



Tribute to the Torchbearers of Our Ideology

This booklet is humbly dedicated to the revered Late Shri Prabodhankar Thackeray, the visionary who gave the name Shiv Sena to the fierce, unbreakable unity of the Marathi people; and to the venerable Hindu Hriday Samrat, Shiv Sena Pramukh Balasaheb Thackeray, who kept the fiery and ever-inspiring ideals of Shiv Sena alive—ideals that have continued to illuminate both Maharashtra and the Nation.



शिवसेना
उद्धव बालासाहेब ठाकरे

Preface

With far-sighted vision into the future and a vision to fortify Mumbai for the centuries ahead, former Chief Minister of Maharashtra and Shiv Sena Party President, Hon. Shri Uddhav Balasaheb Thackeray, laid a strong and lasting foundation for the city's growth. Similarly, with a modern, forward-looking perspective and an unwavering commitment to the sustainable development of Mumbai and other urban centres across Maharashtra, Shiv Sena leader and MLA, Hon. Shri Aditya Uddhav Thackeray, has played a pivotal role in shaping the city's progress.

It is with their permission, guidance and inspiration that we present this chronicle a saffron chapter of progress etched upon the horizon of Mumbai.

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A financially robust Brihanmumbai Municipal Corporation (BMC) with a budget of ₹40,000 crore and fixed deposits worth ₹92,000 crore.



The Municipal Corporation, once on the brink of bankruptcy, was revived, and Mumbai emerged as the richest municipal corporation in the country.

When Shiv Sena assumed leadership of the Mumbai Municipal Corporation in 1997, the corporation had a revenue deficit of ₹600 crore. But Shri Uddhav Balasaheb Thackeray introduced rigorous financial planning and activated new and sustainable avenues of municipal revenue. Financial discipline was restored within the corporation, and resources were utilised with prudence and purpose. As a result, by 2022, the municipal budget had risen to an impressive ₹40,000 crore and the corporation's fixed deposits had expanded to ₹92,000 crore, making it one of the wealthiest municipal bodies in India.

Throughout the political shifts between 1997 and 2022, the discerning citizens of Mumbai continued to place their trust in the leadership of Uddhav Balasaheb Thackeray and consistently entrusted the city's governance to Shiv Sena.



Thanks to his astute financial management, the Mumbai Municipal Corporation once struggling with revenue deficits grew to possess a budget larger than those of Goa, Tripura, Sikkim, Nagaland, Mizoram and Arunachal Pradesh, and even exceeding the national budgets of Maldives, Bhutan and Iceland.

Importantly, this turnaround was achieved without imposing any excessive or hidden taxes on Mumbaikars.



On the contrary, Uddhav Balasaheb Thackeray granted complete property tax exemption to residential units measuring 500 sq. ft. or less a landmark decision that brought direct financial relief to over 1.6 million households.

To ensure a seamless and citizen-friendly tax-payment experience, the Municipal Corporation expanded its digital infrastructure, introducing a range of convenient options including an online payment gateway, the MyBMC 24x7 app, BBPS, net banking, UPI, debit and credit cards, digital wallets, NEFT and RTGS.



Why did the Mumbai Municipal Corporation keep ₹92,000 crore in fixed deposits?

These reserves were a safeguard a financial shield to ensure that no matter what global economic uncertainties might arise, a world-class city like Mumbai would remain stable and resilient. From an urban planning perspective, these deposits were earmarked for critical long-term projects. For instance, the Goregaon–Mulund Link Road (GMLR) was kept toll-free because of this foresight, and ₹12,500 crore from these deposits was allocated for the Coastal Road project.

These funds were also reserved for essential civic priorities such as sewage treatment plants, water purification systems, waste management, public health infrastructure, transportation, and for the salaries and retirement benefits of municipal employees.



Digital, eco-friendly, comfortable, and widely regarded as India's finest metropolitan bus service. Mumbai's BEST with fares beginning at just ₹5/-.



During Shiv Sena's administration, BEST operated on 438 routes, serving over 30 lakh passengers every day through a fleet of more than 3,500 buses all at highly affordable fares.

A strong, reliable public transport system is a lifeline for the working people of any city. Yet, in many places, such systems are deliberately weakened to make room for private operators. Determined that such a fate should never befall Mumbai, Uddhav Balasaheb Thackeray consistently prioritised strengthening the institution of BEST.

Since 2013, Aditya Uddhav Thackeray has championed the introduction of electric buses in Mumbai. With this vision, he set an ambitious goal: by 2027, 10,000 fully electric, eco-friendly, air-conditioned BEST buses would serve Mumbai, offering sustainable, modern, and universally affordable public transport.

In 2018, Aditya Uddhav Thackeray achieved yet another milestone by introducing air-conditioned and well-equipped bus services at exceptionally accessible fares:



**₹5 for 5 km,
₹10 for 10 km,
₹15 for 15 km.**

**With ₹20, one
could travel
anywhere in the
city**

**Notably, the
₹5 fare for 5 km
became the
cheapest public
transport fare in
the world.**

(However, after 2022, the Mahayuti alliance has doubled these travel fares.)

Today, Mumbai boasts a modern fleet of electric, eco-friendly AC buses, mini and midi buses, long buses, and double-deckers a transformation credited entirely to the vision of Aditya Uddhav Thackeray.



BEST is also India's largest, most economical and most successful municipal electricity distribution model. In fact, among global metropolitan electricity systems, Mumbai's BEST stands proudly alongside those of Los Angeles, Seattle, Toronto, Zurich, Vienna and Munich.



In comparison not only with major Indian cities such as Delhi, Chennai, Kolkata and Bengaluru but even with global metropolises like London, New York, Singapore, Tokyo and Dubai, Mumbai's BEST remains the most affordable bus service globally.

The Fort ferry, operating every five minutes, has enabled more than five million Mumbaikars annually to reach work on time. For BEST staff and workers, nutritious meals at affordable rates were made available in the canteens of 13 depots through a collaboration between BEST and Akshay Chaitanya, with plans to extend the initiative to all 27 depots.

During Uddhav Balasaheb Thackeray's tenure as Chief Minister, Mumbai became the first city in India to implement the National Common Mobility Card (NCMC) for its public transport network, allowing seamless tap-and-go access across both BEST buses and the Metro.

Remarkably, at a time when public transport systems in many cities are struggling, Mumbai's BEST continues to run with efficiency and innovation a testament to Aditya Uddhav Thackeray's forward-looking and environmentally conscious vision.



A transformative initiative that changed public perception of municipal schools the remarkable success of the Mumbai Public Schools experiment.



Through this visionary project, Aditya Uddhav Thackeray revitalised the entire face of the municipal education system.



With modern, aesthetically designed school buildings, advanced teaching methods and completely free education, municipal schools which once witnessed an annual decline of nearly 30,000 students are now experiencing a remarkable surge in enrolment.

Across 1,234 schools, more than
325,000+ students receive education in 8 languages.

Students benefit from 28 types of free facilities
including well-equipped e-libraries, uniforms, textbooks, health camps, free BEST transportation, and sanitary pads with vending machines for girls.

Mumbai became the first municipal corporation to establish over
600+ satellite-enabled virtual classrooms.

To reduce the burden of textbooks, over
62,000+ students received educational tablets
in five languages.





It is the only municipal corporation in the world to offer free education across all boards — CBSE, ICSE, IGCSE, IB and SSC while retaining its existing teachers and training them in modern pedagogical methods.

To address the earlier 40–45% decline in educational quality and strengthen holistic learning, Aditya Thackeray collaborated with social organisations, educational experts and teachers to build a comprehensive reform roadmap. As a result, school quality has risen dramatically to 85–90%.

To encourage regular attendance among girls, an incentive allowance scheme was introduced. To ensure nutritional support, Aditya Thackeray implemented the Akshayapatra mid-day meal programme through women's self-help groups, ensuring healthy and wholesome food for students.



Serving over 1,04,40,000 patients annually at affordable rates, the Mumbai Municipal Corporation operates the largest municipal healthcare system in Asia.



While primary healthcare is typically a municipal responsibility,

Mumbai stands apart for offering comprehensive healthcare through
4 medical college hospitals,
1 dental college,
29 maternity hospitals,
16 suburban hospitals
6 specialised hospitals.

Together, these institutions provide approximately 15,000 beds for the city's residents more than 7,000 in major municipal hospitals, over 4,000 in suburban hospitals and nearly 3,000 in specialised centres.

Mumbai Municipal Corporation is also the first municipal body in India to provide advanced proton therapy facilities for the treatment of cancer patients



Across 190 municipal dispensaries and 212 primary health centres, at least 90% of medical services and over 140+ essential medicines are provided free of cost.



In all 16 suburban hospitals, diagnostic services such as **CT scans, MRI, sonography, ECG and X-rays are provided completely free of charge**, while dialysis is made available at nominal rates.

In the **28 maternity hospitals** of Mumbai Municipal Corporation, a baby is born every **35.4 minutes**, and thanks to excellent healthcare facilities, the infant mortality rate remains exceptionally low. This stands as a testament to Mumbai's effective maternal and child health system.

Under the paediatrics departments, children receive free vaccinations protecting them from diseases such as **measles, whooping cough**, and others.

Remarkably, the health budget of Mumbai Municipal Corporation exceeds the national health budgets of several countries.

Alongside essential healthcare services, Mumbai Municipal Corporation provides highly specialised and expert treatments at nominal costs. For the past 25 years, Uddhav Balasaheb Thackeray has overseen the management of this healthcare system with the care and dedication of a family patriarch.

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The metropolitan authority that provides the most affordable water in India the Mumbai Municipal Corporation charges its residents merely ₹3.50 for every 1,000 litres of water.



The Hindu Hriday Samrat Balasaheb Thackeray Middle Vaitarna Dam, constructed by the Municipal Corporation, ranks as the 9th fastest-built dam in the world, substantially enhancing Mumbai's overall water storage capacity.

After assuming office as Chief Minister, Uddhav Balasaheb Thackeray enabled the installation of a hydroelectric generation facility at this dam, integrating clean energy production into the city's developmental framework.



The Mumbai Municipal Corporation has also established Asia's largest water purification plant a facility unmatched even in countries such as China or Japan. It is often said that the water produced here is purer than commercially bottled water.



During the Shiv Sena administration, water supply planning was conducted with such meticulous foresight that, despite recurrent drought warnings across Maharashtra, Mumbai never once faced a severe water shortage.

The pipelines that carry water across the city collectively span 7,000 kilometres, a distance roughly equivalent to that between Mumbai and London.

To prevent contamination, the pipelines running from Marol to Ruprarel and from Ruprarel to Colaba have been laid **90 feet below ground level**. To ensure uninterrupted and safe water supply, Mumbai's extensive pipeline network is monitored through an advanced **SCADA (Supervisory Control and Data Acquisition)** system, a level of real-time surveillance and oversight rarely found even in major global cities.

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Coastal Road an ambitious, expansive project of international standards, unprecedented anywhere else in India, with open spaces reserved for activities and leisure, and designed without harming marine life — truly visionary, Uddhav Balasaheb Thackeray.



The undisputed credit for India's first and only Coastal Road goes to the vision of Uddhav Balasaheb Thackeray.

During his tenure as Chief Minister, the progress of the Coastal Road project accelerated dramatically; the annual pace of work nearly doubled, bringing this unique world-class project swiftly towards completion.

In this period, India's first underwater tunnel was completed a milestone achievement in engineering history.



The Tunnel Boring Machine (TBM) 'Mavala', used for the underwater tunnel, was imported from China. During Uddhav Thackeray's tenure, the Coastal Road project was completed without a single allegation of corruption.

All contracts were awarded through Global Competitive Bidding, ensuring transparency and fairness.



Uddhav Balasaheb Thackeray envisioned a Mumbai where the stretch from Nariman Point to Dahisar could be covered in merely twenty minutes a city free from traffic congestion, free from delays, moving seamlessly and effortlessly.

The reclamation process was carried out under the supervision of environmental experts, ensuring that marine ecosystems remained unharmed. Under Uddhav Thackeray's direction, the project incorporated additional public spaces, coastal promenades, cycling tracks, walkways, and green zones.

The two tunnels along the Priyadarshini Park to Marine Drive route were completed ahead of schedule.

Each of these complementary facilities was personally inspected and approved by Uddhav Thackeray.

Mumbai's road network spans 1,948.17 kilometres a distance roughly equivalent to travelling from France to Poland.



Even during unprecedented disruptions such as the COVID-19 pandemic, Uddhav Thackeray inaugurated the Worli–Shivdi Connector, reaffirming his commitment to timely infrastructure development.

Under his guidance, the 1st girder of the MTHL (Mumbai Trans Harbour Link) bridge was laid, and 82% of the project was completed during his tenure. Even amid the challenges posed by the COVID-19 pandemic, he ensured uninterrupted progress.

The connector between the **Hindmata Flyover** and the **Parel Flyover** was completed in just two and a half months. New flyovers are expected to eliminate long-standing traffic congestion from Saatrasta to Mahalaxmi Station, as well as in the Vikhroli Station area. The **Ghatkopar–Mankhurd Flyover** has reduced travel time by nearly twenty-five minutes for commuters using the Navi Mumbai, Thane, and Sion corridors.

In the Parel business district, the forthcoming **Dilail Flyover** is set to further ease traffic movement. The 750-metre **Mrunaltai Gore Flyover** will streamline the **Goregaon East–West Link Road**, while the 932-metre **Kora Kendra Flyover** will significantly reduce congestion in Borivli West.

Additionally, **32 public parking facilities** and **91 pay-and-park locations** have been implemented across the city.

Importantly, as many as sixteen different agencies operate simultaneously in Mumbai. Roads are frequently dug up, often left incomplete, creating avoidable hardship for citizens. Uddhav Balasaheb Thackeray ensured consistent coordination among these agencies, enforcing strict timelines so that all roadwork would be completed by May 31 each year preventing inconvenience to Mumbaikars during the monsoon.

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The World Health Organization (WHO) later praised Mumbai's COVID response globally as the "Mumbai Model".



In the two years that followed, the manner in which Chief Minister Uddhav Balasaheb Thackeray steered Maharashtra through one of the most testing periods in its history earned him a rare and heartfelt honour from the people — they began to see him not merely as their Chief Minister, but as the head of their family.

It was during this period that Maharashtra had just emerged from the 2019 elections, and Hon'ble Shri Uddhav Balasaheb Thackeray had taken office as Chief Minister. Even as he was taking welfare-oriented decisions such as the farm loan waiver, the State suddenly found itself confronted with the overwhelming challenge of the COVID pandemic.



To arrest the spread of the virus, Chief Minister Uddhav Balasaheb Thackeray declared a lockdown across Maharashtra, not through haste or provocation, and without creating fear or panic, but by giving the people due clarity, foresight and reassurance.

He recognised early on that the battle ahead would be prolonged, and therefore chose a path of measured restraint rather than theatrics. Thereafter, he focused his full attention on strengthening the administration, granting officials complete freedom to take swift decisions and **constituting a task force of expert doctors to guide the State's response.**

As a statesman, Uddhavji displayed firm and courageous leadership; as a guardian of the people, he spoke with warmth and sincerity. He communicated with citizens like the head of a family hiding nothing, giving them an accurate picture of the situation at every stage, and instilling confidence amidst global uncertainty.

The inside account of this period, recorded **in the book COVID WARRIOR** Iqbal Singh Chahal, offers a striking narrative of the reassuring role played by Chief Minister Uddhav Balasaheb Thackeray and Mumbai's then Guardian Minister Aditya Uddhav Thackeray during the pandemic.



In Mumbai, the campaign Chase the Virus was launched in an aggressive and mission-driven manner to break the chain of transmission. Door-to-door testing, tracing, medical screening, primary treatment and public awareness were carried out relentlessly. Although criticism was constant and rumours widespread, Uddhav ji ensured that no political pressure was allowed to interfere with the functioning of the administrative machinery.



To save Mumbai, he worked tirelessly with senior officials to secure immediate approvals for creating Jumbo COVID Centres. Without these centres, Mumbai would not have survived the first wave. The first such "Jumbo COVID Hospital" at the Bandra-Kurla Complex was constructed in a record eighteen days, where more than ten lakh patients were successfully treated and sent home.

To understand changes in the virus and identify the epicenter of infection, Uddhavji established Maharashtra's first genome sequencing laboratory at Kasturba Hospital, which is affiliated with Nair Hospital in Mumbai. This helped in rapidly detecting mutations (genetic changes) in the coronavirus.



Likewise, Aditya Uddhav Thackeray, with the support of corporate partners, set up a fully equipped Jumbo Field Hospital at the Worli Dome the first such facility in Mumbai with over 600 beds and dedicated COVID ICUs.

Throughout the pandemic, Aditya Uddhav Thackeray remained active round the clock. Even after contracting the virus himself, he resumed his visits to slum clusters and containment zones as soon as he recovered.

In the very first phase, It was due to his efforts that Mumbai secured a stock of ten lakh vaccine doses. By engaging with corporates and persuading them to contribute through their CSR commitments, he ensured that large-scale free vaccination could be conducted in the city's densely populated slums.

Within just a few months, 11 jumbo centers and 184 hospitals were made COVID-ready, with a total of 48,000 beds, 3,900 ICU beds, and 1,500 pediatric beds.



At the height of the crisis, when the Municipal Corporation was facing an acute shortage of ambulances, Aditya immediately intervened. Within just five days, arrangements were made for eight hundred vehicles and trained drivers to function as emergency ambulances.

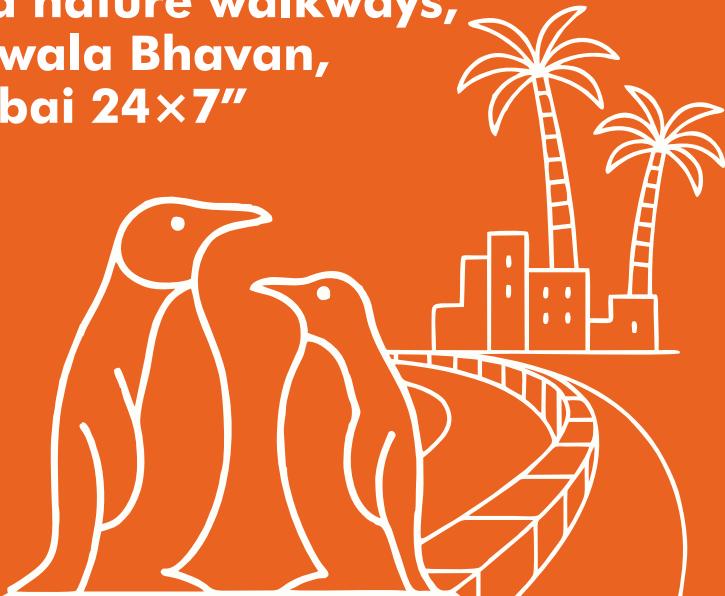
During the oxygen crisis of the second wave as well, Uddhav Thackeray personally monitored every development. In a decision unprecedented in any other State, he approved the establishment of oxygen-production facilities within the city itself.

Many administrative officers have recounted that during internal meetings, Uddhav ji always remained calm, methodical and guided strictly by facts and logic.

When vaccine shortages arose later, whatever the political or non-political reasons may have been, Uddhav ji ensured that neither the administration nor the State lost hope. He reassured them simply and firmly, "The vaccines will come. We must remain prepared."



**Sanyukt Maharashtra Hall, Kandalvan Garden,
sea-viewing decks, elevated nature walkways,
penguin attractions, Dabbawala Bhavan,
Warkari Bhavan, the "Mumbai 24x7"
concept, theatres,
725+ new gardens
& much more .**



Believing that open spaces in a city are its lungs, Uddhav Balasaheb Thackeray has been extremely firm and committed to protecting Mumbai's open spaces and natural heritage.

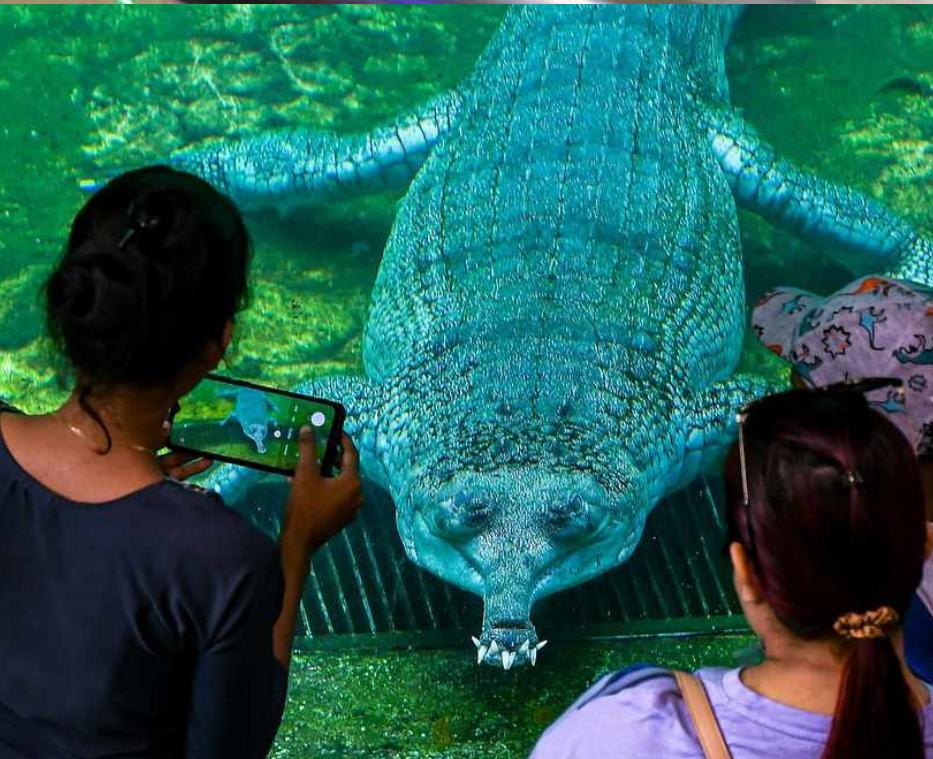


Whenever prime land, playgrounds, salt pans, mangroves, tree cover, and gardens in Mumbai come under threat, such destructive projects are strongly and forcefully opposed in the distinctive "Thackeray" style. While serving as Chief Minister, Uddhav Balasaheb Thackeray declared the Aarey green belt—rich in biodiversity—as a "forest."

Veermata Jijamata Bhosale Garden and the zoo

Veermata Jijamata Bhosale Garden and the zoo through restoration, scientific animal care and the introduction of cold-climate species such as penguins, Aditya Thackeray transformed the zoo to the extent that it now generates substantial daily revenue.







Elevated Nature Walkway, Malabar Hill

The Nature Walk Malabar Hill is not only Mumbai's but India's first elevated nature walkway. Modeled on treetop walk concepts seen abroad, this a wooden, elevated trail carved through dense natural foliage conceived and executed under, Aditya Uddhav Thackeray's vision offers panoramic views of the Arabian Sea.



Sea Viewing Deck

Sea Viewing Deck a platform to behold Mumbai's maritime splendour. By converting stormwater drain outfalls into viewing decks, Aditya Uddhav Thackeray created the Dadar "Tyagmurti Mata Ramai Ambedkar Memorial Viewing Deck" and the Girgaum Viewing Deck.

Such open urban spaces are essential because Mumbaikars first and foremost share their dreams with the sea.







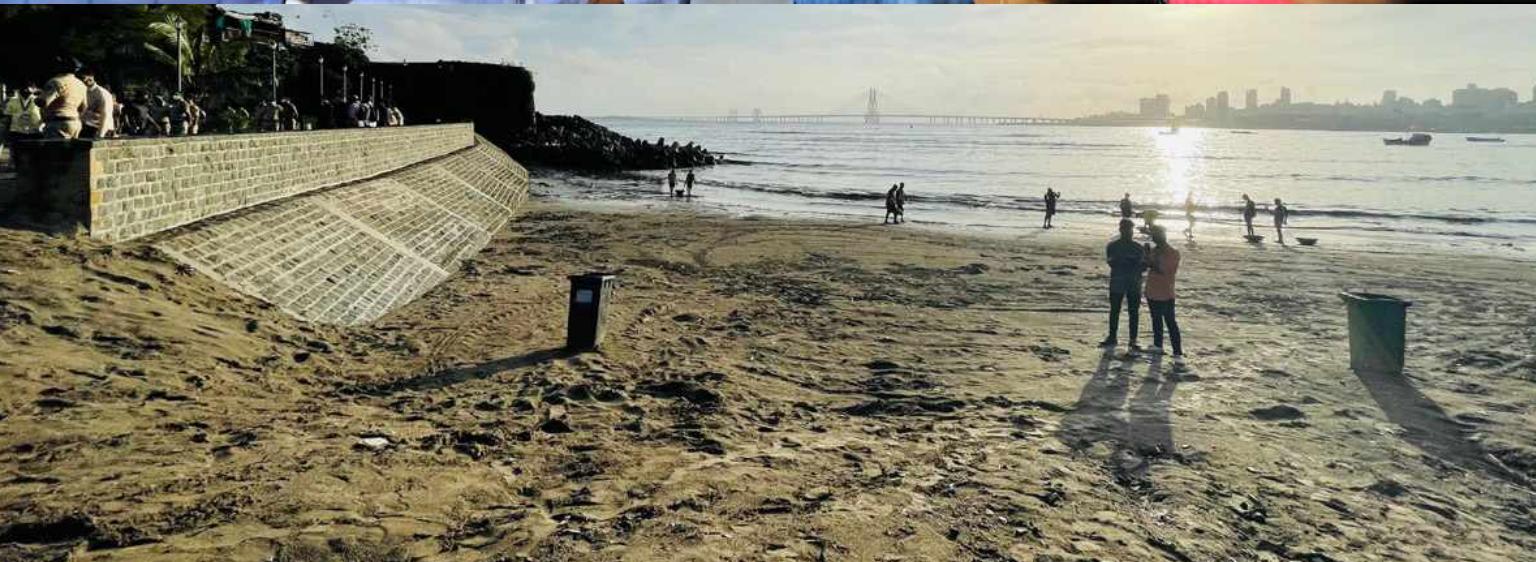
India's very first mangrove park

In Gorai, Mumbai saw India's first mangrove garden. To protect the city's mangrove shield, then-Environment Minister Aditya Uddhav Thackeray conserved over 11,000 hectares of mangrove area and established India's first "Mangrove Park" in an eight-hectare stretch at Gorai.

This park features a 740-metre elevated wooden boardwalk that allows visitors to experience the dense mangrove habitat without harming the environment.

The site was created to promote environmental education and conservation and includes a nature information centre and a bird-watching tower.





Mahim Fort-Reti Bunder

Mahim Fort the restoration and beautification of Mahim Fort were undertaken jointly by the BMC and the Government of Maharashtra under the stewardship of Environment and Tourism Minister Aditya Thackeray. Between 2021 and 2022, extensive cleaning, protective wall works, lighting, improved access routes and landscaping were completed, and the process to reopen the fort to the public was initiated. The redevelopment of Retibunder (Retibunder beautification) was also revived during Uddhav Thackeray's government under Aditya Thackeray's leadership. Walkways, coastal cleanups, art installations, urban beautification and public-use improvements all took place during this period.

In short: the principal initiatives to restore Mahim Fort and Retibunder were undertaken during the Uddhav Thackeray government with Aditya Thackeray's active patronage.



नाट्यगृहं, जलतरण तलाव आणि मैदानं

The Municipal Corporation of Mumbai has constructed four to five excellent theatres, with the Mahakavi Kalidas Natyagruha in Mulund being a model of modern design. Additionally, 11 well-equipped swimming pools and more than 725 gardens and playgrounds are in service for the people of Mumbai.







Heritage Walk – A Journey Through Historic Mumbai

Heritage Walk a journey through historic Mumbai to enable residents and visitors to experience the city's architectural treasures together with their histories, Aditya Uddhav Thackeray launched Mumbai's "Heritage Walk," opening up the city's historic legacy to many.

Mumbai 24×7

Mumbai 24×7 they say Mumbai never sleeps because it is the city of dreams. To ensure that those working at night or enjoying the city after dark have access to hotels, cafés, safe open spaces and amenities in non-residential areas, Aditya Uddhav Thackeray proposed the “Mumbai 24×7” concept. Though initially controversial and branded as promoting a party culture, the idea was later adopted at the national level. Today, Mumbaikars enjoy 24-hour hospitality, restaurants and nightlife a vision pioneered by Aditya Uddhav Thackeray.





Despite the immense pressure and unique geographic constraints, the city faces, Mumbai has developed exemplary systems for waste management, sewage control and extreme-rainfall disaster response.



Until 2017, Mumbai generated some 10,000 metric tonnes of waste daily the equivalent weight of 100 elephants.

Thereafter, Shiv Sena prioritised waste segregation. City-wide guidance and demonstration camps were organised to promote wet-dry (wet-dry) waste separation and its on-site processing.

By bringing together residential societies, NGOs and specialist firms, the city successfully reduced daily waste from 10,000 metric tonnes to 6,500 metric tonnes within a year.

Buildings implementing “zero waste” practices were granted a 5% rebate on property tax. Facilities were set up to process up to 400 tonnes of waste daily at source. At Deonar dumping ground, two projects were established to generate electricity from the daily throughput of 2,400 tonnes of waste.

To channel the rainwater that accumulates across Mumbai into the sea, nearly 75,000 million liters of water are discharged through six major pumping stations—Irla, Haji Ali, Lovegrove, Britannia, Cleveland, and Gazdarbandh—forming a vital backbone of the city's monsoon drainage system.

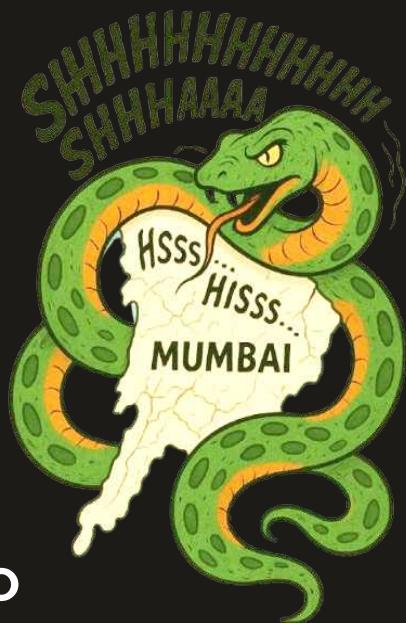


Mumbai operates seven sewage treatment plants (STPs) at Worli, Bandra, Dharavi, Versova, Malad, Ghatkopar, and Bhandup, with a combined capacity of approximately 2,464 MLD (million liters per day). The treated water is reused for gardens, playgrounds, vehicle washing, various industries, and building operations, reflecting the city's commitment to sustainable water management.

Mumbai's Disaster Management Control Room receives live feeds from 5,000 CCTV cameras across the city, making it easier to monitor and respond to emergencies. These cameras play a crucial role in coordinating efforts with the fire brigade, police, and other agencies, ensuring swift and effective action during critical situations.

**This was the era of
Uddhav Balasaheb Thackeray,
whose boundless love for Mumbai and
heartfelt dedication to the capital of
Maharashtra left an indelible mark.
During his tenure,
the skyline of Mumbai shone
with a radiant saffron glow,
a luminous tribute to his
vision and commitment.**

MUMBAI BLACK ERA



The Anaconda that sought to swallow Mumbai could not endure these achievements. It resorted to deception, watering the seeds of treachery and backing traitors. From 2022 onwards, chaos was ushered in, misrule took hold, and the city entered a dark chapter of betrayal.



In barely two-and-a-half years, the Mumbai painstakingly built over 25 years was brought to ruin by the Anaconda's agent, Fakenath Mindhe. This is not mere criticism; as you read on, the shadowy dealings of Mindhe will become vivid, and every Mumbaikar who loves the city will feel anger rise sharply within them.



Uddhav Balasaheb Thackeray had rescued the BMC from a ₹600 crore revenue deficit and built it up to a surplus of ₹92,000 crore. Yet the Mindhe gang squandered ₹10,000 crore of those fixed deposits and has loaded the corporation with loans amounting to a staggering ₹2.25 Thousand crore. In the next four years, the BMC may even struggle to meet the salaries of its employees.

Shortages of medicines have begun to appear in municipal hospitals and clinics. Serious irregularities have surfaced in contracts for supplies needed for X-ray films and other medical consumables. Drugs nearing expiration have been bought at low prices, placing innocent Mumbai's lives at risk.

One by one, Fakenath Mindhe the Anaconda's operative began weakening Mumbai's pillars.



The assault first targeted the city's lifeline, BEST. Instead of expanding the fleet, the number of buses was reduced to as low as two thousand. The world's cheapest fare ₹5 for 5 km was doubled.

The next blow fell on Mumbai Public Schools. Without proper planning or study, CBSE schools were announced ward by ward, but there were no trained teachers, no systems, no infrastructure, no facilities. Even the Astronomy Club and the "Waghoba Club" established by Aaditya Thackeray were shut down. Students did not even receive school uniforms.

Under Mindhe's misrule, the city endured severe water shortages for the first time. In many areas, tankers had to be summoned. Pre-existing water plans were completely overturned; in some places pressure was low, in others water was turbid leaving residents to struggle for basic supply.



Promises to make roads pot-free within a year or convert all roads to concrete were revealed as hollow claims. On the contrary, road-repair contracts were handed selectively to favoured contractors, culminating in alleged frauds worth ₹6,000 crore.

Projects that previously met deadlines by 31 May were left incomplete, throwing Mumbaikars into chaos.

The Coastal Road project's cost ballooned and was marred by massive, rule-breaking billboard advertisements that disfigured the cityscape while lining the pockets of profiteers.

After the collapse of the Himalaya bridge near CST in 2013, which claimed seven innocent lives, the same RPS Infra projects company that built that bridge was awarded a ₹1,566 crore cement-concrete roads contract in the western suburbs.



The Anaconda and its agents have begun parceling off Mumbai's open lands piece by piece into private hands, including handing over nearly 1,100 acres to Adani at nominal cost.

Now there are plans to transfer the Chhatrapati Shivaji Maharaj Market (Crawford Market) precinct, the BEST power station at Malabar Hill and the Worli asphalt plant to private builders.

Under Mindhe's administration garbage collection was halted for four days at a stretch in some places. The nadir of this misrule is that Deonar dumping ground itself was almost handed over free to Adani.

There is chaos in the tender process for the ₹4,000 crore desalination project designed for 200 MLD initially and scalable to 400 MLD.



Street-furniture contracts were inflated by hundreds of crores: nine of thirteen items bus stops, benches, trash bins, decorative planters, streetlights, signage, directional boards were over-priced, leading to an unnecessary allocation of ₹263 crore and an excess spend of nearly ₹100 crore.

Hundreds of crores were spent on embellishing roadside kiosks, often awarded through a conspiracy involving municipal officials, agencies and elected representatives to create deliberate monopolies.

Corruption has grown so rampant that even a ruling BJP corporator had to write to the Anti-Corruption Bureau demanding an inquiry into ₹1,300 crore worth of cement-concrete road works in South Mumbai.

Why has the BMC not recovered the ₹550 crore outstanding from contractors money that rightfully belongs to Mumbaikars? Despite persistent dues over many years, punitive action has not been taken.

After gifting roughly 1,100 acres of land to Adani at nominal cost, plots around Crawford Market, Malabar Hill's BEST power station and the Worli asphalt plant are now being plotted for transfer to private builders.



Maha withdraws funding for eggs, sugar for midday meal

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MUMBAI: Maharashtra government on Tuesday announced it will be discontinuing funding for eggs and sugar for the midday meal programme for its government schools.

In November 2023, the state government, in a bid to overcome protein deficiency among students, had decided to give an egg per week for each student beneficiary of the midday meal scheme. Students who did not want eggs could opt for fruit instead. Each student was allocated an additional budget of ₹5 for one egg.

However, following protests from right-wing groups, the policy was modified. Schools were instead instructed to serve eggs where at least 40% of parents opposed them. Schools receiving meals from non-governmental organisations such as Akshaya Patra were excluded from the egg provision.

The state's government resolution also says that school management committees (SMCs) of government schools with eggs will have to generate resources through contributions by the public.

"Egg Pulao and sweet dishes such as rice-kheer and Nariyal Peda are not part of the midday meal menu. But schools must arrange funds for sugar and eggs through public contributions," reads the GR.

The state spent ₹500 crore on eggs for its 1,000 lakh school children one egg per week, said a government official who did not wish to be named. The revised meal plan now consists of ten different dishes and can be funded by utilising the existing funds allocated for raw materials.

Prior to Maharashtra, Madhya Pradesh had dropped eggs from the midday meal menu, and more recently the Goa govt.



School management bodies that insist on providing students with eggs will have to raise funds from the public.

HT ARCHIVE

expenditure as a factor in the decision.

Maharashtra's decision has drawn criticism with educationists and SMC members questioning the government's priorities. Anil Kashish Ghatal, a member of an SMC of a 21st century school in Thane district said, "The government spends ₹200 crores on just advertisements for Ladki Bahin scheme but refuses to provide essential nutrition to students."

Mahendra Ganpule, former spokesperson of the Maharashtra State Principals' Association, said, "SMCs have already come up with good interventions such as computer labs through community support and CSR initiatives. Now, the government can't even provide students with eggs for 4 weeks."

The midday meal programme, now known as the PM POSHAN scheme, is a centrally sponsored initiative covering approximately 100 million students in government and government-aided schools. The scheme provides 90 cooked meal per day to students in Bal Vatika classes (Classes 1 to 8 across 10,841 lakh schools).

As per government guidelines, midday meals for primary students (Classes 1 to 5) must provide 300 calories and 12 grams of protein. For upper primary students (Classes 6 to 8), midday meals should contain 700 calories and 20 grams of protein.

While the scheme is primarily funded by the central government, state governments and union territories bear 40% of the cost and are responsible for cost sharing. The central government has the flexibility to decide their menu based on local preferences, provided they meet the required nutritional standards.

Some states choose to provide eggs using their own resources.

Government too dropped its plan to include eggs in the meal following push back from certain quarters.

In contrast, governments in southern states have added eggs to the midday meal plan to ensure children's protein intake, the GR said.

Last week, the central government announced it would be providing children under the midday meal scheme with one egg six days of the week. Earlier this month, the central government announced it was discontinuing for additional ₹22.66 crore to students eggs once a week and milk twice a week.

According to data released in the Lok Sabha in February 2023, only 14 states and one union territory provide eggs as part of midday meals.

In its GR, the Maharashtra government said the decision to drop funding for eggs and sugar was in response to multiple representations from stakeholders about the challenges in implementing the proposed three-course meal plan.

The central government has emphasised increasing public participation in the midday meal scheme through special incentives. In this regard, school management committees should try to provide the benefits of these dishes. The sugar required for sweet dishes can also be passed through public funds, as no additional government funding will be provided, the GR stated.

It cited the financial limitations set by the central government on per-student daily food

The govt spends ₹200 crores on just aids for Ladki Bahin scheme but refuses to provide essential nutrition to students

SHAILESH GHARAT, a member of an SMC of a 21st century school in Thane district

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Metro 3: Pvt buses to offer last-mile link to 7 stations

MMRC ties up with Cityflo and Navkar Travels for trial feeder services; BEST unable to support due to its shrinking fleet

Ateeq Shaikh
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MUMBAI: In a major step to improve connectivity for passengers, Mumbai Metro 3 (Aarae Line) rail commuters, the Mumbai Metro Rail Corporation (MMRC) has tied up with private operators Cityflo and Navkar Travels to run feeder bus services from seven key underground stations — Bandra Kurla Complex (BKC), Worli, SMRT, Vidyavihar, Andheri, Chembur, Kurla Parade and SEEPZ.

The move follows a year-long struggle to attract ridership on the city's first underground metro line due to the lack of seems less last-mile connectivity. While the 12.44-km stretch between Aarae and BKC opened in October 2024, and a 9.77-km extension till Worli is set to open in May this year, commuters have often complained about poor accessibility from stations to their offices and residential areas.

Feeder bus services for Metro 3 commuters



FARE
₹29
(single trip) onwards
₹499 (monthly pass)
BOOKING OPTIONS
● Cityflo app
● Navkar Travels app
● Metro Connect 3 platform

TRIAL PERIOD
3 months
(starting this month)

STATIONS COVERED
● Bandra Kurla Complex (BKC) ● Worli ● SMRT
● Vidyavihar
● Siddhivinayak
● Chaffe Parade ● SEEPZ
TIMINGS
7 am – 11 am
4 pm – 8 pm
FREQUENCY
Every 10 minutes

FARE
₹29
(single trip) onwards
₹499 (monthly pass)
BOOKING OPTIONS
● Cityflo app
● Navkar Travels app
● Metro Connect 3 platform

TRIAL PERIOD
3 months
(starting this month)

STATIONS COVERED

FARE

BOOKING OPTIONS

TRIAL PERIOD

ST

अदानी समूहातील कंपनीला मिठी पुनरुज्जीवनाचे काळ

9 हजार ७०० कोटींची निविदा मंजूर

लोकसत्ता खास प्रतिनिधी



तिसऱ्या टप्प्यातील कामांचा समावेश

मुंबई : मिठी नदी पुनरुज्जीवन प्रकल्पाच्या तिसऱ्या टप्प्यातील कामांची निविदा प्रक्रिया अखेर पूर्ण झाली. तब्बल १७०० कोटीच्या या कामासाठी अदानी समूहातील एका कंपनीची निविड करायाचा आलो आहे. सीएसटी रोड, कुलात ते माहीम कॉर्जेवडम्यान संस्करण भिंत व सेवा रस्याचे बांधकाम करणे, मल्लिनिसारण वाहिनी टाकणे अशी अनेक कामे यात अंभूत आहेत.

२००५ मध्ये अविवाहित वेळी आलेल्या पुरामध्ये मिठी नदी चर्चेत आली. २०१९ मध्ये पालिकेने 'मिठी नदी पुनरुज्जीवन प्रकल्प' हाती घेतला. मिठी नदीची वरन व धारा क्षमता वाढवियासाठी खोलीकरण करणे, जपानी तंत्रज्ञानाची बोग्यांची बांधणे, नदीलगत कृत्रिम तवार व पाणीथळ जागा तयार करणे, नदी वारामाही वाहती ठेवणे अशी कामे केली जाणार आहेत. मिठी नदीतील प्रदूषण नियंत्रित करण्यासाठी पालिकेने सल्लागार नेतृत्वे होते. या सल्लागारांनी सदर केलेल्या तांत्रिक व व्यवहारांना अहवालान्सर अल्प व दीर्घ मुदतीच्या उत्तरायोजनांर्थात आलेली जागी वाहती ठेवण्यात कामे सुचविलो. यापैकी तिसऱ्या टप्प्यातील कामे गेल्या काळी वर्षांपासून निविडेच्या पातळीवैरच रखडली होती. ही निविदा प्रक्रिया आता पूर्ण झाली असून या कामाचे कंगार अदानी समूहाता देण्यात आले आहे.

महापालिकेने निरिचत केलेल्या प्रकल्प किमतीक्षण ७.७ टक्के जास्त दाने अदानी कंपनीने वोली लावती होती. वाटाघाटीनंतर सात अभिजीत बांग्र यांनी दिली.

Trouble began after MMRDA leadership rejig in '23: Systra

Manthan K Mehta & Chaitanya Marpkwar | TNM

Mumbai: French major Systra has accused senior MMRDA officials of corruption, saying it was facing severe harassment and challenges in doing its work. Systra's complaint, revealed by the emblem, highlighted its record in executing rail and Metro projects in India and said, "Since August 2023, Systra has been facing severe problems in its daily operations, escalating to the suspension of its contracts due in January 2024."

It requested that the matter be "studied in depth" and left it in the hands of the resident commissioner "to resolve the situation".

Systra is keen to work together with MMRDA for mutual benefits in an atmosphere of peace and cooperation, without external pressure."

The French major said it used to work with MMRDA following a leadership shake-up at MMRDA. As general consultant for Mumbai's Metro Lines 5, 6, 7A, 9, 10, and 12, and detailed design provider for Lines 2A, 7, 8, and associated depots, Systra alleged that MMRDA officials began pressing for monetary benefits, which were thinly veiled as demands from higher-ups.

Systra claimed "favours"

were sought on the pretext

that the "MC (metrorail unit) company" was "diluting" it. It said it informed the authority that the company "shall not be able to do the same".

Refuting the allegation, MMRDA said a detailed report was sought from the concerned department and submitted to the govt for consideration. The report revealed



Systra has approached Bombay high court over the issue

multiple contractual and regulatory violations by Systra, extending to the initial cost overrun of 4.27% to 10% in fees, it said.

MMRDA said it has issued an termination notice to Systra for various violations, including security concerns and operational lapses. "It is important to note that this is not a criminal matter pertaining to a commercial dispute," it said. "Unfortunately, Systra appears to be attempting to escalate this into an issue between a foreign country and an agency of the govt of Maharashtra, which is not an appropriate practice."

Systra's general manager for Mumbai, Arun Mishra, said, "We cannot comment as the matter is under investigation by the court. We are awaiting the court's decision on the issue."

Systra alleged that between Jan and Feb 2024, MMRDA issued payment suspension

noti, citing supposed defences, in already-resolved defences, in already-resolved

issues on Line 5 (Thane-Bhiwandi), Line 6 (Kandivali-Dahisar), Lines 5, 6, 8, and 7A (civil). From what we understand through reliable sources, MMRDA is taking further steps to terminate the general consultant services for these contracts."

In a class action, the practice tactic is being applied to DB E&C, a German consultancy handling the general consultant contract for Line 4. Systra and DB E&C are consortium partners for Lines 10 and 12. Systra said MMRDA has suspended payments to DB E&C on these projects, including the ones where suspension notices were revoked. Compounding the issue, Systra said MMRDA had stalled approvals for key sections of the project, imposed penalties, and demanded compensation for payments to minor contractors hired directly by the agency.

Over the past twenty-five years, our dedicated and tireless work for Mumbai is placed before you. It reflects a deep devotion to building, preserving, and protecting the city we cherish. We trust that Mumbai's proud and self-respecting citizens will never fall prey to falsehoods, no matter how calculated the conspiracy or how aggressive the propaganda.

Today, forces are at work that seek to divert Mumbai's future for the benefit of a select few, and this must not be allowed to prevail. Let us move forward together, guided by the ideals of Hindu Hriday Samrat Balasaheb Thackeray, to lead Mumbai once again towards sustainable and inclusive progress.

Let the Brihanmumbai Municipal Corporation proudly uphold the true saffron of Shiv Sena (Uddhav Balasaheb Thackeray) the saffron that honours Chhatrapati Shivaji Maharaj and safeguards the soul of Mumbai.

Jai Maharashtra!