infrastructure, governance, financing and economic growth.

Our vision, as all of you are aware of, states that transform Mumbai into a world class metro with higher economic growth rate and globally comparable quality of life to its citizens. Last year when Prime Minister Dr. Manmohan Singh visited Mumbai, I requested him to consider giving status of National Tag to 5 major projects namely; Mumbai Trans-harbour Link, Colaba Bandra underground Metro, Coastal Road, Navi Mumbai Airport, Virar-Alibaug Multi-Modal Corridor. We are determined to complete all of them one by one.

My priority is also for comprehensive development of Dharavi. We have recently taken few decisions which allow ideal development of Dharavi region.

In order to boost housing industry and to safeguard the interests of common buyer we are trying to remove some bottlenecks in the system. I am trying to work out a system with new development control rules where the discretion of the individual authorities will be much less. Builders will have to pay a premium for concessions. Therefore, the premium they were paying under the table will now come to the State. The State will benefit and people can get concessions as a right and in a transparent manner.

The State Government has recently taken a major decision to enhance affordable housing stock in the State, including urban conglomerates like Mumbai, Thane and Pune. These decisions would make affordable housing a reality and better amenities for slum-dwellers across the State, especially in Mumbai.

We have made it mandatory for all builders and developers to reserve 20 percent of any property above 2,000 square metres for housing the poor. It

is a revolutionary decision which would benefit the poor. These properties would be purchased by MHADA, the State's apex housing stock creator, at the construction cost and allotted to poor and needy people through its regular lottery systems for which the necessary development control rules would be amended.

We have also given relief to slum-dwellers. People living in the slums regularized till 1995 would now be eligible for all facilities, including redevelopment, however, this would be subject to the final decision on the proposed amendment to the development control regulations, which would be necessary for the purpose.

We are also developing Mumbai-Nashik- Pune as a golden triangle. This belt will attract high-tech industry. Delhi-Mumbai freight corridor will also bring big opportunities for setting up new units.

The Vision of Mumbai, however, need not be confined to jurisdiction for Municipal Corporation of Greater Mumbai as it has transcended municipal boundaries to include areas like Navi Mumbai, Thane, Mira-Bhayander, Vasai-Virar etc. Navi-

Mumbai particularly provides inputs for economic growth that will help Mumbai become a Global City. In this context, proposed second Airport in Navi-Mumbai will be of great help. Also the metro and monorail and the Trans-harbour link that will connect the hinterland are underway. In my opinion coastal ring road which will connect Cuffe Parade to Kandivli by reclaiming land can also be the solution. We are serious about doing it after studying feasibility report abiding by all clearances.

With the Mono Rail being successfully tested and construction of most of the stations at an advance stage, this financial spur should raise Mumbaikar's hope. The Mumbai Metro Rail and the Mumbai Mono Rail projects have always been on the top priority list for the MMRDA. The Authority has spared Rs.338 crores of which Rs.100 crores are allocated for the completion of Versova-Andheri-Ghatkopar Metro corridor, Rs.138 crores for the Charkop-Bandra-Mankhurd Metro corridor and Rs.100 crores for the Colaba-BKC-SEEPZ Metro corridor. The Detailed Project Report for the corridor is ready. Recently we have approved

Rs.4825-crore budget for the current year presented by MMRDA. The budget affords Rs.1460-crore boost to road network, Rs. 870-crore for the Mono Rail Project, Rs.338-crore for Metro Rail Project and Rs.390-crore fillip to development of water resources in metropolitan region.

We are also confident that Mumbai will get maximum assistance from the Urban National Renewal Fund. While giving emphasis to various development activities, our Government will ensure that it should have human face.

Economic activity is the lifeline of any world class city and we will try to make Mumbai a hub for high-end services like Health-Care, Media, Finance, Information Technology and IT-Enabled Services, Entertainment etc. We will implement IT and ITES policies designed to make Mumbai more attractive to companies in the sector.

With all these efforts and initiatives taken by our Government, I am confident, Mumbai will transform into a World-class City in near future.

In achieving this dream, I appeal for positive support from citizens of Mumbai, social activists and media in transformation of this City. ∎

Making Mumbai a World Class City

Mumbai, the city of hope, is one of the pre-eminent metropolis in the world

Mumbai's economic change is breathtaking. Financial sector is making this city a hub of financial activities. The natural beauty of this city is a point of attraction for the foreign tourists. It is important to provide them high standard of service, we are delivering that, says the Deputy Chief Minister, **Ajit Pawar**

During British era, Mumbai, then Bombay was the centre of various social, economic, educational, reform activities. Gothic style British buildings were surrounded by densely populated Indian chawls. Bullock-carts, bicycles were the preferred mode of transport. Broad and empty roads had rarely seen traffic congestions. Trams and locals were not overburdened. After the Independence, the city became the centre of attraction for may reasons. Every Maharashtrian is proud of this colourful city.

After the historic strike of textile workers in 80`s, paradigm shift took place. Service sector gradually increased its share in employment generation. Globalization rapidly changed the face of this city and it became the most-preferred destination for foreign investors. Several multi-nationals have set up their corporate offices in Mumbai. The financial capital of India, now emerging as an international financial centre. The city of hope, is one of the pre-eminent metropolis in the world.

To keep Mumbai at par with the other world class cities, our Government has taken lots of initiatives. We want this city to make worldwide impression in every aspect. We are trying our best to improve the infrastructure of this city. Rajiv Gandhi Sea Link, Metro Rail project, Mono Rail Project, Dharavi Redevelopment Project, MUTP, MUIDP, BRIMSTOWAD, New Airport at Navi Mumbai, various projects under JNNURM, SRA are some of them which I would like to mention.

MCGM, MMRDA, MSRDC, MTSU intend to makeover Mumbai city. We are not only trying to change the face of this city, but also trying to improve the standard of living of the citizens. Water supply, transportation, health, education are some key areas where there is a chance of improvement. Beautification of Mumbai has already begun.

Now we are looking forward for the total transformation of this metropolis into a world class city very soon. Every stake holder of this city is witnessing this transformation. We are committed to bring this transformation with the help of Central Government.

Growth of any city takes place when the law and order is under control. After the 26/11, we have given utmost importance to the security of the tourists and the residents. We have strengthened our security by adopting some high end security measures.

Mumbai's economic change is breathtaking. Financial sector is making this city a hub of financial activities. The natural beauty of this city is a point of attraction for the

foreign tourists. It is important to provide them high standard of service, we are delivering that.

I am confident that Mumbaikars will feel proud of themselves once all these dream projects get completed. We are committed for the betterment of Mumbai, I assure all citizens that we will abide by the commitment. ■

Oh Mumbai!
My Mumbai

Glitter & Glamour v/s Grace & Glory

Mumbai had its own court–of–Arms and also a human figure in the form of statue of Urbs Prima on the pediment of the Municipal Head Office facing Victoria Terminus. By the 18th Century, Bombay had become a cosmopolitan city where people from all parts of British India as well as from native states, had come with a dream of prosperity.

View of the Church-Gate Station, Bombay

The earliest mention of the town and island of Bombay appears to have been made by Ptolemy (A.D.150), who called islands of Bombay and Salsette under the name of "Heptanesia" or the seven islands i.e. Colaba, Old Woman's Island, Girgaum Island, Worli, Mazagon, Matunga and Mahim At that time north Konkan was under the rule of Satavahanas. It appears that thereafter north Konkan was ruled by Kalachuris and by the 6th Century Maurya dynasty. In late 6th century, the King from Chalukya dynasty invaded north Konkan and defeated the Mauryas. In the 9th Century, Silaharas took over north Konkan and ruled till about 1200. Someshwar, the last King of Silahara was defeated in or about 1200 A.D. by Mahadev, King of Devgiri, who invaded Konkan. In 1294 Alla-ud-din Khilji invaded Devgiri, and Ramdev, the King of Devgiri hurriedly collected his army to oppose the advance of Alla-ud-din but he and his son Shankar were defeated and Ramdev agreed to pay annual tribute to Emperor of

Delhi and bought peace. Second son of Ramdev, Bimbadev became the King of North Konkan and came to Mahikavati (Mahim-Bombay) and established his capital.

King Bhim also established a Court of Justice called Nyaygaon, presently called Naigaon. King Bhim died in 1303 and his son Pratapshah ruled Bombay till about 1331 and his brother-in-law Nagardev ruled till 1347, when the islands were ceded to the Moslem rulers of Gujarat. Nothing of any importance happened during the Moslem rule. The Bombay Islands were ceded to the Portuguese in about 1537. They also levied unreasonably high taxes and made Pathare Prabhu Tax Collectors. Neither the Muslim rulers nor the Portuguese rulers realised the importance of Bombay as a Port.

Gerald Angier, the second governor of East India Company is the first person who realized the potential of Bombay Island as a safe harbour. By that time the Portuguese had handed over Bombay to the British as dowry in marriage of British King Charles II with Catherine of Braganza, sister of Portuguese King Alphonso VI. The British Government had given the Bombay Islands to the East India Company on perpetual lease for yearly rent of £10.

In his short span (1669 -1675) as Governor Angier put into action, improvement schemes such as fortification on the main Bombay Island, reclamation of land from the sea so that the seven islands could become one island, construction of forts at strategic points, to repulse any attack on the Bombay Island such as Worli Fort, Mahim Fort, Rewa Fort, Sion Fort and Sewri Fort. Apart from that he decided to construct the main Fort of Bombay. He invited artisans as well as business adventurers to come to Bombay and set up their business for the overall development of the island city.

The integration of the seven islands by reclamation got completed in 1820's. The main Fort of Bombay along with the water moat was completed in 1720's. The other minor Forts were also completed by 1780. The fortification resulted in ensuring that none of the

Public Buildings, Bombay.

foreign powers or local enemies of the British such as Siddis, Angres and Shivaji could set their foot on Bombay Island.

Taking cue from Gerald Aungier, the subsequent Governors of East India Company developed the Port into the best port on the east of Cape of Good Hope. Realizing the safety and opportunity to do business, the business community started flocking to Bombay particularly from Gujarat and with the advent of Parsees, Bombay started becoming a prosperous city.

The main Fort of Bombay was constructed mainly for the protection of the British population and affluent citizens of Bombay. The Fort had three gates viz. Apollo Gate (near present day Lion Gate); Churchgate (near Flora Fountain); Bazar Gate (at the Northern end of Bazar gate street opposite to G.P.O.).

As the East India Company took control of important Presidencies of India, it became necessary for quick and efficient transport in British India. In 1853, the first Train ran between Bombay to Thana. The Boribunder Station from which the Train started, was located just outside the Bazar Gate. The local transport which consisted of Animal drawn vehicles and Palanquins, was

Elphinstone College and Sassoon Library, Bombay.
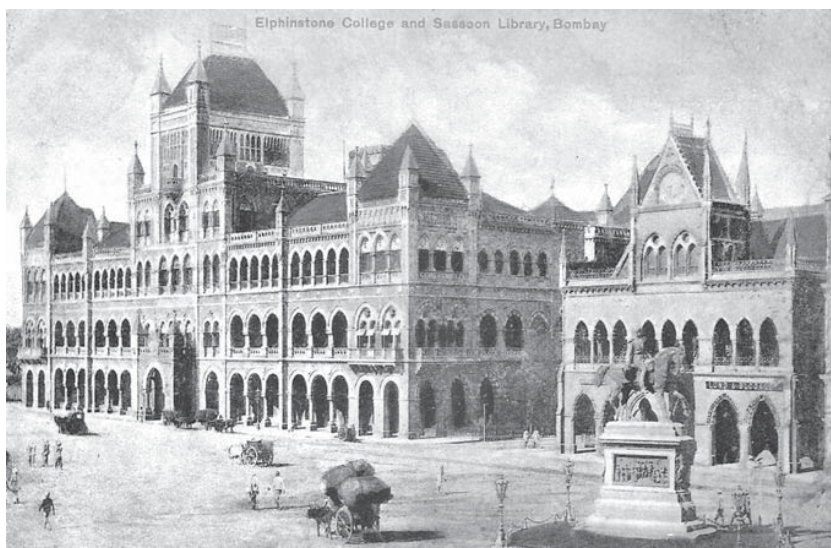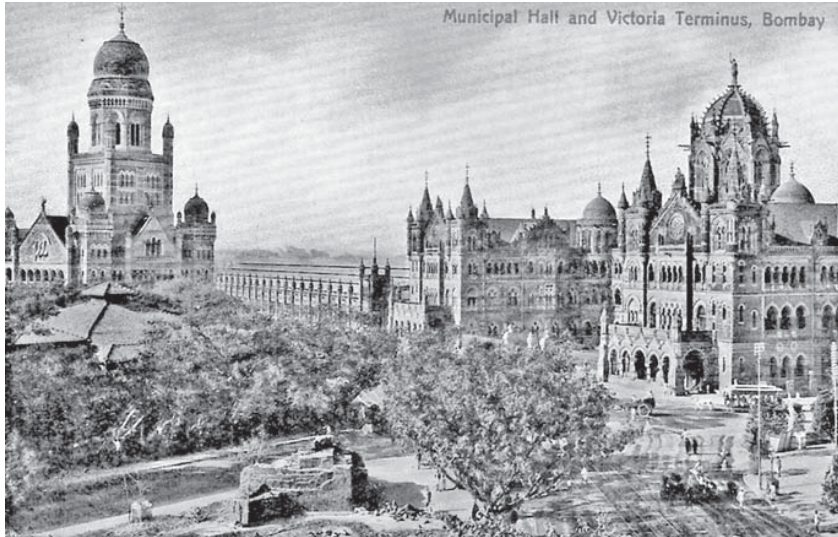
Municipal Hall and Victoria Terminus, Bombay

The Improvement Trust Office and Queen Victoria's Statue, Bombay.

inadequate for the growing metropolis which resulted in introduction of Horse-drawn trams on the streets of Bombay since 1875.

The East India Co. was dissolved in 1858 and Bombay came under direct administration of the British Government. Sir Bartle Frere became Governor of Bombay in 1863. The main Fort of Bombay which had become congested, was demolished and on its place Frere decided to construct public buildings such as Old Secretariat, presently City Civil and Session Court, Bombay University's Rajabai Tower named after Bai Rajabai mother of Premchand Roychand who funded construction of the building, University Convocation Hall (constructed out of the donation by Cowasji Jehangir Readymoney), the Bombay High Court, the Public Works Building, the Post & Telegraph Office, Elphinstone College, David Sassoon Library, Army & Navy Building, Esplanade Mansion Watson's Hotel, Cathedral and John Connon High School (presently Oriental Bldg), The Chartered Bank of India, building, the Improvement Trust Building, the Alexandria Girls High School and the whole row of Victorian Gothic buildings on either side of Hornby Road (presently known as D.N.Road) were constructed as part of development of the Victorian Bombay.

Even lands which were outside the Fort known as Esplanade were also utilized for constructing buildings such as the Victoria Terminus, the Municipal Head Office, the Times of India Building, the Anjuman Islam High School, J.J. School of Arts, Crawford Market, Office of the Police Commissioner, Gokuldas Tejpal Hospital, St.Xavier's High School, Elphinstone High School, St.Xavier's College, Cama & Albless Hospital, Chief Metropolitan Magistrate's Court and the Head Office of the Bombay Baroda and Central Indian Railway (present day Western Railway Office at Churchgate) and because of this transformation of Bombay in 19th century, Bombay was given the title of "Urbs Prima in Indis". (which is the slogan of Bombay Municipal Corporation).

Bombay had its own court-of-Arms and also a human figure in the form of statue of Urbs Prima on the pediment of the Municipal Head Office facing Victoria Terminus. By the 18th Century, Bombay had become a cosmopolitan city where people from all parts of British India as well as from native states, had come with a dream of prosperity. Many Kings and Princess of the Native States had palaces on or around Malabar Hill and initially the East India Company and thereafter even the British Government encouraged people from business communities to come and permanently reside in Bombay. Bombay has always been a completely different city on the model of London because Bombay was the first city owned by the British where they could pass laws and develop the city without having to seek permission of any local ruler

For faster communication, East India Co. introduced postal services and also issued first adhesive stamps in 1852. This resulted in commercial activity multiplying at an enormous rate. At the turn of 19 century, certain new inventions such as Telephone and Electricity gave a tremendous boost to the development and convenience of Bombay residents. By the first decade of the 21st century, Electricity had already replaced gas and oil appliances. The Horse drawn tamp replaced by Electric trams. Electric appliances such as light bulbs, fans, washing machine, elevators, radio etc. followed immediately. Although Bombay was not a capital of British India, it was already financial capital of India. Big industries, mills and shipping gave Bombay unique position in South-East Asia.

With the increasing population the crime in Bombay also required effective policing particularly during the communal riots which used to take place frequently. The Police ensured that effective measures were taken and the disturbances were curbed within the shortest time so that peaceful atmosphere and normalcy returned at the earliest. The Law Courts were considered to be the best in British India with best Judges and Lawyers, the

Hornby Road, Bombay

MARINE DRIVE
BOMBAY
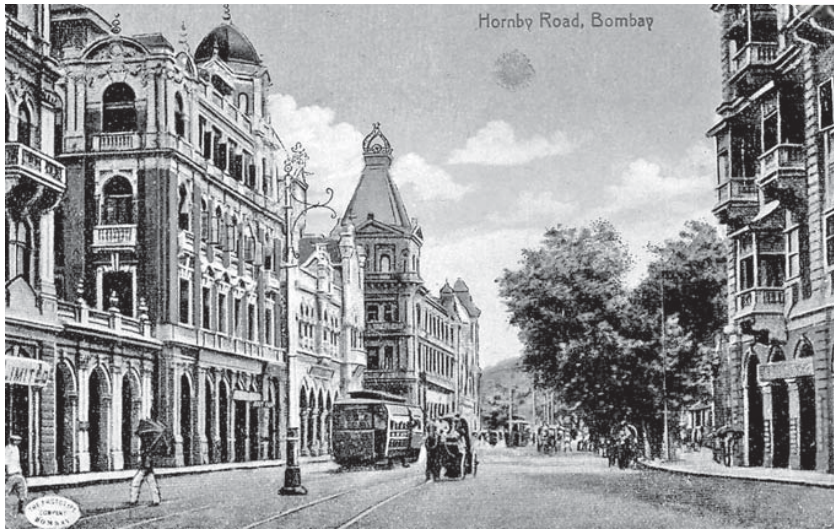
dispute resolution was very fast.

The two instances in the 1940 shook the Bombay citizens like never before. In 1944 there were two explosions in the Bombay Dock because of the blowing up of S.S. Fortstikine which was carrying a cargo of cotton, gold and oil. The explosion resulted in death of substantial number of fire brigade men as well as workers in the dock and initially the Bombay residents thought that there was an attack by the Japanese planes on Bombay, since World War II was in progress and the Japanese army had reached, it was thought that the next target would be Bombay.

During the World War II people, who came to Bombay from their native states for better prospects, started going back to their native place. This resulted in substantial vacancies of residential quarters, particularly since number of residential buildings were erected at after Backbay. Reclamation and construction of Art Deco buildings along the western sea front, such as Marine Drive and across Oval as part of Churchgate reclamation.

The World War II ended in 1945, two years later India achieved Independence. People started coming back to Bombay after the British handed over Bombay in pristine condition to Indian Administrator. The home coming got transformed into the population influx in last six decades. Today Mumbai, the metropolis has become the most-populated city with the glitter and glamour but has lost the grace and glory of the most visited city by the foreign tourists. ∎

- Adv. Rajan Jayakar

The True Friends of Mumbai

Philanthropic entrepreneurs have rendered yeomen service to the city.

Most of the philanthropic activities and support to arts, education, culture and various social causes came from Mumbai's traders and richer businessmen. Without knowing the concept of Corporate Social Responsibility.

Mumbai is aptly called India's financial capital for almost all important and big corporate entities have their headquarters in the metro and who's who in the Indian corporate world is related with this vibrant city in some or the other way with many of them residing here. This is coupled up with the stock exchange (BSE) that is recognized in global financial markets as well as a nice and secured port.

For many years, Mumbai remained a textile center with mushrooming of large number of mills, later to be followed by other manufacturing activities. But for many decades they had not achieved the status of a corporate in real sense.

One of the early wealthy persons, Jagannath Shankarsheth fondly called Nana, was known more for his philanthropy than wealth. A jeweller and moneylender, he was the true visionary, who understood the needs of the city. He set an example by founding and aiding social as well as cultural institutions.

He was the director of many early companies and a corporate in true sense. He was a member of the board of directors of the first railway line. In fact, the office of the first Indian railway initially started operating from his residence. He was also director of the first shipping company and the first bank launched in Mumbai. He was also a member of the first senate of University of Mumbai (then Bombay).

His contemporary, also a rich person, Sir Jamshedji Jeejeebhoy helped shaping up Mumbai in varied ways. It was on Nana's suggestion he started the J. J. School of Arts in 1857. Another living monument of their patronage is Dr.Bhau Daji Lad Museum in Byculla. Following the suit of the yester years' entrepreneurs Bajaj Foundation came forward in 2004 to help its restoration, which made it beat in 2005 the Beijing Palace for the highest award in conservation - UNESCO's Asia Pacific Heritage Award for Cultural Heritage Conservation.

A group of young mechanics and foremen of the Royal Mint and Government Dockyard established a museum and library for mechanical models and architectural

Jagnnath Shankarsheth

Jamsetji Tata

Walchand Hirachand

Jamshedji Jeejeebhoy

Dorabji Tata

Dr. Bhau Daji Lad

design, in 1847, which led to the creation of the Sassoon Library. In 1863, Sir David Sassoon, a leading banker of Mumbai, contributed Rs.60,000 to the Government to build a Mechanic's Institute, now called the David Sassoon Library.

Most of the philanthropic activities and support to arts, education, culture and various social causes came from Mumbai's traders and richer businessmen. Without knowing the concept of Corporate Social Responsibility (CSR) many of them got themselves involved in various such activities. Even as they were earning profits in their businesses during the British Raj, patriotism was much alive in their hearts.

Various industries and businesses from textile mills to shipping, and railways to banks started flourishing, making Mumbai centre of economic activity. The first corporate identity in a real sense came into existence with the Tata group.

Jamsetji Tata and his son, Sir Dorabji Tata, believed that the real purpose of industry was to go beyond the creation of wealth, to the building of a new society through the proper allocation of that wealth. Of the various institutes The Tata group helped set up all over India, Mumbai got a major portion in the form of Tata Institute of Fundamental Research (TIFR), Tata Institute of Social Sciences (TISS), Tata memorial centre for cancer research and treatment, National Centre for Performing Arts (NCPA) and Tata Theatre.

TISS was set up in 1936, first as the Dorabji Tata Graduate School of Social Work for professional training in social work. In 1944, it was renamed the Tata Institute of Social Sciences (TISS). JRD Tata and the Tata Trusts backed renowned anthropologist Verrier Elwin's classic ethnographies on the tribes of central India. Elwin's famous study on the Baiga tribe was published with a subsidy from the Sir Dorabji Tata Trust. Tata Steel first sponsored prizes and scholarships for art in 1943, at the annual exhibition held at the JJ School of Art. The company's 'Art in Industry' series featured many prominent artists including M F Husain.

Another business house which developed into a corporate entity over the years due to its industries and businesses in varied sectors was Walchand Hirachand group. The group began its business with construction and infrastructure sectors. The group pioneered in many businesses. They started shipping company, entered into automobiles, ventured into aircraft manufacturing. Some of the theatre personalities were offered jobs by the group so that they would be able to

David Sassoon Library

Dr. Bhau Daji Lad Museum ,Byculla

devote themselves for the development of theatre.

Another corporate group which showed interest in theatre at the national level is the Mahindra and Mahindra group. It gives awards to theatre personalities and organises a festival of plays from different languages. Similarly, art was supported by many industrial and business houses, by buying art works for their offices as well as personal collection.

Birla Group and Bajaj Group have set up art galleries at their headquarters at Worli and Nariman Point respectively. Not only individual corporates but even the association of corporates, Bombay Chamber of Commerce and Industry also helped revive bandstand culture in the city during in the recent past.

Reliance is one very big corporate entity that emerged in Mumbai in the last few decades. Besides, running a school and a hospital, it also organizes art festival called Harmony. The annual event aiming at promoting the works of up- coming artists has brought over 1,600 artists to the fore since 1996.

Unlike old and traditional corporate houses of several years, many companies have not set up institutes for the support and development of culture and arts. But they sponsor many cultural events such as film festivals, musical festivals and concerts and art shows and support many social causes on case to case basis and may not be regularly but occasionally.

But Mumbai's uniqueness compared to other industrial and business cities in India is that it also hosts entertainment industry. With cinema production starting in Mumbai years back, right from the beginning, and acquiring a popular name Bollywood, Mumbai can boast of its cultural heritage in one more year. Presence of the multi-billion cinema making industry in the Metro, probably has encouraged corporates to help and support lot of other arts and social activities.

For years, as the corporate world developed in Mumbai, making it into the nation's financial capital, it also encouraged and wholeheartedly supported art, culture, education and health of this great metropolis. Unfortunately, Mumbai's supremacy in cultural field is slipping. It has gone down as a cultural center compared to Bengaluru and Ahmedabad, according a recent survey.

One popular film director from parallel cinema had once said that the day the height of Mumbai stock exchange building surpassed the height of Rajabai Tower only finance and commerce became more important here than education and culture. Is it true? If yes, Mumbai's corporate world will also have to rethink and rejuvenate its efforts to give Mumbai its old glory in culture, arts and education. ■

- Miling Kokje

Truly Cosmopolitan

Mumbai is identified as the most cosmopolitan city in India.

The cosmopolitan nature of the city is seen in the acceptance of all communities, cultures and religions by the people of Mumbai. No person, business house or community is considered alien by an average Mumbaikar.

Mumbai is identified as the most cosmopolitan city in India. The cosmopolitan means citizen of the world. It is derived from Greek words 'cosmos' (the world) and 'polites'(citizen). However, today, the meaning of the word is 'having constituent elements from all over the world or from different parts of the world' or 'free from local prejudices'.

In the case of Mumbai, the elements (people and their culture) is not from all over the world, but primarily, from various parts of the country, though you find in the city some descendants of those who came here from other parts of the world centuries ago.

The port of Mumbai has a long history of trading with the outside world. The Arabs and the Persians, apart from the Jews and the Chinese have had trade links with Mumbai. While most of these formed the floating population, some of them settled down in Mumbai.

The cosmopolitan nature of the city is seen in the acceptance of all communities, cultures and religions by the people of Mumbai. No person, business house or community is considered alien by an average Mumbaikar; and this has evolved over a period of more than four hundred years.

The Mahim Church and the Mount Mary Church, the Siddhivinayak Temple at Prabhadevi, the Mahim Dargah and Haji Ali Dargah are popular amongst members of all communities and are regularly visited by members of different religions. The Jews also found Mumbai to be a safe and conducive place to live in and preferred to settle down in Mumbai. The Bene Israelis also have their Synagogues in Mumbai.

While, some of those who migrated to Mumbai have assimilated themselves with the locals, accepting the language and the culture, many communities have been able to retain their distinctive culture or in some cases a blend of the culture of the migrants and the culture of the local people of Mumbai is seen.

There is enough historical evidence and records to show that the Kolis, a fishing community, were the earliest inhabitant of Mumbai. The Koli community has several sub-divisions based on customs and are known as Son-Koli and Mahadev Koli. The Mahadev Koli got the name probably because they are worshipers of Mahadev (Shiva). The earliest inhabitants of Mumbai were the Son-Koli, who worship Goddess Ekvira, whose main temple is at Karla, near Lonavala.

The Kolis also had links with the Silharas of Puri, who were of Dravadian origin. Nagpada and Agripada in Mumbai are said to have derived their names from the Dravidians, as pada or padu mean hamlet in Kannada.

According to the Gazetter of Bombay City and Island, 'the first definite account of immigration to Bombay belongs to the year 1294'. However, according to other accounts people belonging to other communities settled in what forms today's Mumbai, even earlier. King Bhimdev, who came from Gujarat and established his rule on the Island of Mahim, is said to have brought with him Yajurvedi Brahmins, Somavanshis, Suryavanshis, Panchals, Agris, Visa Lad, Dasa Lad and Modh. The Bhandaris are believed to have arrived earlier.

The Parsi and the Banias have made a great contribution to Mumbai. The Parsis, especially, not only got business to the city, but also contribute to the laying down of infrastructure, like hospitals and roads in the city, which was soon to become a major trade centre. The first Parsi, whose presence has been mentioned in the records is Dorabji Nanabhai, who resided in Mumbai during the Portuguese domination over Mumbai.

Dorabji Nanabhai is said to have arrived in Mumbai in 1640. He was the manager for the Portuguese in Mumbai. He was quick to switch loyalty, when the then city of Bombay was gifted by the Protuguese to the British. Dorabji became the tax collector for the British and his family held the position till 1884. The Tower of Silence, where the Parsis dispose of their dead, was constructed at Malabar Hill in 1674. Around the same time an Agyari, the Fire Temple, was also built in Fort.

The Parsis continued to come to Mumbai and thanks to their enterprising nature became very prosperous and were able to have a hold over the city. Most of the Parsis indulged in trade, including with foreign countries, especially with China and were able to amass plenty of money. They used the money for contribution to the development of the city and for philanthropic activities. Their eagerness to learn English as well as Western science, medicine and engineering, coupled with their honesty, earned them the confidence of the British.

The first dry dock in Mumbai was constructed by Lowji Nasserwanji Wadia. He also started building ships and used to supply them to the Royal British Navy. Kavasji Davar, laid the foundation for making Mumbai the Manchester of the East, by setting up Mumbai's first textile mill—the Bombay Spinning and Weaving Company, in 1854. Over the years, the Parsis gave Mumbai not only the finest hospitals of the time, but all the biggest.

The JJ Hospital, the Cama and Albless Hospital and Wadia Hospitals are among the biggest and greatest contributions to Mumbai. The Parsis helped connect today's suburban Mumbai with the old city at Mahim, when a bridge (Mahim Causeway) was constructed to connect the two, with the money provided by Lady Jamshedji. The Tatas (Parsis)- gave India its first airline. The Tatas also gave Mumbai the Tata Institute of Social Sciences, Tata Institute of Fundamental Research and Tata Cancer Hospital.

Even the Pathare Prabhus made good contribution to the city and one cannot ignore the name of Jagannath Shankershet, whose ancestor, Babulshet Ganbashet, migrated to Mumbai. Jagannath Shankershet had formed the Indian Railway Association along with Sir Jamshedji Jeejeebhoy, which was later incorporated into the Great Indian Peninsula Railway, thus becoming one of the founders of the railways in India.

The first Bania, who migrated to Mumbai was Nima Parakh, who arrived from Diu. His purpose of coming to Mumbai was to do commerce as he had heard that the East India Company was helping commerce, was upright in its dealings and meted out justice to all those who were willing to come under the Company's wings.

Along with the Banias, the Bhatias came to Mumbai in the eighteenth century. The Kapol Banias came from Gogha and Surat, led by Shet Rupji Dhanji. Rupji was the ancestor of Sir Mangaldas Nathubhai, a leader of the Bombay Hindus. He was also the ancestor of Sir Harkisondas Narottamdas and Shet Varjivandas, both of whom have made a great contribution to the city. The Bhatias came to Mumbai from Kathiawad and Kutch and have been instrumental in the setting up of textile mills in Mumbai.

While the population of Parsis has

gone down drastically, the number of Banias has been on the rise and they control sizeable portion of commerce and trade in Mumbai. But before the Parsis and the Banias arrived on the scene of trade and commerce, the Armenians were handling the trade and commerce in Mumbai. Khoja Karakuz, Khoja Minaz and Khoja Delaune have been particular mentioned in the records of the Council of Surat. The British had also brought slaves from Zanzibar to Mumbai, whose settlement is not to be seen in the city today, though there are some descendants of the Sidis.

When the Marathas defeated the Nizam of Hyderabad in 1795, a large number of Maharashtrians, who went with the army or as part of support system, preferred to settle in that region. So also, a large number of natives of Andhra Pradesh decided to move to Maharashtra and Mumbai. Among them were the members of the Kamathi community, who specialise in construction work. Till date, the Kamathis have dominated the work force required by the construction industry in Mumbai. The earliest of the Kamathi migrants decided to settle in South Mumbai, not far from Mumbai Central and Grant Road stations and the area if their residence came to be known as Kamathipura. In the initial years, when the women of the community did not go out to work in the numbers that they go today, they got employment as beedi workers.

The Dasa Oswal Jains came from Kutch sometime in the early 1800 as merchants and settled down in Mumbai. Today they, along with other people from Kutch, control a sizeable portion

of Mumbai's trade and commerce. Around 1825 it was noted that among the foreigners who had settled down in Mumbai were the English, Portuguese, Chinese, Parsis, Malays, Arabs, Persians and Armenians. The city still has a Chinese cemetery, Portuguese Churches and a Japanese Buddhist Temple.

The Parsis were always adaptive to certain things like dress. When they settled in Gujarat, they adopted the Gujarati attire and took to the Western way of dressing up, when they came in contact with the Europeans.

The English culture also had its influence on the habitation of the people of Mumbai, who had earlier been staying in traditional houses, with cows in their courtyard and toilets at a distance from the house. When the modern day flat system was introduced, there was opposition to it, as the idea of having a toilet inside the house, was taboo, though it was soon accepted and today it is popular.

Different types of Muslims settled in Mumbai over the years. The census figure of 1901 states that there were 6,000 Arabs, 5,000 Sayads, 12,000 Bohris, 7,000 Julhais, 11,000 Khojas, 17,500 Memons, 7,500 Pathans and 89,500 Sheikhs.

The Memons, the word being derived from Muamins or believers, are converts to Islam from the Lohana and the Kutch Bania communities. The members of this community hail from Surat, which was a very prosperous business centre. But, when Gujarat and Kutch were hit by the famine in 1813, they migrated to 'Bombay' for greener pastures. Having started as tailors in the city, they moved on to other business like shop-keeing,

money lending, furniture business, timber dealing and broking. For some reason, one of their settlements in Mumbai became notoriously known as Chor Bazar (Thieves' Bazar).

That people from different parts of the world had already started settling in Mumbai is seen from the book, Fragments of Voyages and Travels by Captain Hall, where the writer writes in 1840, "In twenty minutes walk through the bazaar of Bombay my ear has been struck by the sounds of every language that I have heard in any other part of the world, uttered not in corners and by chance as it were, but in a tone and manner which implied that the speakers felt quite at home."

Similarly, even today, different languages are heard in different parts of the city and Hindi, with a variation has become so common that it is found to be more popular than Marathi. Instinctively, even Maharashtrian speaks to a vegetable vendor, an autorickshaw driver, a taxi driver or the milkman in Hindi. Around the same time as the migration of the Memons, the Rangaris came to Mumbai and as the word goes, they specialised and made good business in indigo-dyeing.

Mumbai has got its skilled artists in the field of embroidery work primarily from Uttar Pradesh and Bengal. A major migration to Mumbai was that of Sindhis and Punjabis, who had to flee from Pakistan at the time of partition, to save their lives. The Government of India set up settlement colonies for the Sindhis and Punjabis who came to Mumbai as refugees. Both communities soon set up business in the city and were accepted by the city. Many of them entered trading or set up shops dealing in a variety of goods.

growing poverty drove people from Tamil Nadu, Kerala, Uttar Pradesh and Bihar among other states, to migrate to Mumbai. All over the world, the migrants put in more effort and work harder than the locals, that was the case with the migrant labour in Mumbai, especially those who came to Mumbai from Uttar Pradesh, Bihar and Kerala.

While a section of the migrant Kerala population went to the Gulf for jobs, some preferred to stay back in Mumbai and sell imported goods on the streets of Mumbai. A large section of the poor and unqualified Tamilians got involved with bootlegging and prostitution, drawing clients from various sections of the society.

When new business organisations started coming up, there were plenty of white collar jobs and the Tamilians and Malayalees, to a certain extent were quick to grab these jobs, given their advantage of being comfortable with English, as compared the local population.

The migrant labours from Biharis and Uttar Pradesh took up jobs in different fields and also replaced the Sikhs in the taxi business. The autorickshaw and taxi business is now dominated by migrants from the Hindi belt. They have also replaced the hawkers in most parts of the city and even in the Marathi dominated areas of Dadar and Parel, selling readymade garments, toys, house hold items and vegetables. The milk business is dominated largely by migrants from Uttar Pradesh, Rajasthan and Tamil Nadu, with the Tamil Nadu migrants specialising in supply of pasteurised milk from the several milk co-opeartives operating in Maharashtra.

The Memons gave Mumbai some of the city's most famous cuisines. Faluda is a popular food item of the Memons.

When the South Indians, especially those from Karnataka and Tamil Nadu, (formerly part of the Madras Presidency) came to Mumbai, some of them brought with them rice, which was scare in Mumbai at that time. Some of them also indulged in rice smuggling.

A section of the Bengali speaking population, which had taken refuge in India, just before the formation of Bangladesh in 1971, took refugee in Mumbai and took up either domestic work or started running makeshift restaurants from the streets of Mumbai, turning out to be a boon to the poor working class population of the city, which got cheap food.

But before the advent of the Bengali rice and fish on the road, the Chelia Muslims have done yeoman service to the city's working class population by opening up restaurants serving cheap and wholesome food. Though these restaurants are fastly vanishing, there are still many in the city.

The Iranis once had a huge clientele in the food industry, with their numerous Irani restaurants, specialising in tea with bun-maska, apart from their famous mava cakes, bread omelettes and biryanis.

Taking advantage of their Mongolian features migrants from Assam, Nepal and North East states introduced Chinese to the common people of Mumbai and the popularity of the Chinese food is here to stay.

Before that the Udipis from Karnataka moved to Mumbai and have popularised the South Indian cuisine, which was earlier found to be cheaper than the Maharashtrian food, hence became popular quickly. The Tamilians and the Udipis introduced idli, medu vada, dosa to Mumbai in a big way. These items became very popular with the local population due to the low cost and these South Indian items elbowed out the Maharashtrain cuisines like kanda pohe, thalipeeth and misal to a great extent, given the extremely low price of the South Indian items of snacks, as compared to the Maharashtrian items. Though the cost structure has reversed now, there are hardly any restaurants worth their name, serving Maharashtrian cuisine.

Mumbai today boasts of restaurants and eating houses serving food from nearly every part of the country and the world, but while doing all this, the traditional Maharashtrian thali is not easy to get in this great cosmopolitan metropolis. ■

- Abhay Mokashi

The partition gave Mumbai some of its stars like Mohammad Rafi, Dev Anand, Prithviraj Kapoor and his son Raj Kapoor. Film maker Yash Chopra is also among the migrants to Mumbai. With the growth of the textile industry, people from the Konkan region migrated to Mumbai in large numbers and so did workers from Uttar Pradesh and Bihar, though their number was restricted. Lack of development and
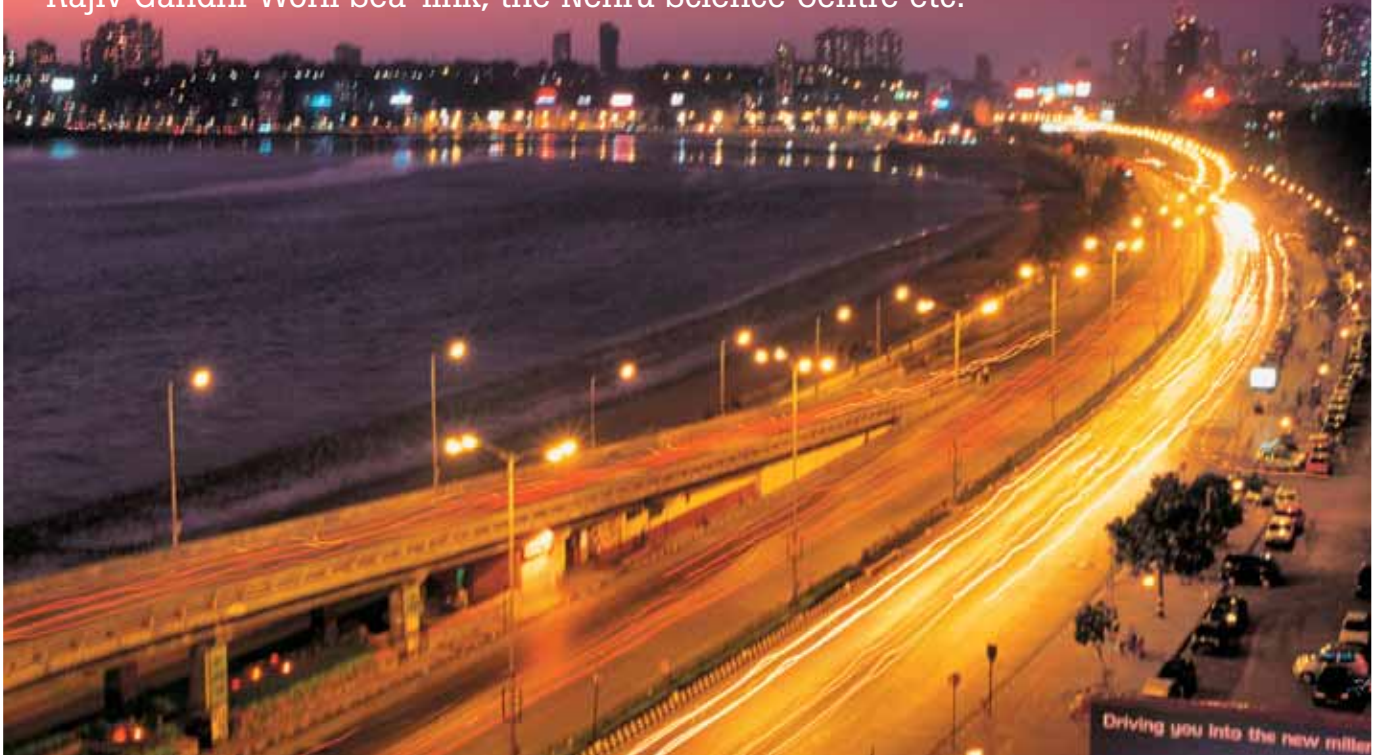
Aesthetics of Mumbai

The neo Gothic monuments in south Mumbai may get World Heritage status.

The architectural monuments of the British time such as the iconic Gateway of India, have lent aesthetic values to Mumbai. So are the natural sites like the Marine Lines and the National Park. The new additions to these are the Rajiv Gandhi Worli Sea–link, the Nehru Science Centre etc.

Driving you into the new mille

The architectural monuments of the British time such as the iconic Gateway of India, have lent aesthetic values to Mumbai. So are the natural sites like the marine-lines and the national park. The new additions to these are the Bandra-Worli Sea-link, the Nehru Science Centre etc. They have been attracting tourists from different states and countries.

The neo Gothic monuments and art deco buildings in south Mumbai may soon be listed as a World Heritage Site. Thanks to the initiative taken by Chief Minister Prithviraj Chavan. The State Government has also decided to set up a separate heritage cell to conserve and preserve the heritage structures across the State so that restoration and renovation of heritage structures should be carried out with proper consultation and a comprehensive and scientific study needs to be done.

The National Culture Fund which was founded in 1996 to encourage public-private participation and to augment Government efforts can be a good platform for those keen on helping these projects especially in the field of heritage conservation and its promotion. However coordination between the concerned agencies for developing infrastructure and services, removal of encroachment, safety and security, Road Signage's with emphasis on monuments is the key factor.

Gateway of India, located on the waterfront in South Mumbai it is a basalt arch 26 metres (85 feet) high. It was a crude jetty used by fisher folks and was later renovated and used as a landing place for British governors and

other distinguished personages. It was built to commemorate the visit of King George V and Queen Mary to Bombay, prior to the Delhi Durbar, in December 1911. Its design is a combination of both Hindu and Muslim architectural style, the arch is in Muslim style while the decorations are in Hindu style. The last British troops to leave India, the First Battalion of the Somerset Light Infantry, passed through the Gateway in a ceremony on 28 February 1948.

The Victoria Terminus of the Great Indian Peninsular Railway, one of the finest stations in the world, was completed in May 1888. The first electric locomotives in India were put into service from Victoria Terminus to Kurla in 1925. On 15 October 1932 industrialist and aviator J.R.D. Tata pioneered civil aviation in Bombay by flying a plane from Karachi to Bombay. The climatic Quit India rebellion was promulgated on 7 August 1942 by the Congress in a public meeting at Gowalia Tank.

The Central Library has over a hundred thousand books out of which 15,000 are classified as rare and valuable. It also has priceless artifacts and over 3,000 ancient manuscripts in Persian, Sanskrit and Prakrit, mostly on paper but some on palm leaf. The numismatic collection of 11,829 coins includes a gold coin of Kumaragupta I, a rare gold mohur of Akbar and coins issued by Shivaji. Its map collection comprises 1300 maps. Today it is funded by an annual grant from the Central Government of India.

Chhatrapati Shivaji Maharaj Vastu Sangrahalaya (Prince of Wales Museum) is the main museum in Mumbai and located near the Gateway of India. It was founded in the early years of the 20th century by prominent citizens of Bombay, with the help of the government, to commemorate the visit of the then Prince of Wales. The museum houses approximately 50,000 exhibits of ancient Indian history as well as objects from foreign lands, categorized primarily into three sections: Art, Archaeology and Natural History. The museum houses Indus Valley Civilization artefacts, and other relics from ancient India from the time

of the Guptas, Mauryas, Chalukyas and Rashtrakuta. The museum building is a Grade I Heritage Building of the city and was awarded the first prize (Urban Heritage Award) by the Bombay Chapter of Indian Heritage Society for heritage building maintenance, in 1990.

The Rajabai Clock Tower is a clock tower located in the confines of the Fort campus of the University of Mumbai. The University of Mumbai was the first modern institution of higher education to be established in India in 1857. The tower stands at a height of 85 m (280 ft). It was designed by Sir George Gilbert Scott, an English architect who modeled it on Big Ben, the clock tower of the UK houses of Parliament in London. The foundation stone was laid on March 1, 1869 and construction was completed in November 1878. The total cost of construction came to Rs. 2

lakhs, a princely sum in those days. This entire cost was defrayed by Premchand Roychand, a prosperous broker who founded the Bombay Stock Exchange and has been named after his mother Rajabai.

Brihanmumbai Mahanagar Palika or BMC building houses the civic body that governs the city of Mumbai is located opposite the CST. The Mumbai Municipal Corporation was established in 1872, providing a modern framework of governance for the rapidly-growing city. The Mumbai Port Trust was promulgated in 1870 for the development and administration of the port.

The building was completed in 1893 using Gothic design. The building is known for its 255 ft tall tower. The chief architectural feature is the central dome that rises to a height of 71.5 m. The gable has a huge winged allegorical figure representing the 'Urbs Prima in Indis', the first city of India as it was to be known then.

Girgaum Chowpatty is a beach adjoining Marine Drive in the Girgaum

area. The beach is famous for Ganesh Chaturthi celebrations when hundreds of people from all over Mumbai come to immerse the idols of Lord Ganapati in the Arabian Sea. It is also one of the many places in the city where the Ramlila is performed on a stage every year.

The Queen's Necklace as it looks like in the night when the street light is on. Streched from the Nariman Point to the Babulnath, the skyline of Mumbai, Marine Drive is the popular spot for watching sunsets and it looks even more gorgeous after the sunset.

Mani Bhavan is the house wherein

Mahatma Gandhi lived during his stay in Mumbai in the tumultuous times of the Indian Freedom Movement. It was a painstaking rendition of Gandhi's life with the final box showing his funeral pyre with all the mourners standing round.

The Bhau Daji Lad Museum (formerly Victoria and Albert Museum), originally established as a treasure house of the decorative and industrial arts, the museum houses rare miniature paintings, antique wood objects, silver artifacts and clay models, and is a treasure trove of the cultural history of different parts of India. The museum has undergone a painstaking process of restoration over the last couple of years under the Indian National Trust for Art and Cultural Heritage (INTACH). The Museum has since won the UNESCO award for restoration.

Crawford Market or Mahatma

Jotiba Phule Market is one of South Mumbai's most famous markets. It is named after Arthur Crawford, the first Municipal Commissioner of the city. The market is situated opposite the Mumbai Police headquarters, just north of CST railway station. The market houses a wholesale fruit, vegetable and poultry market. One end of the market is a pet store. Different varieties of dogs, cats, and birds can be found in this area. The building, completed in 1869, was donated to the city by Cowasji Jehangir. In 1882, the building was the first in India to be lit up by electricity. It has a 15 m high skylight awning designed to allow the sunlight brighten up the marketplace.

Located in Worli is India's largest interactive science center, **Nehru Science Centre** (NSC). The centre

started with the 'Light and Sight' exhibition in 1977 and then a Science Park was built in 1979. It was opened to public on November 11, 1985 by late Rajiv Gandhi at that time the Prime Minister of India. Nehru Science Centre has a sprawling 8 acres (32,000 m²) of Science Park with varieties of plants, trees and shrubs. More than 50 hands-on and interactive science exhibits on energy, sound, kinematics, mechanics, transport, etc. are installed in the science park.

The Bandra-Worli Sea Link (Rajiv Gandhi) also known as the Rajiv Gandhi Sea Link is a cable-stayed bridge with pre-stressed concrete-steel viaducts on either side, that links Bandra and the western suburbs of Mumbai with Worli. The 16 billion (US$352 million) bridge was commissioned by the Maharashtra State Road Development Corporation (MSRDC), it reduces travel time between Bandra and Worli from 15-25 minutes during peak hours to seven minutes. The bridge has

a reliable and redundant power supply, backed up by diesel generators and auto mains failure panels for critical loads.

Walkeshwar Temple also known as the Baan Ganga Temple, is a temple dedicated to the Hindu god, Shiva located in Malabar Hill. It is a rectangular pool structure surrounded by steps on all four sides. The tank, as well as the main Walkeshwar Temple and the Parshuram Temple belong to the Goud Saraswat Temple Trust, which once owned most of the property in the complex. The tank is spring fed and so its water remains sweet, despite being located only a few dozen meters away from the sea. Apart from being a cultural hub, the place over the years has provided inspiration to many artists, be it on film or on canvas.

Mumba Devi Temple is an old Hindu temple dedicated to the goddess Mumbā, the local incarnation of the Devi (Mother Goddess). The first Mumbadevi temple was situated at Bori Bunder, and is believed to have been destroyed between 1739 and 1770. After the destruction a new temple was erected at Bhuleshwar. The goddess Mumba was patron of the agri (salt collectors) and kolis (fisherfolk), the original inhabitants of the seven islands of Bombay. Located in Bhuleshwar area in South Mumbai, the temple is in the heart of the steel and clothing markets.

Mahalaxmi Temple is one of the most famous temples of Mumbai situated on Bhulabhai Desai Road. It is dedicated to Mahalakshmi the central deity of Devi Mahatmyam. There are three idols of Mahakali, Mahalakshmi, and Mahasaraswthi. The temple was built in 1831 by Dhakji Dadaji (1760-1846), a Hindu merchant.

The Haji Ali Dargah, constructed in 1431 is a mosque and dargah (tomb) located in the Worli Bay. An exquisite example of Indian Islamic architecture, associated with legends about doomed lovers, the dargah contains the tomb of Sayed Peer Haji Ali Shah Bukhari, who gave up all his worldly possessions before making a pilgrimage to Mecca. The whitewashed structure occupies an area of 4,500 square meters, and an 85 foot (26 m) tower is the architectural

highlight of the edifice.

Siddhivinayak Mandir, located in Prabhadevi, is a Hindu temple dedicated to Lord Ganesha. It was originally built by Laxman Vithu and Deubai Patil on November 19, 1801 was a small 3.6 m x 3.6 m square brick structure. Today

it is a 2550 sq m temple complex had two 3.6 m Deepamalas, a rest house and living quarters for the caretaker. It had an adjoining lake 30 x 40 sq. m. in size on the eastern and southern side of the temple. The temple has a small mandap (hall) with the shrine for Siddhi Vinayak.

Shri Swaminarayan Mandir is a Hindu temple located in the Bhuleshwar area of Mumbai is over a hundred years old. The present Mandir has a tri - spire structure and the Murtis installed are that of Laxminarayan Dev, Ghanshyam Maharaj, Hari Krishna Maharaj, Gaulokvihari and Radha.

Mount Mary Church, is a Roman Catholic church located in Bandra, Mumbai. Every September, the feast of St. Mary is celebrated on the first

Sunday after 8 September, the birthday of the Virgin Mary. This is a week long celebration known as the Bandra Fair and is visited by thousands of people.

The church stands on a hillock, about 80 metres above sea level overlooking the Arabian Sea. It draws lakhs of devotees and pilgrims annually. Although the current church edifice is just 100 years old, the history behind the current statue of Our Lady goes back to the 16th century when Jesuit priests from Portugal brought the statue to the current location and constructed a chapel.

Mumbai credits to itself to have the largest national park (encompassing an area of 104 sq.km) existing within a metropolis limit - the Sanjay Gandhi National Park (SGNP), previously Borivali National Park. The rich flora and fauna of **Sanjay Gandhi National Park** attracts more than 2 million visitors every year. Tourists also enjoy visiting the 2400 years old Kanheri caves sculpted out of the rocky cliffs which lie within the park. The park is nestled in the hill ranges around the suburb of Borivali and stretches from Borivali/Dahisar to Aarey Milk Colony

and Mulund. The Park encompasses two lakes, Vihar Lake and Tulsi Lake, which meet part of the city's water requirements.

The Mahim Fort is strategically located in the Mahim Bay overlooking Worli to the south, Bandra to the north, and Mahim to the east. The fort was the site of frequent skirmishes between the Portuguese and the Ali Shah, a Gujarati ruler, before the island of Mahim was appropriated from Bahadur Shah of Gujarat by the Portuguese in 1534. In 1661, the Portuguese ceded the island of Mahim as dowry to Charles II of England. After the English gained control of

the fort, it was strengthened by Sir Thomas Grantham in 1884 and became a strategic watchtower against possible Portuguese attacks, and later from the Marathas. Responsibility of the fort is shuffled between the State Government and the Brihanmumbai Municipal Corporation. The fort is currently in disrepair, suffering from administrative neglect, encroachment of slums, and exposure to tidal erosion

St. Michael's Church, situated in Mahim is one of the oldest Catholic

churches as well as one of oldest existing Portuguese buildings in Mumbai. The church, originally built in 1534, was rebuilt number of times, the present structure dating to 1973. The church also served a refuge to popular icon of the Virgin Mary from Our Lady of the Mount Chapel, Bandra from 1739 to 1761.

In the SGNP there is a famous Jain temple called **Trimurti**. This temple is widely visited by Digambar sect of Jain community. It has three huge idols of lord Adinathh and his two sons, lord Bahubali and lord Bharat. The **Kanheri Caves** are located in the centre of the SNGP. It was an important Buddhist learning centre and pilgrimage site sculpted by Buddhist monks. Considered to be in use during the period of 1st century BC to 9th century AD, primarily by Buddhist monks, the caves were chiseled out of a massive basaltic rock outcropping. Most of the 109 Buddhist caves chiseled out of the volcanic rock are spartan and unadroned simple small chambers, known as viharas. ■

- Chandragupta Amritkar

The Way Ahead

Urbanised Mumbai is a story how migration led to urbanisation.

One way to soften the linear aspect of the metropolitan region which would also help Mumbai to eventually breathe little easier to provide a strong and effitient network of transsport links between the various towns and cities in the metropolitan region.

Mumbai is not what it is made out to be. The reality runs counter to the popular belief that sky-piercing glass-fronted office and residential blocks, the legacy of British time public buildings are an index of its true worth. The city actually has more hidden from view than acceptable. Its high per capita masks the huge income disparities and poverty. The skyscrapers hide the slums. The requirement of its mass of citizens to survive anyhow is misunderstood to be its resilience.

By shifting focus from the city's physical attributes to the status of its population on various parameters like education and health apart from mere per capita income gives a better measure of a city that is assessing the city on its Human Development (HD) attributes. But Mumbai does not collect and keep such relevant datasets making assiduous monitoring and difficult. Experts are forced to look for proxies. This lack of data is a serious concern. A city is not merely buildings and roads, but people. A city is as good as the way people live.

Mumbai, which urbanised from a swamp, is a story of how migration led that urbanisation. Urbanisation without migration being a major factor is impossible. Migration implies a destination not merely an origin of the migrant. On arrival, he or she needs at least a modest housing. That is denied in Mumbai forcing the majority of population to take to a life in the slums. At this point, at least six in ten are slum residents and that has a bearing on the Human Development component of the city.

It is not just the poor but even the middle and the educated professional classes are forced into a crisis on the housing front and together with slums, they face serious constraints in living. Human Development, when achieved, is meant to enable the people to make their individual life-choices but in the absence of progress of HD, they drift into opportunistic and even choices as lottery. That behoves ill for a city, a collective of individuals, all aspiring but thwarted.

The 'Mumbai Human Development Report' prepared for the civic authority in 2009 had evolved a Human Development Measure (HDM) using various proxies, instead of the internationally employed Human Development Index (HDI). It inferred that the HDM for the Mumbai was 0.58 and was considered poor as compared to the best bench mark is 1.00 which is seldom achieved by even the most developed cities and countries. Among the best achievers is Norway with about 0.94 HDM.

Implications of Mumbai's poor HDM are negative for a city thought to be the country's best, the Urbs Prima in Indis. The HDM quotient is the true measure of advancement of any community and it indicates that Mumbai has a lot to catch up on before the pretence of wanting to become another Shanghai for a city cannot evolve higher without attention to the human aspects. The 'Mumbai Human Development Report' exposed the city to be what it really. It disaggregated the city into civic wards and classified them on key attainments.

Its main messages are: Poor infant survival rate in some areas; huge share of the of slum population; sizeable number of population far off the

education mainstream; there are some ward which are lower and towards 0 HDM. Wards D, C, R Central, T, B, R North, H West, F South, K East, K West, G South, P South and P South and A, are above the mean HDM while Wards E, R South, N, S, G North, P North, H East, F North, M West, L and M East are above the mark.

The wards on the city's eastern side are below the average for Mumbai due to the low and insecure levels of livelihoods, large scale unauthorised housing, that is, slums, and consequently poor education and health facilities. Despite the high rises, the visibly rich living Ward A in the South was at the 13th place and just above the Mumbai's average. The rich in swanky apartments living cheek-by-jowl with huge concentrations of slum habitations is the cause, much like all of Mumbai.

Slums have been treated at the policy level as merely a physical characteristic without understanding the implications of life within them. The precariousness and powerlessness of being residents of the poor parts of a prosperous city, not being absorbed and integrated, has escaped the attention of most of us. The city, with such a majority in deprivation is a non-inclusive city. They are, in Mumbai's political context, the faceless only worth a vote once in a while. The slums are an indictment of the city.

Hitherto the presumption was that evicting and demolishing slums was an easy way to correct this imbalance which is like trying to cure a headache by beheading. The second is replacing slums with brick and mortar towers as if by changing the mere physical nature of the dwellings would solve slum-centric issues.

Approximately two lakh apartments have been claimed to have been built as replacement housing for the slum-dwellers, however nothing has been done to improve the all-important facilities that have to go to accord facilities they missed. Improved access to schools and hospitals to enable quality education and quality medical care which would also entails lower out-of-pocket expenses to the poor have

not even been planned. It is a serious planning deficiency that is no way to enhance Human Development.

There are issues of discrimination among the slum-dwellers. Those which are not declared slums do not have entitlement to water supply. Those which are not protected under the last datum line, commonly called the cut-off line, do not even have the hope of being provided the opportunity of slipping out the life in shanties. There are areas where slums that pre-date 1995, the datum, and the later ones in a mix confounding even the official intent of replacing only eligible slum dwellers. It is in a socio-economically tiered Mumbai, there are different classes of slum dwellers.

The city has just grown willy-nilly without any effort to shape and execute policies to promote Human Development. Apparently, in its hurry to grow, the city forgot its basics. And if one were to see this in the context of the distance travelled in time since the establishment of the city's civic government – now the largest and richest in terms of resources commanded, the achievements are not commensurate. Ironically, Mumbai was a pioneer in setting up the country's first family planning clinic in 1921, and also putting free education under its superintendence and with its resources as a statutory obligation.

That meant the city government had earlier focused correctly on two vital aspects that are used now to measure Human Development, health and education, besides employment and revenue generation. Admittedly, livelihoods are not civic body's responsibility. Apparently, however, it lost its way somewhere before it was overwhelmed with the task of managing the brick and mortar of city building. The more crucial softer aspects, so vital to the well-being of its citizens, has been obscured from its agenda.

When dispassionate experts peg Mumbai's status that low, it is time to start worrying. This is where the interests of the skyscrapers' residents have to give way to the interests of the slum dweller, for these communities, scattered across the city in their several settlements has neutralised the city's other gains not only with the low incomes but poor health status, low attainments on the knowledge aspect, the three together being the basic elements on which the Human Development status is estimated. It is easy to point out where the drag comes from.

Unfortunately, the immediate, even reflex response would be that the slums are the bane of the city which, of course, is far from the reality. The slum dwellers, no doubt are behind the others, and being a huge mass, also constitute the

bulwark of the city's economy, a major contributor to the informal service sector, which makes it possible for the rest of the city to run. My contention always has been that without them, Mumbai would swiftly collapse; they enable the well-off to live easier lives.

If there is some attention to slums, it is less towards its inhabitants and more towards generating real estate for the formal sector. The slum dwellers happen to have an incidental purpose. In no planning have the slum dwellers been

included – which is true, of course, of all cities with slums and there are no Indian cities devoid of them - despite being a part of the city. They seem to attract some attention because the real estate they would yield in the replacement housing and generate more formal housing for profit. The slum dwellers are viewed merely as statistic.

Mumbai could have been slum-free had steps been initiated when they were incipient about half a century ago. Economist DT Lakdawala's poverty

survey of Mumbai revealed only barely five per cent population in the slums. Interestingly, they were, by and large, not jhopadpatties of today but decrepit and congested housing of the mill employees. Now, slums have grown, the slum population has overtaken the non-slum population. It is not the slum dwellers' but the city's fault. It just did not enable affordable housing.

The slums, the general congestion and overcrowding across the city including in the non-slum parts, and their consequences only tells us that the Urbs Prima in Indis is only imperfect city. More responsible policy makers have fortunately started talking now of making Mumbai a 'liveable city' implying that at this point, despite its dreams of becoming another Hong Kong, it has a lot to catch up with the basics. Perhaps any dillydallying at this point would only slide the city further into irretrievable chaos.

The slide has been deliberate because of refusal to arrest the decline over the decades which split Mumbai into two different Mumbais – the slum and the non-slum. The male-first migration, the single male resident who has stronger links with the native place, it was argued, rendered even the gender ratios undesirable. These, however, do not mean that the slums have to be removed and the slum dweller banished.

What it does mean, however, is that drawing lessons from the missed opportunities, the city has to review its own approach to its management, especially the slums which are falsely accused of over-congesting it. These, despite their enormous numbers, are confined to small patches relative to the huge size of the city, of perhaps less than 8-10 per cent of the city's total geographical spread. They have packed themselves into these pockets to live in inhuman conditions, possibly worse than was their lot before migrating to Mumbai.

If the State Government, through the aegis of the Mumbai Metropolitan Regional Development Authority is planning to opt for provision widely of tiny rental flats in the distant suburbs as an alternative to life in the slums of

Mumbai, then it is missing the plot. A slum dweller has not many choices in the city and where he decides drop anchor depends on the proximity to the place of work is. He is unlikely to commute for a lowly and even backbreaking job in Mumbai, say, from Karjat. What it would most probably do is provide haven for migrants who may opt for the satellite cities north of Mumbai instead of a Mumbai slum.

There already is sufficient anecdotal evidence suggesting such a developing trend. The several cities and towns contained more or less within the East to West arc from Alibag to Vasai-Virar appear to be preferred choices of the new arrivals. The slums in Mumbai are congested already to deter them though the dissuasion is not yet absolute. So seems to be the case with the new white-collar arrivals elsewhere but the tragic aspect is these cities are also slumming. About a third of their populations are already in them.

However, the middle class as well as the professional in the white-collared segment as well as the poor do travel to Mumbai for want of sufficient and worthwhile economic opportunities in these bigger million-plus cities of Navi Mumbai, Thane, Mira-Bhayander, Kalyan-Dombivli, Bhiwandi-Nizampur, and Ulhasnagar. They are forced to find perches for their toes on extremely overcrowded trains to expend nearly four hours per day of their waking lives in precarious commute. The social and filial losses on this account has never been computed.

Had only these cities provided sufficient stimuli for economic activities, by recognising that the population they host are their own productive social assets, then their dependence on Mumbai would have been totally different. These cities failed to ensure that, save perhaps Navi Mumbai which has about 60 per cent of its population working within it and to some extent, Bhiwandi engaging itself in powerlooms. The others have not even considered this possibility. They are content to be dormitory cities, warehousing Mumbai's workforce.

What also need not have been is the linear dimension of the metropolitan region, all facing Mumbai in the mornings to which a train has to be caught. Experts of yore had advised the State Government against emphasising the linear nature that persisted within Mumbai to its future cities to its north. If they asked for new cities like Navi Mumbai, they asked for counter magnets, not dormitories. They wanted Mumbai to be islanded by ensuring counter points in new nodes but that is a thought that apparently evaporated.

One way to soften the linear aspect of the metropolitan region which would also help Mumbai to eventually breathe a little easier to provide a strong and efficient network of transport links between the various towns and cities in metropolitan region without further strengthening what connects them and Mumbai. The idea should be to shift the focus away from Mumbai itself to provide it some relief since even the shifting of wholesale markets to Navi Mumbai from it has not eased the pressure.

The passion for longer commuter trains from nine to 12 and now up to 15 coaches and newer trains to Palghar etc. is only a striving to add to the linear nature of the metropolitan region. Instead, the immediate task should be intra-MMR linkages but excluding Mumbai from it. The investments should move towards economic stimuli outside of Mumbai but within the MMR to make them economically self-sufficient to generate jobs there. There should be no need for the population there to rush to the station in an autorickshaw, often shared with strangers, to make a beeline for Mumbai. Any investment in transportation to and from Mumbai should be limited to neutralise only the backlongs.

To ensure such an off-setting prospect to relieve Mumbai of its woes, the city has to opt for some burden-sharing mechanism with the rest of the metropolitan region's major urban centres so that their skills and resources are appropriately replenished and used for invigorating them into vibrant economic centres. It is a responsibility that Mumbai owes to itself. But to arrive at that mechanism is not going to be an easy task; making them workable is going to be another kettle of fish. Failure to evolve a model, whatever it is, would imply a larger metropolitan region whose heart would be Mumbai, which would be a weak heart. No doubt the consequences would be more dreadful. ■

- Mahesh Vijapurkar

For Better Tomorow

The second largest monorail system in the world is in the offing

The State Government is looking to develop a comprehensive network of urban freeways and highways connecting the financial capital of the country to major satellite townships.

Since the British East India Company made Mumbai its headquarters till the date the city has been changing with times. In the recent past till the historic and unfortunate strike of mill-workers that resulted in closing down the mills one after the other and eventually the closure of the golden era of the textile industry this capital city of Maharashtra had remained the cotton-trading hub. Today the 600-acres land of closed textile mills is being utilized for redevelopment by constructing residential and commercial complexes, largely catering to financial institutions making Mumbai the financial capital and entertainment hub of India.

Over the centuries the island city has spread its tentacles like the Octopus and has come to almost saturation point.

However to boost its activities as the economic engine the State Government has created the 4,355 km Mumbai Metropolitan Region that consists of the Mumbai Metropolis and its hinterland that encompasses 17 municipal corporations from neighbouring Thane and Raigad districts; and a thousand villages.

The region links Mumbai through railway and roads, contributes nearly 2 per cent of the national Gross Domestic Product. It also aims at upgrading city's crumbling infrastructure. Moreover it stresses on housing, roads, water supply and power transmission and transport. The British-laid railways will get a good support from the metro and mono-rail the public transportation system of the futurist Mumbai.

The Mumbai Metropolitan Region

Development Authority (MMRDA) unveiled the 146-km integrated Metro Rail project in 2004. Phase I will be implemented on a Build-Operate-Transfer basis for the period of 35 years. The cost of the project will be shared by the Central and State Governments. The Master Plan consists of three phases.

Construction of total 62.68- km first phase has already started. It includes Versova - Andheri – Ghatkopar; Charkop - Bandra - Mankhurd and Bandra - Colaba. Second Phase includes Charkop - Dahisar (E) and Ghatkopar – Mulund. While third phase includes BKC - Kanjur Marg via Airport; Andheri(E) - Dahisar(E); Hutatma Chowk – Ghatkopar and Sewri – Prabhadevi.

Mumbai's Monorail recently had its second test run from its yard in Wadala

to a station at Bhakti Park, a distance of around a kilometre. Scomi Engineering, the Malaysian company that supplied the rakes for the project, was in charge of the trial. The system will traverse through Jacob Circle, Wadala, Mahul and Chembur.

The entire monorail system once completed will be the second largest in the world. There are 8 lines proposed at a cost of 20,296 crore. The Chembur-Jacob Circle line is the only one presently under construction. The first portion of this line between Chembur and Wadala is expected to be operational end of this year. The second portion, from Jacob Circle to Wadala, is expected to be ready by June 2013.

Phase 1 includes Chembur - Wadala - Jacob Circle (Ghadge Maharaj Chowk) Rs. 19.542,716 crore; Mulund–Goregaon-Borivali Rs. 304,170 crore; Virar-Chikhaldongri Rs.4.60639.9 crore; Lokhandwala-SEEPZ-Kanjurmarg Rs.13.141,826.5 crore and Thane - Mira-Bhayandar - Dahisar Rs.24.253,370.8 crore. It is expected to be completed by 2015.

Phase 2 is expected to be completed by 2021 and includes Kalyan-Ulhasnagar- Dombivli Rs. 26.403,669.6 crore; Chembur-Ghatkopar-Kopar-Khairane Rs. 16.723,686.3 crore; Mahape - Shil Phata – Kalyan Rs.21.102,932.9 crore and Thane - Bhiwandi - Kalyan Rs.303,750 crore .

The cost of setting up the monorail service is roughly Rs. 85 crore per km. The complete network of about 135 km is recommended for development from year 2011 to 2031 in phases at the total cost of Rs. 20,000 crore.

The monorail will have a top speed of 80 kilometres per hour (50 mph), an average speed of 65 kilometres per hour (40 mph) and the overall speed including dwell time at stations would be around 31 kilometres per hour (19 mph). The capacity of the monorail will be more than 500 with a four coach consist, and more than 700 with six coaches. The ratio of sitting to standing passengers is expected to be 4:1.

Milan subway flyover: The Milan subway is originally a culvert over which a road was built to allow traffic to move from the east to the west and vice-versa. However, every monsoon when the high tides coincide with heavy rains, traffic is disrupted as the subway gets flooded. In 2009 the Government through the Mumbai Metropolitan Region Development Authority took up the construction of a flyover or a rail over bridge.

The two-lane 800 meter long bridge will help motorist move from west to east without any traffic jam as it is pass over the subway and railway line and would join the service road near the Western Express Highway. MMRDA will spend Rs 41 crore for this project.

The Dahisar Rail Over Bridge has already been commissioned.

Sahar Elevated Road: The six-lane elevated approach will have four entry and two exit points. The length of the proposed road is 2 km, and the cost of the project is Rs.287.37 crore. This road is funded under the Jawaharlal Nehru National Urban Renewal Mission and is being constructed to ease out traffic congestion at Bahar Junction under the Andheri flyover and along Sahar Road, for a smoother journey to the Chhatrapati Shivaji International Airport.

Eastern Freeway: The 22-km Eastern Freeway, from the Chhatrapati Shivaji Maharaj Museum (formerly Prince of Wales) to the Eastern Express Higway at Anik-Wadala, will be a high-speed corridor that will enable motorists to traverse the entire distance in 20 minutes. Motorists now travelling northeastward from Fort take the D N Road-J J Flyover-Dr B R Ambedkar Road route to reach Sion, which takes almost an hour. So the Eastern Freeway will save nearly 40 minutes and also take the pressure off the existing roads.

The road will be an elevated structure from CST to Anik-Wadala Link Road (a distance of nearly 8.9 kilometres). The existing Mumbai Port Trust road will be improved but will not be open to civilian traffic. This will move on the elevated road. The freeway is estimated to cost Rs 847 crore. It is being funded under the Jawaharlal Nehru National Urban Renewal Mission; the Centre will bear 35 per cent of the cost, the State 15 per cent and the MMRDA the remaining 50 per cent. It is expected to be completed this year.

Coastal Road: A committee headed by Municipal Commissioner Subodh Kumar submitted its plan to the State Government for a 35.6 km coastal road starting from Nariman Point to Madh-Marve in Malad West.

The coastal project will be a network of tunnels, bridges, roads built on reclaimed land and on stilts, elevated roads and existing roads from Nariman Point to Madh Marve. Speaking at an event, 'Environmental Concerns of Mumbai Metropolitan Region',

organised by NGO Bombay First about why coastal roads are good for a land-starved city like Mumbai, Kumar said the reclamation will not have any ecological impact. The director of the National Institute of Oceanography (NIO) is also in the committee.

Highway Corridor: The State Government is looking to develop a comprehensive network of urban freeways and highways connecting the financial capital of the country to major satellite townships. The 1,740-km highway corridor will be developed by 2030.

Similarly, an Eastern Freeway will run along the Eastern Coast of the Island City and connect to Chembur,

further merging with the Eastern Express Highway at Ghatkopar. The proposed Sewri-Nhava Trans Harbour Link will secure connectivity between Sewri and Nhava. The MTHL and the Virar-Alibag corridor will complete the ring road around Mumbai.

Of the total network of Highway Corridor, nearly 539 kms will be newly developed, another 782 kms of existing arterial road will be upgraded or extended, arterial corridors and links to the length of 420 km will be constructed. The proposed Highway Corridor will include Eastern Freeway, Sewri-Worli Sea Link, Mumbai Trans Harbour Link (from Sewree to Kharkopar, Rave), inner ring roads connecting Kaman, Bhiwandi, Panvel and Dronagiri, Middle Ring Road connecting Bhiwandi, Nandivali, Narthengaon, Panvel and Kharkopar).

An Outer Ring Road connecting Khopoli, Jite and Rewas Port will complete the ring. This apart, there will be eight radials connecting NH-8, parts of NH-3, Bhiwandi Bypass, Nahur, Airoli, Nilaje, Badlapur, Chembur, Mankhurd, Vashi, Taloja, Belapur, Kalamboli, Uran, Pen and New Airport. The corridor will be completed by

extending Western Coastal Freeway in the south and north up to Virar.

Water Supply: Mumbai currently receives 3450 million litres per day (mld) water supply, a large quantum of which comes from nearly 100 kms away. The system has been designed such to use gravity to allow water to flow to Mumbai through the various water mains. Thus Mumbaikars pay only Rs 3.50 paise for 1,000 litres of water.

However, while the supply is sufficient to meet the city's daily water requirement, residents in several parts complain of water shortage and there is a thriving tanker mafia. The reason being nearly 30 per cent or 1000 mld is lost through leaking pipes and theft. In order to prevent loss due to leakage, the BMC since 2003 has begun the repair and rehabilitation of water mains in phased manner. The Malad-Charkop to Bhandup water tunnel has already been commissioned and construction of water tunnels from Versova in Andheri West to Veravali in Andheri East, the Marol-Maroshi to Matunga water tunnel and the Cross Maidan to Malabar Hill reservoir water tunnel in planned.

Housing: Over 50% of the city's 12.4 million population (census 2012) lives in the slums. The State Government has adopted the Centre's mission of transforming Maharashtra into a slum-free State.

In Mumbai, which has the largest number of people living in the slums, the State has declared 3.00 FSI for slums. Same FSI has been granted for redeveloping chawls and old and dilapidated buildings. Each bona-fide resident is entitled for 300 sq feet free home.

In order to create more housing stock, it has offered an additional FSI of 0.33 for residents of buildings in the suburbs. This has also brought the FSI in the suburbs on par with that of buildings in the city. In the oldest part of the city, the Government has already announced the cluster redevelopment policy. It has so far cleared five projects under this policy. This is likely to change the Mumbai as we now know. ■

- Clara Lewis

MUMBAI

Reviving Mumbai

Is It necessary to uproot the old to build a new? Must displacement be corollary to development? Can a city chart a future by annihilating the existing efficiencies? A case for rebuilding Mumbai through it's internal resources .

Retain
and
Rebuild

Restructuring, rebuilding, renovating and conserving Mumbai is our focus today. In the plans for now and for the future we have remember that we are not building a new city like Singapore, but essentially dealing with deep-rooted social, economic and political values of the existing historic city. Mumbai today stands at the crossroads of change where the existing conditions, including the needs and demands of it's people would form an integral part of the plans for the future. The city has a firmly established identity it's own and distinct position, nationally as well as internationally. It has a dynamic social, cultural, political and economic ethos. If all this has to be altered, it can only be done by carrying out major social reforms brought about by radical social movements. These changes can not take place by merely imposing new development models without social acceptability. The social changes can only be effected by public discussions and participation relating to all matters that affect people's life in the city

The tragedy always has been that the new development plans replacing the exiting economic and social orders are announced arbitrarily and then thrust upon the people. These new models are a part of international trend of globalization promoted primarily by developed nations for their own reason and often with little considerations of the needs and demands of the local population. The situation then is one of confrontation, but the more frightening offshoot of this process of change is the mass displacement. Displacement of people, of skills, inherent ides and strengths, cultures, languages and capabilities and more important, the displacement of fundamental rights and democratic principles is alarming today. The city is truly rocked by this phenomenon of mass displacement. How do we confront this, particularly at a time when many of the existing old models have already collapsed and to revive and or re-energised many of the old institutions that made Mumbai a 'City of Gold' may seem like an out dated question. What are the avenues for rebuilding the city while not only minimising displacement but also socializing and humanizing the city's environment?

Mumbai in a sense is a microcosm of the diversity that India represents. The city is an amazing conglomerate of many ideas and strengths but all surviving simultaneously and supporting one another to the building of this city. This has been possible, due to the social opportunity that the city has always provided,

where free and fair exchange of ideas and opinions have been possible A successful democratic environment to a great extent enabled the toling masses to build large institutions of social movements and to assert its own position in the making of the city. Today, however, this has been greatly threatened and the movements of the working class and the poor are being attacked and dealt with might. Communities have been shattered into being defensive rather than equally and freely contributing to the ideas that would help re-establish Mumbai as an efficient and humane city.

The degeneration and deterioration of the quality of life in the city is truly alarming. It is a shame to those who dominate and govern for lowering the living conditions to miserable and inhuman limits. This degeneration is reflected in housing, public spaces, infrastructure, amenities etc. It is also realised more blatantly in the attitude and apathy of various institutions such as the civic administration, the police and other government and private agencies in-charge off the city's service. More frightening, of course, is the loss of jobs and unemployment due to the shutting down of major industries in the city. The deterioration of the quality of life is best seen in the rise of state oppression and discrimination wherein fundamental rights stand threatened; living and working in the city is

questioned too.

Mumbai has all along been a major manufacturing centre, due to which trading has also been an important activity. Textiles, Pharmaceuticals and engineering industries have been the backbone of the city's economy. Along with these activities there has been a rapid growth of small scale industries having a diverse manufacturing activity. These various activities provided large scale employment of not just professionals but of skilled and unskilled labour as well. So Mumbai became an interesting city with a mix of various people and interestingly the city reflected professionalism and efficiency at all levels. The city was successful and prosperous mainly because the people here were in proud possession of their city.

What are then the new models for Mumbai's sustenance and development and how do we decide for them? It is necessary to carry out public scrutiny of the various failures that have stuck Mumbai and understand why the same happened. Let us make a single case of unsuccessful continuation of the textile mills. Today the mills are closed. As a result the mill owners have decided to exploit their land and premises for other commercial purposes including real estate development. It is important to understand the process that leads to the strangulation of what once provided the economic strength to the city. It is

important to know the reasons so that when we take the next step for change we are not once again threatened by the same danger that has crippled us today. The mill owners have borrowed heavily from the Government and from various financial institutions for modernizing the mills, but in the past 40 years or so they have never invested sufficiently to moderenising the mills. Instead they have diverted the loans to other businesses. As a result the mills today cannot keep with the time. The closure of these mills is leading to employment loss. More thant two hundred thousand workers have lost their jobs. Simultaneously, the borrowings from the nationalized banks and other financial institutions are not being returned. The Government is not making any effort at acquiring the mills properties to help compensate the financial institutions. Instead it is allowing the mill owners to develop their properties and exploit them in the real estate market. This nexus between the mill owners and the Government has led to serious economic and employment losses. The need to learn from these failures is to ensure that future plans and development programme don't face the same danger and threat-legitimising State loses for private profiteering and the mass displacement of jobs and leading to unemployment and social unrest. Can we, therefore , employ our energies in re-building all that we posses? And use our inherent strength and capabilities and restore the internal efficiency of the city?

Simultaneously, we have to confront the present transition in broadly two ways: while we launch plans and programmes to revive and strengthen the existing situations that are being threatened, we need to introduce new development models and economic activities that can revitalize and sustain the sagging economy, ultimately ensuring a better quality of life in city, both in terms of environmental and social standards. Quality of life is not merely an issue of open spaces, parks and shopping malls etc.

I do not believe that the internal efficiency of the city has collapsed

going to be contributing to superior products manufacturing to compete in the international market. It will only kill and subject a host of talent and entrepreneurship. It's a vicious circle. You get into knots with international borrowings, not just financially but also in terms of skills and technology, to which again the supplies, the maintenance, has to come from outside. An entire community can thus get subjected to these external forces and make it incapable of confronting the new situation. This would lead to frustration, anger and physical displacement. As it has happened in the case of cotton textile mill workers. A large number of them left the city while many others have moved to other jobs. For instance, a highly skilled and highly experienced worker doing a lift operator's job. This is the displacement and social tragedy we are concerned about. If a high skilled worker would get down to unskilled employment, then I don't think it's any indicator of development.

We can't go into every sector and discuss whether every displaced employee can be absorbed into the new unit, but with a majority will have to be accommodated otherwise they would be displaced, and displacement is threatening. It has threatened Mumbai as well. Displacement of people from villages throughout the country have led too massive migrations into the city and that has threatened the city in many ways. The villages too are breaking down. We know about the problems. We have seen the problems of mass influx.

In city planning, for instance, why was Navi Mumbai necessary at all? How has Navi Mumbai helped us? Instead of launching a single mega-city, if Alibaug, Pen, Panvel and all other existing potential centres were actually developed, people from these areas wouldn't have migrated to Mumbai in large scale and the big investment could have been dispersed to many other areas. We can not colonise our neighbouring districts for our city's expanding needs and without the consent of people in those areas. We have to urbanise, we can't say no to

completely. If it had collapsed then Mumbai would have completely disintegrated. Today we are fighting decay and degeneration. This is the inherent strength of its people. They have learnt to fight for the common good. The problem is that we get channalised into one idea and often leading one against the other. We have to understand that both are essential and how the two can be brought together. And this is important. While we are modernizing, making major shifts, how do we protect the existing resources and strengths and rebuild the internal efficiency of the city? Both have to be done simultaneously and both have to be harmonized. How do we prioritise, our developments then? If the new economic order and the new ventures are the priorities, it stands to greatly threaten the existing efficiency and the resources. This leads to apathy, detachments, anger, stresses, frustration, etc. On the other hand, if revitalizing and reinforcing the internal efficiency of the city takes precedence, then we need to discover and engineer models of the economic activity and employment which can absorb the existing strengths and capabilities and can be socially acceptable to the existing community. Of course there are many aspects and influences that need to be considered here. International market

trends, cultures, educational systems... all of these, because that's the whole package that flies across territories and borders these days through multinational corporations. So we have to be aware of these influences and how greatly they displace or accept the local communities.

I strongly suggest that Mumbai must continue to be a manufacturing centre while simultaneously venturing out on to capital markets, computers, software technology etc. What do we manufacture? When I say we need to continue as a manufacturing centre it does not mean that we manufacture steel or we continue to manufacture textiles. We could manufacture apparels, electronics, computers, spares, pharmaceuticals and all other products and spares that the small scale industries produce. So, manufacturing could be of wide range of goods. And the manufacturing thrust must take into account the small scale industries as an important economic activity. For that's a great strength this city has. The entrepreneurship that the city posses must not be forgotten, which cannot be replaced by corporate takeovers, mega plans and giant investments. We must understand that corporate takeover of manufacturing is necessarily not good. Corporate takeovers of small entrepreneurs is not necessarily

urbanisation. Urbanisation does not mean the physical manifestations that we see in Mumbai, of big buildings etc. Urbanisation is essentially to address the quality of life and a greater democratic politics and socio-economic order. Even freeing the bonded labourers in the villages from the landlords is a part of the urbanization process. So we have neglected Pen, Panvel and Alibaug and have diverted major resources to creating Navi Mumbai and what has Navi Mumbai become? It has just become a dormitory of the main city. It has not contributed in any way to the improvement of the quality of the main city. Instead it has made the relationship with Mumbai

much more complex. The proponents of Navi Mumbai would stress upon decentralization of Mumbai i.e. to shift major offices and administration there. But this will still not decentralize development nor would it help the development of Alibaug etc. Instead of conceiving such mega projects, can we talk about new ventures which are many more in numbers and dispersed to many places?

So many new models we need to launch must aim at dispersal and not at further concentration. Further concentration leads to mega models. And mega models lead to mega corporations taking charge. And that leads to mega oppression over a

society, it leads to fascist trends in a society for a mega company would dedicate not only our life in the city, it would control its malls, its roads, schools and hospitals etc. In this process, we will loose out completely the democratic opportunities. How can new economic ventures provide a great social opportunities to its people? To establish this we need to strengthen the democratic institutions. In Mumbai we have come to realize that public action has become a vital aspect through which people can regain control over the city's resources and decisions.

The question before us is how to achieve it. Every community or people movement requires a single motivation factor. The classical Left movement of the 50's and the 60's were primarily based on economic questions like wages, bonus and work condition. But to organize a city, we have also look beyond caste, class and economic questions. The unifying concern could be the quality of life. After all, poor air quality affects the lungs of all people equally.

One of the ways by which the quality of life in cities can be greatly enhanced is by preparing a comprehensive public spaces plan. It is clearly evident in cities across the world that the dignity of public life is clearly reflected in the quality of public open spaces the city offers.

In the case of Mumbai, as the city expands its open spaces are shrinking. The democratic 'space that ensures accountability and enables dissent is also shrinking, very subtly but surely.

The city's shrinking physical open spaces are of course the most visible manifestation as they adversely affect our quality of life. Open spaces must clearly be the foundation of city planning. An 'Open Mumbai Plan' being prepared will hopefully ensure our physical and democratic well-being.

Instead, over the years, open spaces have become 'leftovers' or residual spaces after construction potential has been exploited.

Through 'Open Mumbai' plan, we hope to generate dialogue between people, government, professionals and within movements working for social, cultural and environmental change.

It is a plan that redefines land use and development, placing people and community life at the centre of planning- not real estate and construction potential.

A plan that redefines the 'notion' of open spaces to go beyond gardens and recreational grounds – to include the vast, diverse natural assets of the city, including rivers, creeks, lakes, ponds, mangroves, wetlands, beaches and the incredible seafronts.

A plan that aims to create non-barricaded, non-exclusive, non-elitist spaces that provides access to all our citizens. A plan that ensures open spaces is not only available but is geographically and culturally integral to neighbourhoods and a participatory community life.

A plan that we hope will be the beginning of a dialogue to create a truly representative 'Peoples Plan' for the city.

These plans and proposals are essentially rooted in ideas of conserv–ation, restoration, recycling, re-planning and re-structuring existing realities and their spatial transformation.

Rather than mega projects with large-scale displacements and enormous revenue burdens, this approach is based on more pragmatic and people oriented alternatives. ■

- P.K. Das

Housing for All

The policies should create a corpus funds to augment the infrastructure of the city, thus making it 'livable'

The State's primary responsibility is to devise schemes to ensure that every citizen gets a house that would suite his pocket and therefore devise schemes to provide adequate shelter to all.

Maharashtra proudly calls itself one of the most progressive and most advanced States in the country, and tries to invite investments from other States and especially from abroad. While we have had our fair share of growth and investments, we are aware that our quest to make Mumbai the international financial hub faces serious challenges due to the inadequate infrastructure.

Maharashtra is going through the process of urbanization at a rapid pace and it poses various challenges. When the growth of population, coupled with the migration to urban areas, makes it virtually impossible for the authorities to manage cities from the infrastructure point of view, housing is bound to bear the brunt. Our urban areas grow in the most haphazard manner, and the quality of life suffers greatly. There used to be a time when the State was the prime provider of housing. We have come a long way since then, and in our endeavour to encourage private players in the housing sector, we have left our population at the mercy of unscrupulous developers.

We have always maintained that the State should restrict itself to the role of a facilitator and not undertake development on its own unless faced with exceptional challenges. However,

we must realise that the State cannot abdicate its role as a policy maker, as its prime duty is to create policies that give various alternatives of development to those who are in need. The Government also has to see to it that the beneficiaries get wide range of options as they belong to different strata. The State's primary responsibility is to devise schemes to ensure that every citizen gets a house that would suite his pocket and therefore devise schemes to provide adequate shelter to all. Making urban areas 'livable' is also one of the State's prime responsibilities.

If one was to assess the 'livability' of an urban agglomeration, one will

have to try and find out the percentage of population which has an access to adequate shelter that has been commonly defined as adequate space, coupled with enough infrastructure and access to means of livelihood. There are several other requirements which can be added to these main three qualities and give the definition a wider base. However for the sake of convenience let us start with the primary definition and attempt to analyze the existing housing scenario and try to categorize the sections of population on the basis of those who have an access to adequate shelter and others who do not.

To start off, let us take Mumbai for

our case study. More than 50 per cent of the population (6 million) lives in slums and hence this section can immediately be put in to the category of inadequate shelter. Half a million people can not afford the luxury of living in a slum and have to manage by squatting on the streets, the pavements and other public spaces. Needless to say this section would automatically be categorized as those with inadequate shelter.

One should not be surprised to discover that more than two lakh people can not afford the luxury of living on the streets or on pavement and other public spaces on a semi-permanent basis. They make that portion of land required to park themselves in the night as their shelter for that night and migrate on

a day-to-day basis. This section is the worst off as they cannot even afford a totally inadequate shelter.

The present solution to the slum problem is the SRA scheme, conceived ostensibly to provide adequate shelter to those living in slums, and also to provide good quality housing in the saleable portions to meet the demands of the upper middle class as well as the relatively well off who are looking to buy residential accommodation. In over 15 years we have built only around one lakh dwelling units. Not only is their quality of planning and construction is pathetic in most cases, but they have not accommodated more than 60 per cent of the population residing in the slums taken up for redevelopment.

Some of those who were allotted the rehab tenements were forced by socio-economic circumstances to sell the newly-available accommodation. The free sale portion was sold at such exorbitant rates, that those for whom the free sale portion was conceived found it totally unaffordable. Thus it is clear that we failed to achieve the very objectives which were set out when the scheme was formulated, and at best created 'vertical slums' in place of horizontal slums. Instead of rectifying its mistakes, the Government made blunders by denying some slum dwellers their legitimate right the accord consent to the scheme by invoking the provisions of section

3K of the law. The present regime has suspended the misuse of 3K, but the danger of it being taken advantage of continues to cause nightmares to the slum dwellers and the social scientists as well.

We also have more than two million people living in old and dilapidated cessed buildings. Most buildings have outlived their effective life span and more than 80 per cent of the residents have just one room to live in. Those who are not all that unfortunate may have couple of rooms for their individual use, but common toilets which have to be shared by several families. The need to make use of clean toilet facilities every morning is of primary importance to every citizen not just from the convenience point of view, but also from the point of view of health and hygiene.

Those who have common toilets are forced to use them, not when they have the natural urge, but only when the toilet is available. This, along with the gross inadequacy of livable space and the dangerously unstable condition in which the buildings stand is enough to categorise the population living in such buildings under the category of 'inadequate shelter'.

Here too, the Government attempted couple of solutions. The first was to acquire such properties which are beyond repairs and get them reconstructed by Government agencies such as MHADA. However, the acquisition process is long and cumbersome, as the landlords challenge the acquisition. Lot of time and energy and public money is spent to make the land available. Then after the quality of construction is yet another hassle. It is not up to the mark.

When the State agencies are criticized for their inefficiency and for corruption, they react by handing over prime properties acquired after much hard work, to the builders despite knowing that it was illegal and against public interest. The failure of government agencies led to the scheme under the D.C. Regulation 33[7] which gave unlimited FSI to the builders. This scheme was introduced with the objective to provide adequate shelter

to the original residents and create a housing stock for the upper middle class to meet the demand for housing. As has been the regular habit in all such cases, it was announced that the real estate prices will come down and housing will become affordable.

It has been over 20 years since the scheme was introduced, and out of the 19000 plus old and dilapidated cessed buildings; only about 2000 have been reconstructed or approved for reconstruction. A quick research has shown that in most cases, more than 75 per cent of those who were shown as 'rehabilitated' do not exist on site. They have sold their tenements or have been forced to vacate with the help of the underworld. The prices of the free sale portions were so high, that the persons who contributed to the housing demand could never afford them. This scheme too failed on all fronts.

Then we come to the one million population which lives in staff accommodation provided by the employers. The railway employees, the Central Government employees, the State Government employees, the Municipal Corporation employees and also employees of private companies who live in accommodation provided by the employers are in constant search of some sort of permanent accommodation for themselves, or their relatives. The sense of insecurity is so strong due to the jobs being transferable and the imminent eviction, if one was to lose the job or was looking for an alternate source of employment.

Thus those who occupy staff quarters could also be categorized as those who have access to inadequate shelter. Moreover, the size of their staff quarters is never commensurate to their requirement, and sometimes, due to bad maintenance, the condition in which they live is pathetic. Despite this they cling to their jobs due to the availability of staff quarters. We have the example of the BMC Employees working in the Conservancy Department living in single room tenements for generations and graduates from the present generation being forced to take up a job of a conservancy staff with the sole

intention of retaining the staff quarters once occupied by ancestors.

Citing paucity of funds as an excuse, an attempt was made to pawn off one of the prime locations to builders in return for government quarters to be built by them. Prime public property was sought to be given to the developers giving them a windfall. The Municipal Corporation was not far behind. They devised a similar scheme to sell prime lands presently used for staff quarters to chosen builders. There was uproar as the citizen objected strongly to these schemes, and they were withheld.

We then have more than one million people living in accommodation built by government agencies such as MHADA. In the 50s, 60s and 70s MHADA took upon itself to build accommodation which was allotted to persons from the economically weaker sections, industrial workers, lower income groups, middle income groups, etc. These houses had to be priced reasonably and hence the size was relatively small.

Generally newly married couples and freshly employed persons opted to go for such accommodation. Over the years the families grew and the need for larger space was more pronounced. This accommodation also became inadequate in most cases and grossly inadequate. The new D.C. Regulations 33[5] deals with the redevelopment of these colonies and virtually pushes

the occupants into the clutches of the developers. The occupants of these colonies are not at all happy with the role of the Government, as some developers have hit the jackpot while others are now facing tighter scrutiny and the share of the residents stands to be reduced drastically. Residents of buildings built by MHADA, baring a few recent exceptions can broadly be categorized as those who have an access to inadequate shelter.

Over 35,000 tenements are living in the Bombay Improvement Trust (BIT) chawls and 40,000 tenements in the Bombay Development Department (BDD) Chawls. The BIT chawls were maintained by the Municipal Corporation and the BDD Chawls are maintained by the State Government. The rents are so low that the maintenance expenses are many times the rent collected. It is commonly known that the amount of rent collected is not enough to pay for the salaries of the staff involved in the collection of the rent. We have more than a quarter million people living in these chawls and it is obvious that they have an access to inadequate shelter.

The Municipal Corporation came with a scheme for the reconstruction of the BIT chawls and a few buildings were demolished and the scheme has failed essentially because it pushes the residents to go to the builders and an

alternative scheme was discouraged. In the BDD chawls, the Government was keen to get the redevelopment done by MHADA but has been facing resistance from the residents as the builders have promised them lots of goodies, and the MHADA cannot match the promises made by the builders. MHADA's past record of churning out inferior quality construction has also resulted in lack of confidence for public agency driven schemes.

The Municipal Corporation, over the years acquired properties belonging to private individuals, where according to the Municipal Corporation; the tenants living in such properties were not taken care of adequately by the landlords. The Municipal Corporation is the owner of huge chunks of land and such land was allotted to agencies and tenancies were created. There are more than 3,000 municipal properties. Some of them have been leased out, and the tenants have been living in poor conditions. These residents are sure candidates for the title of inadequate shelter. The Corporation has its own policy for redevelopment, and it is entirely builder driven and needs thorough overhaul.

In the 70s, the State Government and other agencies started to reduce its role as a provider of accommodation. Some experts called it a total abdication of responsibility on the part of the State Government, the Municipal Corporation and other public agencies. Despite being responsible for accommodating over a million people, agencies such as MHADA churns out just a few thousand houses every year and the demand is more than 100 times the supply.

With the public bodies giving up their primary duties towards the housing starved population of the city, those seeking accommodation were left with little choice but to go to the developers to fulfill their basic needs of adequate shelter. The builders did not work for charity. They were interested in good margins of profit and hence the accommodation built by them became unaffordable to those who chose to buy from them. The compromise then had to be reached and the size of the flats reduced to a considerable extent with a view to take care of the budget of the buyers.

Most flats purchased from the builders couple of decades ago were one bedroom, hall, and kitchen with the sizes in the range of 400 to 500 sq ft. The purchaser had limited members in the family when they purchased the flat. The size of the family increased and the need to have an additional bedroom or two was felt strongly. As the builder driven accommodations were useless when it came to the concept of incremental housing, the need for an extra bedroom could not be fulfilled. What was considered to be a scheme providing a satisfactory solution converted itself into a major contributor for increasing the demand of flats.

There are over 40000 buildings controlled by co-operative housing societies in the suburbs of Mumbai, and the D.C. regulation 32 permits up to 2.00 FSI plus the fungible FSI of 35%. Builders have grabbed prime locations and this scheme has failed to address the demand for affordable housing.

Today, we have brought ourselves to a situation where we need at least two million flats and all agencies put together produce 20,000 flats every year. Nowhere in the world do we see such a disparity in the demand and supply. If one were to make and objective analysis of the housing situation in a city like Mumbai one

would be compelled to conclude that more than 90 per cent of the population lives in inadequate shelters.

This means that 9 out of every 10 persons contribute to the demand for housing. No wonder that when public agencies such as MHADA advertise for sale of 3,500 houses, the number of applications purchased by the perspective buyers go beyond eight lakh. Why would there be so much demand for buying houses built by the public sector? Everyone knows the inadequacies in public sector housing and ideally any buyer would prefer to buy from the private sector. However, the rates at which the builders sell their flats are so high that it becomes virtually impossible for any person making a fair amount of earning to afford such accommodation.

A quick look at the current market rates would tell us that that the highest paid bureaucrats would have to live in a 500 sq. ft. accommodation in the remotest suburb of Dahisar if they had to buy a house which is affordable to them. If the best paid people in the State cannot afford the houses, what would be the condition of those who earn lesser? Affordable housing has therefore become a dream which can never come true for over 90 per cent of the population.

On one hand we have more than one million people who apply to Government agencies such as MHADA as they can not afford to buy the houses built by the builders. On the other hand we have 90 per cent of the city's population living in inadequate shelter, and most of them do not have the financial capacity to reconstruct their buildings and avail of better quality of accommodation to upgrade themselves to adequate shelter. The slum dwellers, the residents of old dilapidated cessed buildings, the tenants on municipal properties, the residents of MHADA colonies, the residents of BDD and BIT chawls and the residents of over 40,000 co-operative housing societies are occupying prime lands but do not have the financial capacity nor the technical capability to redevelop them. The present schemes are builder

oriented and have been specially designed to benefit the developer and deprive the State and the citizen of their legitimate due. If we continue with the existing schemes housing can never be affordable and the Government shall be blamed for being insensitive to the needs of an overwhelming majority of the population.

The solution is simple. Those who contribute to the demand for adequate shelter and have the resources to buy houses, but can not afford the exorbitant rates quoted by the builders have to be enrolled into a master list of resource persons. Those societies looking for redevelopment opportunities should also be enlisted as the recipients in a separate list. If the buyers can form co-operative societies of "donors" and the residents seeking redevelopment become the recipients, a unique scheme can be formulated wherein every single person who can afford to buy a house can get a house and every single person who has been occupying land but can not afford adequate shelter can make his dreams come true.

A comprehensive scheme bringing the two sections together and also ensuring that technical help and expertise will be made available to both the sections can bring about transformation of the entire city.

There are examples where Government land was allotted for Slum Improvement Project and the developer

earned over Rs.5000 crore from a single project and the Government got nothing. If one were to closely examine 2000 slum projects and 2000 redevelopment projects which have been completed by the builders in the past 20 years and find out how much the Government has lost in the process, one would easily realize that if there were schemes which would consider public interest as the prime motivation then these 4000 projects would have fetched enough revenue to the State to wipe out the deficit faced by it.

It is not as if this is not known to those who understand urban development. The need to think laterally and in public interest has never been considered to be so important. If the Government does have the gumption to work out detailed schemes such as the one mentioned herein above, the city such as Mumbai will indeed be the better place to live in. Not only will we have enough houses to accommodate existing residents but also have enough flats which can be bought by those who can find them affordable.

If and when this happens, the target of providing housing for all can be achieved. Moreover if all existing redevelopment schemes are overhauled, we can create a corpus fund from the surplus generated from the new schemes, to augment the infrastructure of the city, thus making it 'livable'. ■

- Chandrashekhar Prabhu

Most Favoured Hub For Services Sector

For achieving the economic growth the focus should be on services sector

The Delhi–Mumbai Industrial Corridor, proposed to be built with technical and financial help from Japan, has plans for brand new pollution–free industrial townships with emphasis on ecology.

Mumbai continues to hog the limelight globally. The metropolis, which is the commercial and financial capital of the country, has every potential to become the international finance centre largely due to its geographic and strategic location, vibrant banking, financial, insurance and services centre. The capital of Maharashtra plays the dual role, the financial and the cinematic hub of the country.

Mumbai is the economic hub of most of the financial and business activities of the country. The State Government's ambitious project to upgrade and strengthen the Mumbai's infrastructure with an investment of Rs 1,00,035 crore is attracting the attention of the global investors. The State Government's emphasis on the development of Mumbai Metropolitan Region (MMR) also has opened multiple opportunities for investors in manufacturing, engineering, IT & ITeS, bio-technology and services sector in general.

The Island city contributes almost 60 per cent customs duty collections, 40 per cent income tax collections and 20 per cent central excise tax collections of India. Mumbai also plays host to over 900 industries that are involved in manufacturing, processing or storage of hazardous goods. The major concentration of such industries is in the Chembur-Trombay belt. The area has major chemical complexes, refineries, fertilizer plants, atomic energy establishment and thermal power plant.

The Rs 8,300 crore Mumbai Trans Harbour Link connecting Sewree & Nhava Sheva, the Rs 14,000 crore Navi Mumbai Airport and the high-speed connectivity between Delhi and Mumbai offer immense opportunities for development of an industrial corridor along the alignment of the connecting infrastructure .

The Mumbai Metropolitan Region (MMR) encompasses a total area of 4,355 sq. km and consists of the Mumbai city district; Mumbai suburban district; Part of Thane district comprising Thane, Kalyan, Bhiwandi and Ulhanagar tehsils; and Part of Vasai tehsil, Part of Raigad district comprising: Uran tehsil; and Part of Panvel, Karjat, Khalapur, Pen and Alibag tehsils.

The region consists of seven

municipal corporations (Greater Mumbai, Thane, Kalyan-Dombivli, Navi Mumbai, Mira Bhayander, Bhiwandi-Nizampur and Ulhasnagar) and 13 municipal councils (six in Thane district and seven in Raigad district). Out of these, Greater Mumbai constitutes about 10 per cent of the total geographic area accounting for 63 per cent of the population of MMR region.

Maharashtra contributes 14.7 per cent to the GDP and nearly 30 per cent of the foreign direct investment (FDI) flows to industries in the State. Maharashtra's industrial and commercial hub Mumbai-never sleeps and this pro-industry culture is fast spreading to other industrial centres within Maharashtra.

Dr K Shivaji, Principal Secretary-Industries and Chief Executive Officer-Maharashtra Industrial Development Corporation (MIDC) notes, whether it is free-trade zones, export-oriented units or special industrial parks the Maharashtra has always held a leading position. What it does in industrialization is copied by other States. Maharashtra has been a leader and it has always stayed so as it far ahead of single-point clearance thanks to its 24-hour, seven-day working fault-free computerization of licensing processing.

Shivaji further adds that the Delhi-Mumbai Industrial Corridor (DMIC), proposed to be built with technical and financial help from Japan, has plans for brand new pollution-free industrial townships with emphasis on ecology. further added that the State Industrial Policy are conducive to benefit the small scale sector and reduce cost of production as small scale sector is the backbone of the industrial growth. The new industrial policy is expected to be unveiled soon.

The Maharashtra Economic Development Council (MEDC) in its report "Economic Growth Strategy for MMR prepared in 2009, had said the MMR vision for 2021 is to achieve 15% growth and the value of industrial output to expand by over six times by 2021. "If economy grows at 9-10% pa and Maharashtra at 10-12% pa, then MMR must expand at a faster pace of

14% and the focus should be to achieve employment of 3.5 to 4 million by 2021. However, the major challenges before MMR is the infrastructure inadequacy, land availability, manufacturing competitiveness, affordable housing."

MEDC had categorically suggested that in order to achieve the vision of economic growth, the focus should be on the services sector like banking, IT and manufacturing sector. The policies need to focus on the infrastructure facilities, quality of life, governance and institutional reforms etc. MMR has the attractive destination for the investment and tourism, water front development which needs to be focused, and building of two new domestic airports can decongest the air traffic. However, MEDC had said for economic growth the government needs to adopt relaxation in the existing industrial location policy, creation of industrial township authority, abolition of Octroi and creation of Educational hub.

C S Deshpande, Executive Director, Maharashtra Economic Development Council says the future economic development of MMR hinges crucially on two sectors – manufacturing outside Mumbai and services sector within Mumbai and Navi Mumbai. In services sector the bright prospects exist for finance, banking and insurance, retail, trade and transport, tourism and hospitality, entertainment and media and IT. Industrial location policy

restricts the scope of expansion of manufacturing activities within city limits and given the skills available in the city all service sectors can thrive and prospect. They can be generators of jobs and growth.

"However, this can be brought about only by sustained and rapid coordination between State Government and civic authorities especially with a view to facilitating the enabling growth engines such as transport, housing and water supply. It is expected that the new industrial policy pays attention to bridge the gap between supply of skilled force and demand for labour from modern economic sector," Deshpande opines.

MANUFACTURING SECTOR
Manufacturing industry has played a dominant role in Mumbai's growth and prosperity. Although the early development of manufacturing was largely confined to textile industry, over time, the expansion of basic metal and engineering industry, chemical industry, paper, printing and publishing industry, food manufacturing, and variety of other industries helped Mumbai diversify its industrial base.

However, considering the present constraints in the availability of land in particular, experts believe that there are less opportunities that Mumbai can offer in this sector. However, the sector can attract investment in MMR in general. According to the Federation of Indian

Chambers of Commerce and Industry (FICCI), Maharashtra in particular is well positioned to usher in a new wave of growth through manufacturing. The draft new manufacturing policy has proposed the development of National Investment and Manufacturing Zones along the DMIC which has been discussed earlier.

Mumbai is the attractive destination for Information Technology, Information Technology-enabled Services (ITES) most commonly known as outsourcing units, the BPOs; a substantial export takes place from here. "In addition to banking, financial services and insurance (BFSI) sectors, demand for office space in Mumbai came from the consulting, aviation, IT/ITES and other industries. The IT sector's recovery from the financial meltdown has shifted activity towards the suburban precincts of the city where significant IT supply is in the pipeline," said Jones Lang LaSalle India, a premier organisation in the real estate sector.

Experts say the increasing participation of various States including Maharashtra to tap into India's IT/ITeS growth story has opened up entirely new possibilities for both, companies as well as the people at large. An attractive business centric taxation and benefits regime has seen a greater interest amongst the IT/ITeS provider community as well as a more widespread distribution of wealth across the country. This trend is expected to continue in the near future despite competition among various States.

BANKING, FINANCE & INSURANCE

Mumbai houses the headquarters of many major banks, financial institutions, insurance companies and stock exchanges. The city has valiantly faced many setbacks and kept up its vibrancy. The Reserve Bank of India's plans to consider granting of new banking licenses is a major positive as several leading non banking companies have already shown interest to enter into the sector. Similarly, insurance companies are consolidating their presence in Mumbai and MMR in general considering the potential of the market. Mumbai also has an advantage as it also houses Bombay Stock Exchange and National Stock Exchange as well as commodity exchanges.

According to FICCI, therefore, Mumbai has all the potential characterstics to emerge as an Intetrnational Finance Centre. "This will however, require a combined effort of the Central Government and the State Government on one hand to initiate necessary financial sector reforms and on the other hand to create an image of Mumbai which can offer a very high quality of life for its residents so as to attract the best talent for the financial services globally that is necessary to develop such an International Financial hub. With significant competition from other financial centres in Asia including emerging like Shanghai and Tai Pei besides Hong Kong and Singapore, Mumbai has the benefit of riding on the strong India Growth story and being governed in a stable democracy.

TOURISM

Mumbai recently was judged as one of the attractive tourist destinations in the survey carried out by an international research body. The flow of international tourists in particular and domestic tourists in general is increasing. However, the experts believe that the tourism sector can complement the socio economic objectives of employment creation together with more equitable growth. According to experts, agro tourism draws the synergies of both agriculture and tourism sectors thereby sustainability of incomes from farming. Mumbai and MMR have significant untapped potential in this segment.

EDUCATION & SKILL DEVELOPMENT

Maharashtra is a leading State which has witnessed an increase in the number of primary, secondary and higher secondary school and it can further lead in demonstrating new initiatives in this sector as the way forward. Investors would consider Mumbai and MMR to tap opportunities in industry oriented skill development through Government's emphasis on university-industry engagement and partnership. Mumbai and MMR have an advantage of having robust infrastructure of universities, institutions that can be leveraged through public private partnership

enabling highest levesl of efficiency in utilization of these facilities.

RESEARCH & DEVELOPMENT

The government's existing policies and the new policy in pipeline encourage research and development. Strengthening of capabilities in research and development can be further done to recognize and nurture innovation in order to achieve and set new global benchmarks. Mumbai and MMR are under the radar of investors keen to pursue opportunities in research and development.

REAL ESTATE

In view of the geographic location of Mumbai the experts view that the vertical growth is the only possible and viable option. The Government's recent policy decisions with regard to increase in floor space index (FSI) for redevelopment of old and dilapidated buildings and and additional FSI in suburbs, the redevelopment of sector five of Dharavi are expected to attract more investments in this sector. MMR also has untapped potential in the realty sector considering the demand for residential and commercial properties.

CINEMA, MEDIA & ENTERTAINMENT

Mumbai film industry popularly known as Bollywood across the globe offers huge investment opportunities. The

Indian Media and Entertainment (M&E) industry registered revenues of US$16.3 billion in 2010 and is expected to be in excess of US$25 billion in the next four years, according to Ernst & Young. Enticed by economic liberalization, near double-digit annual growth, a fast-growing middle class and a huge volume of demand for leisure and entertainment, there has been a surge in investment by global media companies in India. The Indian media and entertainment industry now finds itself at a new turning point – digital media. The market provides global media and entertainment companies with a variety of opportunities to deliver localized content.

GEMS AND JEWELLERY

India's leading foreign exchange earning sectors over the year has witnessed a considerable growth in the volume of exports from export figures of US$ 29358.49 million in the FY 2009-2010, to US$ 43139.24 million in FY 2010-2011. Mumbai has emerged as one of the major exporters. Industry believes that Mumbai would continue to consolidate its position in this segment in the global trade. The Diamond Bourses situated in the Bandra Kurla Complex has opened up opportunities for players in this segment. Several large overseas players have outsourced jewellery design and manufacturing to the players having their units in the special economic zones in Surat and Mumbai.

MICRO, SMALL & MEDIUM ENTERPRISES

MSMEs play an integral role in employment creation, innovation and sustaining the future growth of the industry. A slew of initiatives taken by both the Central and State Governments promote investment and growth of MSMEs across the country including Mumbai and MMR. The State Government's move to encourage MSME clusters would help creation of congregations of industry in Mumbai and MMR.

Bhalchandra Mungekar, former member of Planning Commission and the Rajya Sabha member says in a globalizing economy like India while securing higher rate of growth employment generation, creation of productive and gainful employment also is important challenge. "In the context of Mumbai, now the source of employment generation is development of comprehensive services sector including banking, education, insurance, hotel and restaurant and so on.

This will create a network for the employment generation in the manufacturing sector surrounding the city of Mumbai where the manufacturing sector has no further scope. Thus the simultaneous development, expansion and modernization of the services sector in Mumbai along with the expansion of the job creating manufacturing sector will be an effective remedy of making faster growth inclusive. It will happen to the operation of the famous Keynesian multiplier effect."

According to Mungekar, infact what is expected to happen in Mumbai and the surrounding areas also should happen in the rest of the metropolis. "However, it will create greater demand for the land for growing urbanization which ultimately would put pressure upon the land presently available for agriculture. Therefore, the objective of expansion of services and manufacturing sector must be balanced with the demands of the agricultural sector particularly in the context of proposed National Food Security Bill," he concludes. ∎

- Sanjay Jog

New Priorities of City Transport

Mumbai has much better public transport network than several other cities in India

The National Urban Transport Policy of the Central Government offers some excellent low cost solutions like priority for use of public transport, equitable allocation of road space, priority for pedestrians and cyclists.

Yes, Mumbai's crisis-ridden transport system can be improved considerably and that too through low cost, commuter-friendly measures. These need to be given priority over mega projects. What is important is to change the mindset in our city, in the country.

There is more to transport than riding fast between Mantralaya and other parts in South Mumbai to the airport and to Pune and on highways.

These fast rides are important but for millions of people the basic need is to safely cross the road in front of their homes, walk to and from the railway station. The giant projects are not going to address these issues. To solve these, we need simple, down to earth solutions.

The biggest change over the years is it has become so difficult to perform so simple and basic a function as to walk for your day to day activities and to the

railway station or the bus stop. Riding in buses and trains is humiliating to say the least. Life is particularly unsafe for little children and there is growing anxiety over their safety on roads as numerous accidents are taking place. While there is increased mobility for the rich, the poor are getting stranded, being rendered immobile. Many dare not stir out of the house, the roads are unsafe, you can't get transport for a long time, neither a bus, nor an auto

rickshaw or a taxi. One is stranded if one does not have a car.

The system needs to shed its prejudice against taxis and auto rickshaws. They are very important part of public transport. They save so much public space on roads, they carry so many more people than cars. It is now recognized by experts all over the world that cars are a hazard in every way, a health hazard because of their pollution, they occupy so much space free and the society pays a heavy cost for the privilege enjoyed by a few.

Many blame slum dwellers for unauthorized occupation of public land but come to think of it, cars in Mumbai proportionately occupy huge land. But the symbols of luxury and glamour are pampered, while slum dwellers, who are seeking livelihood, are looked down upon. We are still obsessed with motor cars and highways and glorification of speed. The plain fact is that Western countries have realized the futility of highways and flyoves as a solution and are trying to tame the motor car. But we want to ape the wrong models of the West.

Besides, our own National Urban Transport Policy (NUTP) of 2006, approved by the Central Government cabinet offers some excellent low cost solutions like priority for use of public transport, equitable allocation of road space, priority for pedestrians and cyclists and levy of high fees for car parking. It should be widely popularized but few people know about it.

Unfortunately, we are repeating the mistakes made by Western countries and which they are now regretting. We need to learn from their mistakes. This is obvious but I would like to quote two American experts since they were in Mumbai as recently as February 15 for a seminar organized by the Urban Design Research Institute (UDRI) on the development plan for Mumbai .

Aaron Naparstek and Ian Lockwood, both strong enthusiasts for public transport and priority for pedestrians, are from the Graduate School of Design at Harvard University where they are colleagues of Rahul Mehrotra, reputed Mumbai architect and author of books

on city form and architecture. They said the infrastructure created by Americans was clearly unsustainable environmentally and financially. There is not a single city in the world which has got better with highway construction. We are trying to remove freeways while Mumbai wants to add them.

Aaron said cities can definitely improve things with determination and against odds. Five years ago nobody would have believed that New York would have such a strong network of bicycle lanes and would pedestrianise central areas like Time Sqauare. But this was possible because of a sustained campaign which included his advocacy on the internet blog.

Taking such measures in India will not please the automobile manufactures and motorists who have a huge lobby. But the Government will be able to provide relief to a vast section of the population and considerably improve the quality of living.

Instead of following the discredited car-dominated model of the United States, we can also choose low cost models from nearer home. Hong Kong has much narrower roads than Mumbai but it has a far superior public transport system with many more buses and much fewer cars, as shown by a recent study by Ashok Datar, transport expert, and Trupti Amritwar, who teaches urban planning in Rachana Sansad.

Even Thailand has a much better public transport system than ours, I found during a visit in January this year. The Mo Chit bus terminal for outstation buses in Bangkok is better than some of our airports, is fully air conditioned and has excellent facilities for passengers. There is also a huge area for parking of buses. Even in small towns like Lampong in the far north of Thailand I found highly artistic bus stops and footpaths.

Mumbai has sadly neglected the infrastructure for long distance bus travel. The proposal for an inter State bus terminal is pending for decades and there is virtually no public discussion on it though there is huge traffic between Mumbai and all parts of the State and far off cities in the country.

But there is so much discussion on the new airport terminal due to come up at Panvel. Even the prestigious Shivneri air conditioned buses to Pune operate from under the Dadar flyover which is only a little less embarrassing than operating on the street and the footpath till last year. Plenty of land could have become available in Mumbai for public purposes had there been adequate provision to retain a portion of the hundreds of acres of industrial land captured by real estate developes after the closure of industrial units.

Mumbai has a much better public transport network than several other cities in India but it is still inadequate. And some other cities are taking better initiatives. The success of the Bus Rapid Transport (BRT) in Ahmedabad should be a wake up call for Mumbai which has made little headway with BRT which is still in its conceptual stage. But BRT has its limits. It takes a long time to operate even on small stretches as the example of Delhi shows. The only real alternative is to unclog the streets by reducing the number of cars. It is politically not easy to take on the car lobby . that is the experience world wide. But this is a challenge that ought to be taken up if we are to make a headway and not get bogged down in traffic jams.

The Bombay Suburban Electric and Transport Undertaking (BEST) has begun to desperately fall short of its reputation as the best in the country. It is being closely challenged by the Bangalore bus system which boasts of a very decent and clean bus stand in the heart of the city.

Sadly, the once excellent BEST bus system is being neglected and is in fact losing passengers and there is little increase in the number of buses over the years. Mr P.G. Patankar, a leading champion of public transport for many years and former general manager of BEST, noted in 1993 that there were some 3000 buses then daily carrying over five million passengers. Today buses carry fewer passenges, many buses are out of order and many drivers and conductors are hired on a daily basis which is very unbecoming of a city aspiring to a global status. The BEST refuses to accept that the number of passengers has dwindled but does not cite statistics. Its website is silent on such basic information as the total number of buses on roads and in depots and the number of miles covered and time duration.

The BEST also drastically needs to think of a better design for its new stainless steel bus stops which are narrow and extremely uncomfortable to sit or stand and seem to have been built mainly to suit the interests of advertisers.. They desperately need a better signage and information system. Unfortunately, the civic body, which is flush with funds, wastes money on digging perfectly good roads and resurfacing them, but has no money to construct good bus stops or provide a proper street signage system. So much of the transport system needs to be made far more user friendly than it is now.

Mumbai airport lags far behind Bangalore and Delhi in connectivity to the city. Bangalore particularly has an excellent bus service between the airport and the city. Mumbai's international airport not only lacks rail link to the city even the nominal BEST bus service for passengers was discontinued some time ago. For thousands of other visitors to the airport, there are two small pathetic bus stops with uncomfortable seats. In contrast there is a huge multi storey car park for thousands of vehicles. This in way shows the utterly distorted transport pattern which favours the rich and powerful and which seriously needs a correction in the interest of the city and social justice.

Mumbai also needs to seriously rethink the car parking policy which subsidises motorists and gives huge incentives to builders. The multi storey car parks built at huge expense, as the one bang opposite the Council Hall have proved to be white elephants as in Delhi and Kolkata. Everywhere in the world people want free parking and do not like to pay for parking, argues Donald Shoup, transport expert and author of the acclaimed book High Cost of Free Parking.

We need to seriously change the land use policy so that the work place and residential areas are not far away. This will substantially reduce the need for travel. Travel should not be an end in itself. What is the point in creating a super efficient transport system if people are forced to travel for several hours every day ? The textile mill workers of Mumbai created a strong culture of their own because they could live in close proximity to the mills. Now, several of the rich too live away from the work place but there is a qualitative difference. They travel in air conditioned comfort even when they are caught in traffic while the poor travel in the most inhuman conditions for hours. The big change over the years is that ordinary people are being flung farther and farther away because of the skewed real estate market.

The most appalling neglect of footpaths in Mumbai is starkly visible in the serene surroundings of Kala Nagar in Bandra (east). In fact, there is no footpath at all between two important railway stations in the vicinity, Bandra suburban and Bandra Terminus for long distance trains. The approach road to the Terminus is as filthy as the one to another major railway terminus, Kurla. Here too there is no footpath.

The torturous walk between the two stations in Bandra can easily be turned into pleasant exercise with a little maintenance and a proper footpath on which passengers can conveniently wheel their luggage. This will also help avoid travelling in auto rickshaws notorious in this area for overcharging and packing more than three passengers. Simple, inexpensive measures can work wonders and yet are not even thought of. Apart from the inconvenience this causes, it completely disfigures the streetscape. The civic administration, not the people, are mainly to blame for the mess. And for too long the bureaucracy has taken the rap, deservedly so in many cases, but the political machinery too needs

to do a lot. Things can't be left to the bureaucracy alone.

Much of the road between Raj Bhavan and the chief minister's residence on Malabar Hill also is without a footpath. So the reforms could begin from this elite area itself. This distance is shorter than the one covered by former U.S. President Carter as he walked between Capitol Hill and the White House for his swearing in ceremony in 1977.

Formerly, top bureaucrats wanted to do away with footpaths saying hawkers will occupy them anyway. This mindset has to change completely. This coupled with rank corruption and inefficiency in construction of footpaths makes it a depressing scenario. Mr J.B. D'souza, a former municipal commissioner, one of the few who understood common people's woes, was right when he said there seemed to be a conspiracy against pedestrians. His wife, Neela, a writer, is an avid early morning walker on roads in Bandra and shares her late husband's concerns. Unless the upper class takes to walking on a large scale as in Europe, things will not improve.

While hawkers and slum dwellers are often blamed by the vocal classes for encroaching on footpaths, the far bigger encroachment by upper class residential buildings is seldom noticed or talked about. From every luxury building, built at a much higher level than the road, a stretch invariably descends sharply on to the footpath and the road hindering pedestrian movement. This is done to facilitate movement of cars, never mind the civic nuisance. Things can be easily improved with a little engineering.

The authorities constantly talk of widening roads to cope with the increasing number of motor vehicles but they never think about providing wider, decent footpaths to serve the basic needs of pedestrians whose numbers increase in far larger numbers.

Most footpaths are too high to be used by even able bodied people, not to speak of the physically challenged. The usual explanation given by the civic administration is that this will prevent two wheelers riding them. But why penalise footpath users for the abysmal failure of authorities to maintain

these vital pubic spaces ? Even the refurbished footpath on Marine Drive is unfriendly to climb up or down.. Even an athlete will have to be doubly careful to avoid a sprain or a fracture. Try negotiating a walk for example from the footpath on the side of Talk of the Town restaurant to the footpath on the seaside. That is if one survives the obstacles in the middle of the road and the menacing car traffic that does not care a hoot for the signal or traffic constables posted there. I have been observing this for decades and things are getting worse. So there are a long of things that need improving and the correction would cost very little money.

Enforcement has become a big problem as deviance or law breaking has become the norm and even large scale arrests for drunken driving are not yielding results, complains the traffic police commissioner Vivek Phansalkar. Clearly, the police need to be stricter and to involve dedicated citizens in catching the guilty and creating public awareness.

The least the police must do is to ensure that vehicles respect the pedestrian crossing at signals, do not surge forward, do not harm pedestrians and do not block other vehicles. It is unfair to target and condemn pedestrians as jaywalkers when the basic amenities are denied to them. The civic body often dumps its

construction material on the footpath forcing pedestrians to walk on the road. But in many places there is no footpath at all, in utter contravention of all rules. We talk of world standards but our elite does not want to observe the basic courtesy of giving precedence to pedestrians crossing the road which they know is always given in many countries.

All trends the world over indicate that the future should belong to pedestrians and cyclists and public transport given the growing problems of urban congestion and pollution. There are as many cyclists in Mumbai as motorists and yet they are not cared for as they are not so visible, they are not rich, do not have a lobby. To start with immediate steps should be taken to provide adequate cycle stands at railway stations so that people are encouraged to ride. Many people want to ride cycles but do not because of lack of facilities. And for heaven's sake give up the talk of allowing car parking at bus depots. A city with growing needs for public transport needs to acquire more land, not to sell what it has. Public transport needs and deserves high subsidy especially in a poor country and for the sake of environment. Even the richest countries do subsidise public transport because it makes so much more sense.

Wall Street protest slogan goes and it is for the vast majority that planning

must take precedence. It is not simply a matter of numbers. It is necessary in the interest of democracy. A society that denies space to citizens with dignity is no democracy. In the land of Gandhi and such a grand tradition of walking, padayatras walking should automatically take precedence. Pedestrians are the real automobiles - those who are mobile on their own !

We need serious, dedicated transport planners and architects who design roads in a more humane way which promotes social mingling, harmony instead of the hostility and alienation that marks the automobile dominates streets. Delhi has three prominent women transport experts and activists, Anvita Arora of IIT, Delhi, Anumita Roychowdhury of the Centre for Science and Environment and Romi Roy of the United Traffic and Transort Infrastructure Planning and Environment Centre (UTTIPEC), a wing of the Delhi Development Authority.

UTTIPEC has developed some excellent guidelines and parameters for various aspects including street design, height of building compound walls, street lighting, planting of trees, hawker zones, public toilets. A lot can be learnt from these and a manual is desperately needed for Mumbai. We have enough socially committed architects who will be glad to cooperate. If we start caring for people we can come up with the right

solutions. Simple measures are needed. Reduce the height of compounds of buildings. This will create a much more social streetscape and help provide security to women from eve teasing etc. people inside the building will be able to see and curb eve easing and other untoward practices. Street signs should be in various languages in our multi lingual society. Learn, for example, from Oakland in the U.S. where there are signs in English as well as Chinese in areas with a large population of people of Chinese origin.

We are enamoured of New York and Manhattan but forget that car usage is very low there. Most people depend on public transport. If our rich start using public transport, things will certainly improve. The train service there also has an interesting cultural aspect, musicians are officially allowed there. We need to make our public transport more humane, more usable if not more artistic. it is not just a matter of a corridor. We should learn also from Moscow's underground which is the envy of the world because of its magnificent marble, art work. We can certainly do better if only we try, there can be no scope for cynicism. All improvements have taken place with determination in the teeth of opposition from cynics.

If Mumbai is to be made more inclusive the least that can be done is to provide decent footpaths to citizens so

they can walk with dignity and safety. That apart, good, usable, well designed footpaths will make Mumbai not only more walkable, but also more friendly and livable.

Citizens' initiative can also help improve street life. Intervention by members of the Oval Cooperage residents' association has made the design of the footpath in the upper class area more friendly to pedestrians in general and the disabled in particular.. A wheel chair can be pushed all along the footpath between the Cooperage area and Eros cinema.

In most parts of Mumbai the footpaths designed by the civic body appear to be aimed at turning able bodied people into disabled citizens. Almost every other citizen is a victim of the appallingly constructed footpaths at one time or another. The New York civic body pays compensation even for minor injuries caused by faulty pavements. If the BMC does that its entire budget will not be enough to pay compensation.

Legislation pertaining to the disabled requires all street design to suitably oriented but the civic body does not care even for the needs of ordinary citizens, not to speak of the need to implement even the guidelines of the Indian Roads Congress on pavements.

The former British rulers did a much better job regarding street design and footpath. One can see the remnants in the very wide footpaths in several areas of the old city like Ballard Pier, Parel and Wadala. These were built even when the number of pedestrians as well as cars was extremely small. Then after independence despite the big increase in the number of pedestrians, footpath space has been deliberately and cynically cut down to make way for cars.

It is only in the last few years that the civic body has shown some awareness of the needs of pedestrians and this is entirely due to increased public consciousness and media reports. Decent footpaths can be built all over Mumbai at a fraction of the cost required for constructing motorable roads and highways and this will give

a character to the city, make it more impressive visually and livable, it will empower common people, will make them feel they are as equal citizens as the motorists. People need to be spared the constant humiliation they face in the interface with car traffic.

Many streets in Europe are friendly mainly because of the huge space given to pedestrians. The footpath's role in promoting social interaction, intermingling is best expressed in the classic book Death and Life of Great American Cities written in 1961, exactly 50 years ago , by Jane Jacobs, who is hailed as the most important urban thinker of recent times. It is as much of a landmark as the book The Silent Spring by another redoubtable woman, Rachel Carson, published in 1962 , and which triggered widespread environmental consciousness.

Life can be improved with just a few innovations. If a footpath is built all along Malabar Hill it would be such fun to climb from the Chowpatty side, go past Raj Bhavan and Kamala Nehru Park and get down on the other side at Kemp's Corner. I have walked this stretch as also the whole of Pali Hill in Bandra which is entirely without any footpath though it is home to so many top politicians and film stars. In a way this absence of footpaths leads to an undeclared apartheid, keeping ordinary people out of elite areas.

With proper footpaths we can generate such a pleasant walk starting for example from Pali village, the heritage precinct with its old, neat houses, then climb zig zag street, go around Pali Hill and get down to the seaside on Carter Road and there can be a continuous long walk further on right upto Band Stand.

Most of the inner, smaller roads in Mumbai are without footpaths and much of the space is taken up by cars parked there. It is clear that the BMC is depriving people of the basic right to safe walking only to give free parking to cars because the automobile lobby is so powerful while pedestrians are treated with contempt.

Even the approach road to the Mount Mary Church is without a footpath though tens of thousands of people visit it as during the recent annual fair. After all pilgrimage is a good deal about walking. Citizens' intitiatives have helped create some excellent promenades as at Carter Road and Band Stand in Bandra. In a way these have come up despite the BMC. It is always difficult to convince the government and the civic body to implement schemes that benefit people. However, these well developed footpaths cater mainly to recreational needs. It is far more important to provide proper footpaths that connect residential areas to railway stations.

Unfortunately some good walking spaces are being sadly neglected. Recently, I was shocked to see that the whole open space in front of Rang Sharada auditorium has become squalid and the approach road to the Bandra Reclamation promenade is dirty and dark. The Bandra Reclamation promenade itself has been wrecked in the name of beautification and the work is hampered for the last several months as the developer is facing serious charges of financial irregularities.

Providing benches for citizens on footpaths will greatly make streets more friendly and promote social mingling. Benches are central to street design.

Hawkers' right to work on pavements is clearly accepted by the carefully thought out national policy on urban street vendors. The conflict between pedestrians and hawkers can be easily resolved by broadening the footpaths. Hawkers and pedestrians can and do co exist happily, for example, on the broad footpath on Lady Jamshedji Road in Mahim . It has a colourful atmosphere with a friendly interaction between middle class citizens and hawkers selling green vegetables, fruits and flowers.

Vithal Ganpat Pawar, a young man, lost one eye while traveling by the Central railway suburban train in 2011 when he was hit by a stone near

Vithalwadi station in one of those numerous incidents that make train commuting in Mumbai so hazardous. The Mumbai suburban rail network is the most crowded in the world and many foreigners are impressed that it does such a spectacular job of carrying over six million people daily . .. But what is not realized is that ordinary people pay a heavy price and travel in the most humiliating conditions.

A day may come when people will take to burning and violence in rage at the intolerable conditions. This observation comes not from some left wing radical but a very conservative expert and was voiced some years ago by Mr M . Q. Dalvi, a former consultant to the World Bank and , the British government Since then things have only got worse. .He and P.G. Patankar, another champion of public transport, had in a report for Tata Consultancy in the 1990s recommended an underground Metro for Mumbai.

This would have been far preferable to the overground Metro under construction which is encountering strong opposition from citizens as it will disrupt life in many areas in Mumbai as is happening in Bangalore. The public private partnership concept embedded in Mumbai Metro project, has not worked anywhere, argues Mr R Sreedharan, the architect of Delhi Metro and the best known expert on the subject in India. The project will also be a big drain on the state exchequer, argue architects Nitin Killawala and Hemoo Upadhyaya. The project ought to be funded by the government.

I have been traveling by suburban trains in Mumbai for the last 43 years. The only improvement I have noticed is that now they s are newer, there are announcements in the rakes about the next station and there is better ventilation. But otherwise the conditions are intolerable.

Travelling by suburban trains was much easier in the past. As a journalist in the Times of India, whose office is right opposite CST station, the train service was like a godsend. There was also much less fascination for the car. My senior colleague, resident editor Darryl D'mone, came from a family of big land owners in Bandra,. But always made it a point to travel to office by train. Occasionally, he would even hop from one train to another at VT over the dividing fence in days when platforms were not aligned the way they are now.

I remember that in 1968 there were turnstile gates at the Harbour branch section at the then VT station so that only one person could get out of the platform at a time and a ticket checker used to stand on the other side. Sounds unbelievable today. So there was clearly none of the crushing congestion and dehumanisation of the present times.

In the sixties when there was a crash of the Garuda Airlines plane near Nala Sopara, I as a cub reporter, accompanied the famous journalist Behram Contractor, Busybee, and we travelled by the Virar train. It was considered a very long distance in those days, Nala Sopara was far , far away from Mumbai. There was much

less reliance on the motor car in those days. And an AC car always used to be a talking point. When Dr Datta Samant, the trade union leader, acquired an AC car, it was thought to be a luxury and something inappropriate for a union leader.

Dr V Subramanian, former housing minister in 80s and before that an IAS officer, used to frequently travel by Harbour branch train after his retirement . He used to go for years from his house near Mantralaya to CST and then take the train to King's Circle to look after the work of reconstruction of the Shanmukhananda hall .

The huge demand for travel by people engaged in boosting the nation's economy puts the scale of economy entirely in favour of better facilities for the railways. In western countries many more trains are run even when the number of commuters is far lower. In the era of climate change, fuel shortage and in the interest of economy, railway and other forms of mass transport must get top priority. But the system pampers private cars and air travel.

I am sure things can become better with a shift of policies in favour of ordinary people. I say this on the basis of extensive interaction with various sections in the last several years. We do need a strong political will as was pointed out by Mr Jaipal Reddy, the then urban development minister, in his address at the international urban mobility conference in New Delhi in 2011 which I attended. Unfortunately, there is a wide gulf between what is done and what needs to be done. This conference was held in the opulent Grand Hotel, far away from any centre of public transport. So was the conference of 2011 which was held in the even more inaccessible and opulent and exclusived Manekshaw Centre of the Indian army in New Delhi. Even the keynote speaker for the conference, Mr. K.C. Sivaramakrishnan, former urban development secretary, had to go round and round and could not locate it. So what we need is a gigantic attitudinal shift to create a more just future for Mumbai's transport scenario. ■

- Vidyadhar Date

Key to Gen X Mumbai
Integrated, Timely, Suitable Planning

Mumbai, a cosmopolitan agglomeration has become a metropolis of extremes

The fact that Mumbai must rise as a futuristic city should not be ignored while undertaking its planning. Just infrastructure development will not solve its problems. The human element must be at the centre of all planning. Mumbai has survived and developed on the strength of its human resources.

Greater Mumbai occupies 438 sq km of area of which almost a hundred sq km is occupied by the Sanjay Gandhi National Park, leaving very limited space for human habitation. Resultantly, Mumbai has always remained a crowded, to be corrected overcrowded. Yet another significant factor is the continuous influx of people from various parts of the Indian sub-continent into Mumbai for trade and business ever since the city was identified as the perfect business centre by the British.

Mumbai is called a cosmopolitan agglomeration by urban planners. It is more varied than any other metropolitan city of India. Mumbai is

found to be home to many sub-cultures and languages, though Marathi has remained mother-tongue of the sons of the soil, the aboriginals. Besides Marathi, the State official language, 16 major Indian languages are also spoken in Mumbai, most common being the colloquial blend of Hindi, Gujarati Konkani, Urdu and of course English.

Mumbai has always remained a hub of commercial activity even after undergoing several transformations. Still, its principal handicap remains the overcrowding, at all times and at all places. Therefore, the quality of life suffers despite its overall affluence. Mumbai is called 'The City of Gold' by some but the description applies only to the older areas in the city proper. The British rulers conceived and developed this cluster of seven islands as 'the London of the East.' So, while walking around Central London, one always feels a sense of déjà vu since there are uncanny similarities in the Gothic architecture in the central business district of both cities. But the resemblance ends there only.

Today, Mumbai is a metropolis of extremes. While nearly 60 percent of its population resides in informal housing, also called slums, at the other end of the spectrum are skyscrapers and towers that dot the newly developing areas in south-central and suburban Mumbai. Such glaring contrasts hurt the eye and

impact the urban social fabric. Due to the inadequate civic infrastructure, the problems keep on making life difficult for the vulnerable sections like senior citizens, the physically challenged, the working women, nothing to say of the elderly living alone.

No wonder, Mumbai has the largest slum population, estimated to be over 65 lakh. The pressure takes toll on open spaces, which are encroached upon mindlessly. Mumbai has less than an acre of open spaces for every thousand people which ideally should be four acres. According to the 2011 census, the population of Mumbai is 1,24,79,608 and its density about 20482 persons per sq km.

Whereas the average density of population exceeds 27000 people per sq km, densities of 50000 people per sq km are the norm now. To top it all, certain slum pockets are found to be housing as many as 100,000 persons per sq km. Dharavi, the largest slum in Asia in north-central Mumbai, houses over 800,000 people. The situation has remained unchanged over last four decades since the first slum upgradation scheme in India began in 1985 with a special financial package from the Central Government.

The census also reveals that the Greater Mumbai literacy rate is 94.7 percent, much above the national average of 86.7 per cent. However, the sex ratio is 838 females per 1000 males in the island city, 857 in the suburbs and 848 overall for Greater Mumbai, all numbers lower than the national average. The reason for the low sex ratio is obvious: male migrants who come to Mumbai in search of the livelihood.

Mumbai's population represents all the major religions like Hindus, Muslims, Buddhists, Jains, Christians, Sikhs, Parsis and even Jews the community that has diminished in last couple of decades. The ten-day Ganesh festival has now turned out almost to be the national festival with people from all over the country visiting the city during the period. Navratri is yet another longer festive season celebrated in Mumbai with zeal and zest simultaneously with Gujarat and Bengal. Govinda is the

real Mumbai phenomenon. There has been increase in the number of festivals in the city like the Kala Ghoda and other regional festivals. These festivals generate revenue through different avenues, develop sources of bread and butter for downtrodden, create business opportunities enhancing profits for several business houses.

One of the magnets that attract people of all hues to Mumbai is the Indian cinema industry, popularly known as the Bollywood. Mumbai has already established itself as the home for the entertainment business in the East. Mumbai's urban heritage is comparable to any world standards. The Development Control Regulations (DCR) for Mumbai deserves a major credit for the preservation of this heritage.

The Mumbai architecture manifests several shades, from Gothic Revival to Indo-Saracenic, Art Deco, and many styles. Among the architectural marvels are Victoria Terminus (now CST), Gateway of India, the Taj Hotel, the Rajabai Tower of Mumbai University, the Central Library and the churches that are on the verge to complete the century and some which have crossed the hundred mark, besides the temples of other religions like the Bangnga temple the Parsy Agyaries (Fire Temple) and Jewish synagogues etc.

Trade, commerce and industry were Mumbai's forte till about a couple of decades ago. With the closure of most textile mills and the decreasing activity of the Mumbai port, it has lost some of its sheen as manufacturing has ceased to be a major activity; but Mumbai is fast emerging to be one of the world's top service centres with huge malls and BPOs mushrooming all over the city that bring in global financial flow.

One of the other major contributors to India's GDP is maritime trade through Mumbai and Jawaharlal Nehru Port Trust that amounts to over 60 percent. Almost 70 percent of capital transactions to India's economy are from the Bombay Stock Exchange, the National Stock Exchange, the SEBI, the Reserve Bank of India and the corporate headquarters of all major Indian

banks, companies and multinational corporations.

Mumbai suffers from the same major ills found in most fast growing cities in developing countries: widespread income disparity and lack of formal unemployment, poor public health and deplorable civic and educational infrastructure for a large section of the population. Still, it is surmised that the literacy rate of Mumbai slums is an average 69 percent, the highest in India.

With the spread of the metropolis, the housing stock is becoming more and more expensive, making the available space at every nook and corner a premium. Thus, people reside generally far from work places, require long commutes on crowded mass transit and overflowing roadways. This compels low income group segments to find a place in close proximity to BEST bus or suburban train stations, not minding the sub-human living conditions. Alternatively, they choose a place where employment is available, either in formal or informal sector.

Mumbai to live up to its reputation as a global metropolis, civic and the state planners should give top priority to integrated, timely and suitable planning. The fact that Mumbai must rise as a futuristic city should not be ignored while undertaking its planning. Just infrastructure development will not solve its problems. The human element must be at the centre of all planning. Mumbai has survived and developed on the strength of its human resource. It is the duty of the rulers and the planners to promote and nurture this valuable asset by opening up more and more opportunities.

One serious handicap from which Mumbai suffers is the multiplicity of authorities. Besides the Brihanmumbai Municipal Corporation (BMC), there are authorities like the Mumbai Port Trust, the Central Government, the Railways, the Airport Authority, the Defence Ministry, CIDCO and above all, MMRDA. Although it has been decreed that MMRDA will be the planning authority for all of Mumbai and the Mumbai Metropolitan Region (MMR), the reality is different. The municipal

corporations and the gram panchayats under MMRDA operate more or less autonomously. The State and Union Governments rarely are found going hand in hand.

The example of this discrepancy is seen along the Jogeshwari-Vikhroli Link Road (JVLR). The Forest Ministry took its own time to clear a tiny portion of land belonging to the IIT which was required for JVLR widening. The rail overbridge at Kanjur Marg took several years to complete. In the intervening period, traffic continued to suffer. All this has happened in absence of perspective planning. Had all the possible difficulties been identified in

the nascent phase of the project and tackled in time, enormous amounts of money and valuable time could have been saved.

A positive timely approach with strong policy framework is the only way to discipline the growth of Mumbai into a futuristic city. Many solutions have been suggested for this but few have been acted upon. The existence of Mumbai as a dream destination should apply to everyone and not only to the top bracket earners.

A step in this direction is the rethink on the FSI regulation. The next logical measure in this direction should be a uniform FSI in Mumbai and in MMR.

This will boost the development of the outlying areas with a renewed pace. This will also strengthen the planning process since vexing FSI regimes will vanish.

We have a shining example in the emergence of the Bandra-Kurla Complex (BKC). An almost abandoned piece of land once upon a time, BKC is now a hub of activity. Another two such hubs – one at Oshiwara in western suburbs and another at Kanjur Marg in eastern suburbs – are being talked about for a long time but no decisive action has been taken. The rulers and planners should now pay attention to them so that the dispersal of growth is more balanced.

If we look around us, it will be irrefutably clear that we lag behind by at least half a century in comparison with our neighbours. The example of China is not acceptable to many since it has a different type of governance. Nonetheless, it must be accepted that the swift implementation of development projects has put China on the world map in a very short time and its imminent rise as the premier world power, owes mainly due to its planning process. If not China, there are many other examples like Singapore or Malaysia. By avoiding the undesirable in other systems, we can and must embrace what is good for us. Pointing fingers at others will not take us forward.

Chief Minister Prithviraj Chavan has repeatedly declared that the government is pledged to make Mumbai a world-class metropolis and also augment urban infrastructure in Tier II cities in Maharashtra. In Mumbai, he has plans to introduce a bus rapid transit system (BRTS) along with speeding work on the trans-harbour link.

A small but crucial step in this journey was the inauguration of an air-conditioned ST bus stand at Dadar in Mumbai for Volvo and semi-luxury buses travelling between Mumbai and Pune. The stand is the first of its kind in the country. It will have AC resting room for bus drivers, too.

On the BRTS proposal, Shri Chavan has plans for trial runs in Mumbai soon. The 22-km trans-harbour link between Sewree and Nhava Sheva will take off in the near future. "I wish to ensure that work on the Navi Mumbai airport and the sea link is carried out simultaneously. The link should hopefully be ready by the time the airport comes up."

A word from President Pratibha Patil, at a function held in Mumbai, should guide all planners and rulers in India. She emphatically stated that urban planning should not be limited to catering to the needs of only current inhabitants but look at developing cities and townships keeping in mind a minimum time-frame of 25 years. She urged the need to develop effective public transportation systems to solve the problems of congestion and vehicular pollution and asked planners to adopt environmentally-friendly options like bio-gas, solar and wind energy in their designs.

The President said that works like roads, drainage construction or repairs should be undertaken in a coordinated manner by adopting an integrated development framework for an entire area. 'The construction of green buildings, designed for energy conservation and water harvesting, should be encouraged as also making earthquake resistant buildings,' she said.

Expressing concern over the growing number of slum-dwellers in the country, the President said that the population of people living in urban slums has grown from 26 million in 1981 to 62 million in 2001. "Being at the lower rung of the ladder, they constitute the vulnerable section that is likely to suffer from hunger, malnutrition and disease," this word of caution by the President should always be kept in mind while planning. ■

- Dilip Chaware

Redefining Cultural Parameters

The future of the arts lies in the hands of coming generations

'With imagination and thinking out of the box , a school curriculum can be devised in such a way that the arts get integreted into the learning process. Theatre particularly can be a valuable tool in teaching. The doors to the arts must be opened to children at school itself to give them the value they deserve in our social life.

U rbs Prima in Indus' reads the plaque outside the Gateway of India. Once upon a time, Mumbai was indeed the first city in the country, arguably the only real city. It is a good thing for the country as a whole to have more cities competing for the first slot, but it is not necessarily good for Mumbai to slip from that position, which unfortunately it has done in the field of the arts. Not that there is a paucity of art happening in the city, but it no longer occupies the centre of the city's activities as it once did.

One of the most vital parameters of a city's health is its culture--the vibrancy of the arts in the city. Culture requires investment, whether from the State or the private sector. But culture doesn't get the investment it requires because it

is seen as non-productive. It is seen as a field of activity from which the investor cannot hope for material returns. This is not quite true. Entire economies have been built from marketing culture. But to do so requires vision, target-oriented planning and supportive infrastructure.

Let us take the case of the P. L. Deshpande Maharashtra Kala Academy, which could so easily become one of the city's premier attractions for tourists from within and outside the country if it puts a well-planned programme in place. It is touted as "one of the most popular cultural centers in Mumbai", whose main aim is to "promote arts and to encourage upcoming artists." The academy's two lakh square feet area is supposed to be dedicated to facilities such as an art gallery, exhibition hall,

mini theatre, cafeteria, parking lot, dance halls for traditional dance forms like Bharatanatyam, Mohiniyattam and Kuchipudi, and mini halls for sculpture, handicrafts and photography. However, several small rooms in the building for the outside world are just empty spaces.

What the public does see, however, is that the Academy has a bank prominently located on its premises, and hires out spaces for cultural activities. Of these, the main auditorium is extremely expensive to hire, but obviously the income from that subsidises a smaller performance space which is hired out at more affordable rates to non mainstream or experimental work. However, the space cannot be used effectively for dance and theatrical performances. It is fine for

cultured place. However, the whole land was made over to commercial interests to build malls, fancy restaurants and posh towers and the vibrant culture of the area that had been so integral a part of the city's culture was left to die.

Let us not imagine, however, that music, dance and theatre will die without the active support of the State and the Private sector which now includes the media, for they too have become a business. I do not include the visual arts in this argument because they have their own established network of galleries that link art production with exhibition and sale. The visual arts are also part of a global market with its own sponsorships and patronage. A painting or a piece of sculpture is exhibited primarily for sale. The performing arts cannot be sold in the same way because they do not produce material objects that can be acquired. They produce ephemeral, transient experiences that are impossible to monetise.

One of the basic requirements for the performing arts to survive is training. Mumbai is rich in teachers, partly at least because only a tiny percentage of young people who learn music or dance can become self-sustaining performers. To survive on their art, they must teach. The music department of Mumbai University was extremely lively when it was headed by the late Dr Ashok Da Ranade. It still has illustriuos musicians as gurus on its faculty and provides training in the different gharanas of music. The SNDT University too provides training to students desirous of earning a degree in music. In addition to these institutions there are scores of smaller institutions and private teachers, who take students and produce good performers.

The Nalanda Dance Research Centre in Juhu, affiliated to Mumbai University since 1973, offers undergraduate and post-graduate degrees in dance. Across the road from it is the Sangit Mahabharati, established by the late tabla maestro Pandit Nikhil Ghosh, which offers training in music and dance. Odissi is taught at Jhelum Paranjape's Smitalaya and Bharata Natyam of the Thanjavur style at the

music and lectures. In brief, the Kala Academy is in the business of hiring out space. And since that is its business, it hires out space for exhibitions that have little to do with the arts.

Where is the vision here? Where is the target-oriented planning that will allow the citizens of Mumbai to feel this is their cultural space, buzzing with creative activity? One cannot but recall the privately owned Bhulabhai Desai Institute on Warden Road which, in the sixties, became just such a place. It was like a warren where every form of art was practised, attracting even ordinary citizens to walk in and watch. The Kala Academy could become such a cultural hub, but it would require the

State to think about its potential more imaginatively.

Another opportunity that the State lost for conserving the city's culture was when it did not feel the need to reserve even a small plot of land in the mill lands to erect a theatre where the old Giragaon culture could be preserved. The theatre could have hosted the rousing songs of the old shahirs, and it could have hosted dashavatari shows and tamashas. If the theatre had been well-equipped and the performers had been helped to polish up their performances, the theatre would have been a big draw for the local population as well as for others in the city. More importantly, preserving its history would have marked the city as a

Shri Rajarajeshwari Bharatha Natya Kala Mandir. As with music, there are many smaller institutions and private teachers who impart training in dance.

The Academy of Theatre Arts, Mumbai University offers theatre training under the able directorship of Shri Waman Kendre. Outside the formal academic frame, Theatre Professionals, a private initiative by Jehan Manekshaw and Tasneem Fatehi, has been offering theatre training since 2008. Again, there are dozens of other schools, classes and regular workshops that train young people in theatre in Mumbai.

Thus, training is well taken care of, but what about performance opportunities? A couple of years ago, a dancer whom I met in Kolkata wondered at the absence in Mumbai of impressarios for dance. If dance happens in this city at all, it happens despite this woeful absence of impressarios. Under these circumstances, dancers have taken to presenting themselves through one another's organisations. The comparative unpopularity of classical dance in the city means that audiences at dance programmes mostly comprise students of dance and relatives and friends of the performers.

The low degree of popularity of dance in Mumbai, as opposed to the popularity of classical music and theatre, may be attributed to the fact that, apart from the Lavani, Maharashtra does not boast of a dance that is unique to it. The south has its Bharata Natyam, Kathakali and Kuchipudi. The north has its Kathak. The east has its Manipuri, Odissi and Sattriya. The west does not have a classical dance tradition. The modern dance has not been given as much support as the classical dances have received. The State looks upon it as a foreign import and the private sector finds its lack of popularity an inhibiting factor in supporting it.

Opportunities for performance are as important as training facilities in the performing arts. We have dealt with why dance does not get support. But music is in the life blood of Maharashtra. Musicians look forward to invitations to perform from the several music circles

that are scattered all over the city. But the field of performers is so large, that invitations are few and far between. However, All India Radio continues to broadcast regular programmes of classical music, which helps.

The problem is musicians' fees. There are music circles in existence like the Khayal Trust which have to knock on a dozen corporate doors before one of them opens an inch to hand out a few thousand rupees for their annual festivals which, over the years, have become important events on the music lover's calendar. Music circles, unsupported as they are by

both the State and the Private Sector, find it difficult to pay performers what would be considered their due in any other modern city. The other result of an overful field is that audiences do not wish to risk taking the time to listen to a performer about whom they have heard little or nothing.

Here we come to the role of the media in promoting the arts. Do they play a role? Do they even think they have a role to play? The short answer to both questions is, no. One of the signs of the media abdicating its role of covering the arts, was the withdrawal of space for reviews of music, dance and theatre

performances soon after liberalisation. As if this was not enough, there was a commensurate increase in the space devoted to Bollywood and its stars. It is not surprising therefore, that writer after writer has come to this city to write about it and gone away having written about the underworld, the slums and Bollywood.

Bollywood is now known internationally as the single most vital expression of Indian culture. Our young boys and girls are beginning to live up to this imagined reality. For the only dance they are exposed to is Bollywood dance. Its over-abundant physical energy and glamour make it instantly attractive to them. If material infrastructure and financial support are important for the sustenance of the performing arts in the city now and in the future, need to consciously develop a receptive community that enjoys the refinements of music, dance and theatre in a lively, intelligent, sensitive way, which would encourage the arts to grow and never stagnate.

The future of the arts lies in the hands of coming generations. If they are taught to value the arts, they will once again turn Mumbai into a cultural hub of the country, which once it was.

Human infrastructure is based squarely on education and its priorities. At this moment, the priorities of education are all about completing 'portions' set in the syllabus at the training end, and passing examinations with unheard of percentages by cramming at the learning end. Some schools do include music and dance as extra-curricular activities, but such inclusion is marginal. It marks the arts as irrelevant to the business of living which they are not. With imagination and thinking out of the box, a school curriculum can be devised in such a way that the arts get integrated into the learning process. Theatre particularly can be a valuable tool in teaching.

I am not suggesting that schools attempt to produce performers. What I mean is the doors to the arts must be opened to children at school itself to give them the value they deserve in our social life. Making children understand that there is more to life than mugging for exams and escaping the realities of life through Hindi films, will add a rich dimension to their lives.

The lives of artists would make fascinating reading if written in a lively way for inclusion in text books. If they are written in pious prose, as they

often are, however, children will fail to respond. Language is the very root of culture. Children who grow up reading stodgy text books, come out at the other end without the means of individual expression. The arts are all about forms of individual expression.

At a recent workshop for aspiring playwrights, when a young girl was asked why her characters spoke in such filmy language, she replied, "because that is the language I and my friends speak". Bollywood provides young people with ways of expressing themselves dramatically because education fails to give them a rich and expressive language.
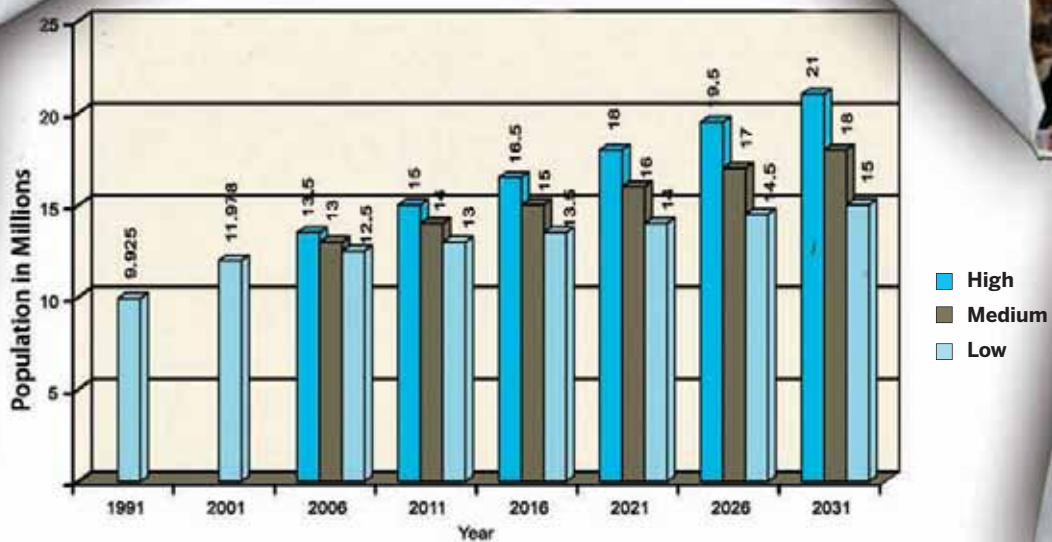
Spic Macay (Society for Promotion of Indian Classical Music and Culture Amongst Youth) has done wonderful work in demystifying music for youngsters through its lecture-demonstrations. But this has been possible only when schools have been supportive to the idea. Not all schools are, because schools do not think of the arts as values to be prioritized.

Finally, I must point the finger at the political and business leaders of the city and of course Bollywood stars who are icons for the youth. Do we ever see them at programmes of music, dance and theatre? If they made such public appearances, our celebrity-driven press and television channels would flash pictures of them and it would sink in with readers and viewers that there is something called classical music, dance and serious theatre which might be worth their while to spare time for.

In conclusion I must say, if culture is to be preserved in the city in any way other than in the unplanned, ad hoc way in which it has existed so far, the people who hold the economic, educational and political reins in the city must give serious thought to what place music, dance and theatre should have in the life of the city. Do we present ourselves to the world as a cultured community or merely as crass consumers of easy pleasures? How the arts survive in the future will depend entirely on the answer we give to this question. ■

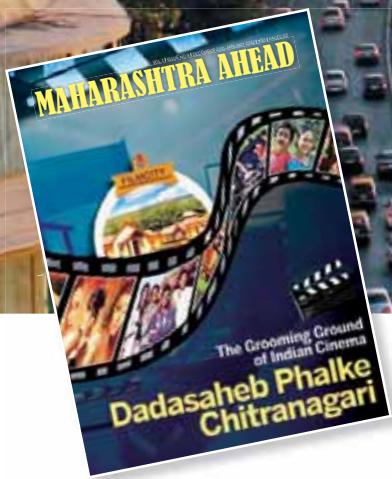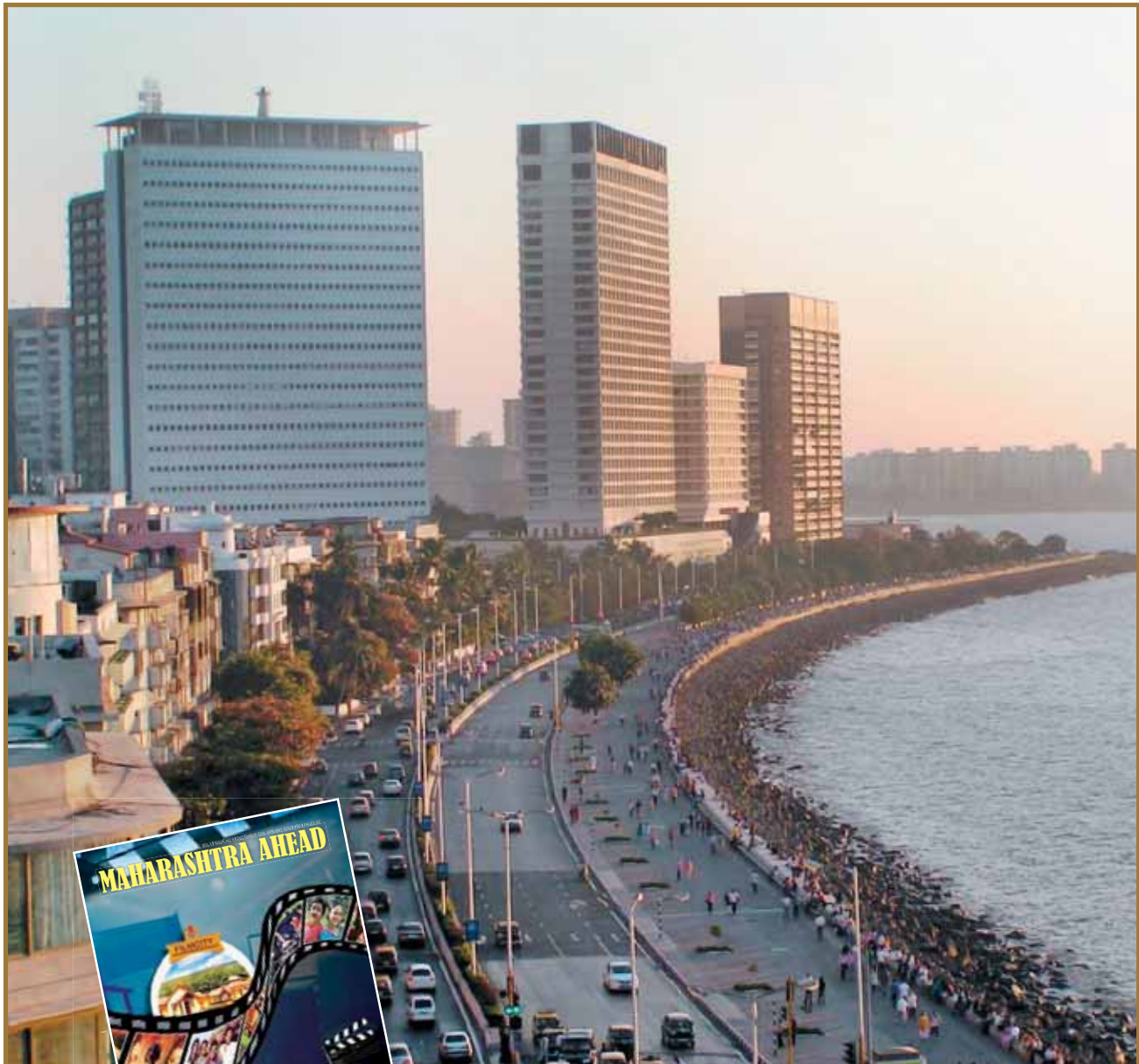*- Shanta Gokhale*

Future Population Growth of Greater Mumbai

Population in Millions (vertical axis, 5 to 25)

Values shown by year:
- 1991: 9.925
- 2001: 11.978
- 2006: High 13.5, Medium 13, Low 12.5
- 2011: High 15, Medium 14, Low 13
- 2016: High 16.5, Medium 15, Low 13.5
- 2021: High 18, Medium 16, Low 14
- 2026: High 19.5, Medium 17, Low 14.5
- 2031: High 21, Medium 18, Low 15

Legend: High, Medium, Low

Year (horizontal axis)

The Future?

Given this demographic trend, what would be Mumbai's population size in the future, say, 2031? Three scenarios are possible: low, medium and high, all relative to the present population, and depending on the pace of additions by natural accretion- that is by births and balance of births over deaths – and migration (Chart)

1. Should the population grow at about 3 lakh people annually, that is, additionally more than were added in the period 1991-2001, it could be on higher side at 2.1 crore. That is the 'high' projection.

2. Should the addition be just of 2 lakh people per annum to the existing population, 1.5 crore in 2016 and 1.6 crore in 2021, and then increase further to 1.8 crore in 2031. That level of population increment would be akin to what was witnessed during 1991-2001 and be categorized 'medium'.

3. Were it to be an annual growth of just 1 lakh per annum, the population could reach 1.5 crore by 2031 and be categorized as 'low' estimate.
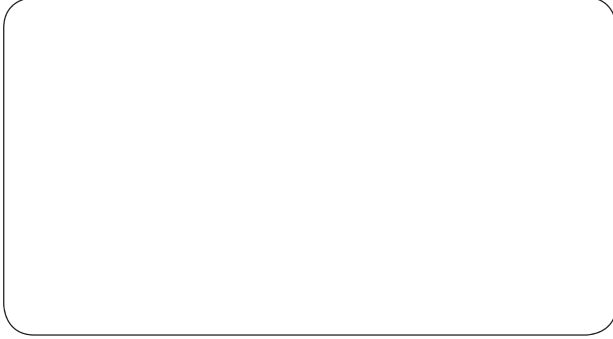
Source- Mumbai Human Development Report 2009