



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 बाळासाहेब ठाकरे

Preface

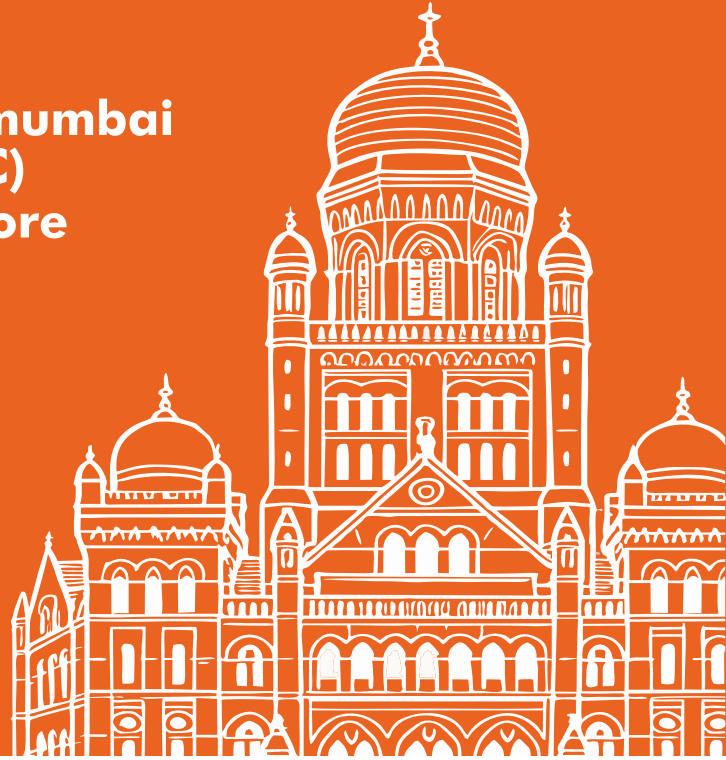
With far-sighted vision into the future and a vision to fortify Mumbai for the centuries ahead, former Chief Minister of Maharashtra and Shiv Sena Party President, Hon. Shri Uddhav Balasaheb Thackeray, laid a strong and lasting foundation for the city's growth. Similarly, with a modern, forward-looking 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.



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/-.**

A white BEST bus is shown from a front-three-quarter view. It has a blue roof and blue accents on the front and side. The bus is parked on a light-colored surface.

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.

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.

MUMBAI PUBLIC SCHOOL

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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.





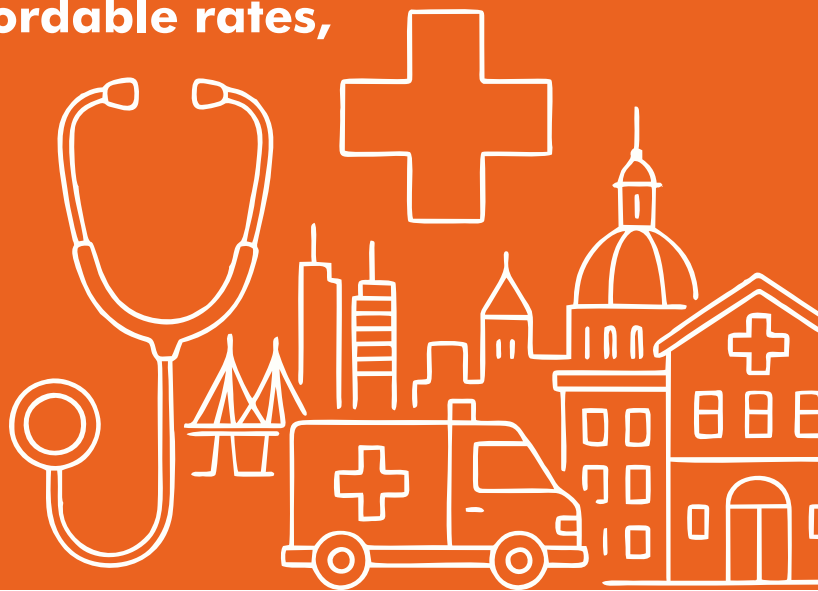
It is the only municipal corporation in the world to offer free education across all boards — CBSE, ICSE, IGCSE, IB and SSC while retaining its existing teachers and training them in modern pedagogical methods.

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 Akshaypatra 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

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.



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.



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.

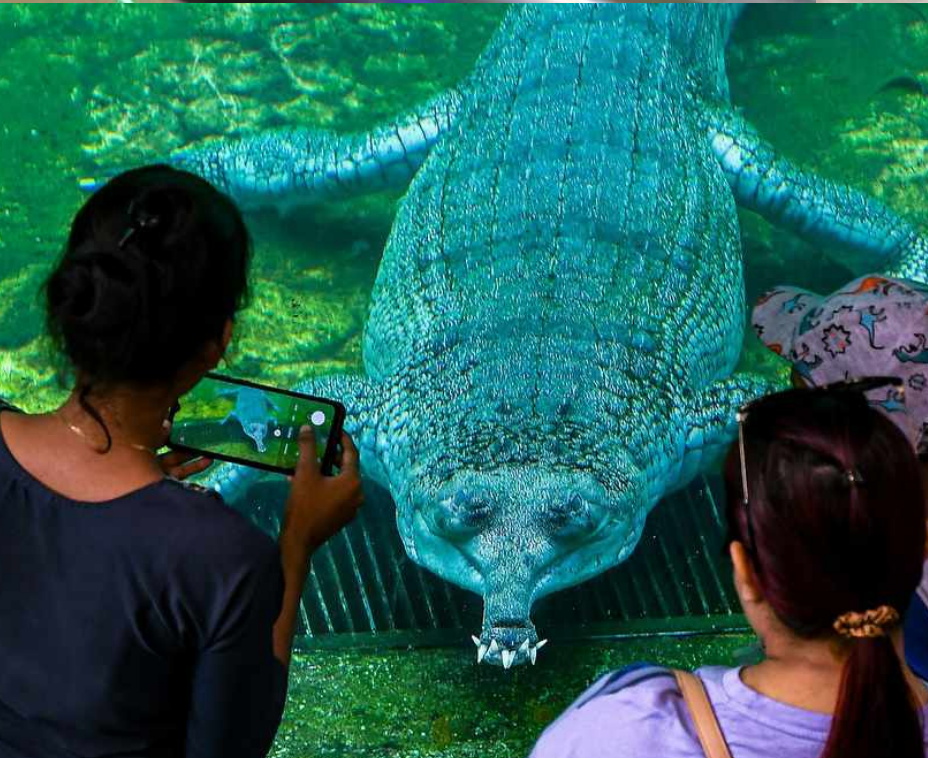
Many administrative officers have recounted that during internal meetings, Uddhav ji always remained calm, methodical and guided strictly by facts and logic.

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."

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.





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

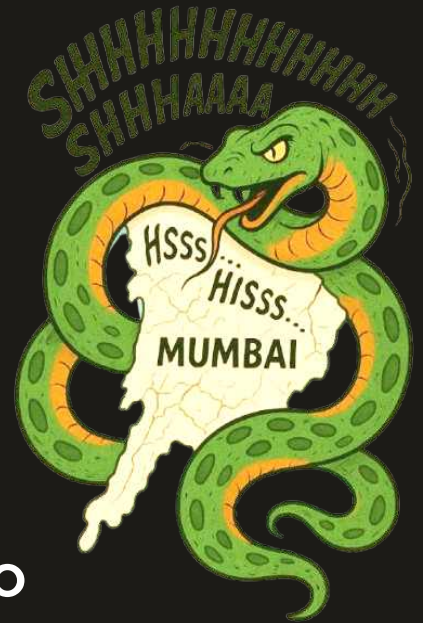
Thereafter, Shiv Sena prioritised waste segregation. City-wide guidance and demonstration camps were organised to promote wet-dry (wet-dry) waste separation and its on-site processing.

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.

**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 Mumbaikars' 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

Niraj Pandit
letters@hindustantimes.com

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

In November 2023, the state government, in a bid to overcome protein deficiency among students, had introduced one 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 instructed not to serve eggs where at least 40% of parents opposed them. Schools receiving meals from non-governmental organisations such as Ashaya Patra were excluded from the egg provision.

Tuesday's government resolution also says that should school management committees (SMCs) insist on providing their students with eggs they will have to generate resources through contributions by the public.

"Egg Pulao and sweet dishes such as rice-kheer and Nachani Satva remain optional, but schools must arrange funds for sugar and eggs through public contributions," reads the GR.

The state spent ₹50 crore annually on giving 24 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 that can be prepared using 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. **AT AROH**

ernment too dropped its plan to introduce eggs in the menu following push back from certain quarters.

In contrast, governments in southern states have added eggs to the midday meal menu to ensure children's protein requirements are met.

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

According to data presented 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



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

SHAILESH GHARAT, a member of an SMC of a Zilla Parishad school in Thane district

emphasised increasing public participation in the midday meal scheme through special lunches. In this regard, school management committees should try to provide the benefits of these dishes. The sugar required for sweet dishes should also be procured 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

expenditure as a factor in the decision.

Maharashtra's decision has drawn criticism with educationists and SMC members questioning the government's priorities. Shailesh Gharat, a member of an SMC of a Zilla Parishad 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 raised funds for school infrastructure such as computer labs through community support and CSR initiatives. Now, the government can't even provide students with eggs once a week."

The midday meal programme, now known as the PM POSHAN scheme, is a centrally sponsored initiative covering approximately 12.2 crore children in government and government-aided schools. The scheme provides one hot cooked meal per day to students in Bal Vaitika (pre-primary) and Classes 1 to 8 across 10.84 lakh schools.

As per government guidelines, midday meals for primary students (Classes 1 to 3) must provide at least 450 calories and 12 grams of protein. For upper primary students (Classes 4 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 implementing the programme. States have the flexibility to decide the menu based on local preferences, provided they meet the required nutritional standards.

Some states choose to provide eggs using their own resources.

काँक्रीट रस्त्यांची दुर्दशा संपेना

कंत्राटदार, अभियंत्यांवरील कारवाईही निष्प्रभ

अधेरीतील मोगरा नाल्याच्या पोहोच रस्त्याला तडे

अपघाताचा धोका वाढल्याने स्थानिकांना चिंता

दोन दिवसांत दुरुस्ती करण्याचे अधिकाऱ्यांचे आश्वासन

म. टा. खास प्रतिनिधी, मुंबई

रस्त्यांच्या निकृष्ट काँक्रीटकरणामुळे दोषी आढळल्याने कंत्राटदार, अभियंता आणि सल्लागारांवर कारवाई केल्यानेतही मुंबईतील आणखी एका काँक्रीट रस्त्याची दुरुवस्था झाल्याचे समोर आले आहे. अंधेरी लोखंडवाला येथील मोगरा नाल्याच्या काँक्रीट पोहोच रस्त्याला तडे गेले असून यामुळे अपघाताचा धोका आहे. त्यामुळे स्थानिकांनी मुंबई महापालिकेच्या कारभावाविरोधात तोंड संताप व्यक्त केला असून या काँक्रीट रस्त्याची दुरुस्ती करण्याची मागणी होत आहे.

मुंबईत २ हजार ५० किमीचे रस्ते असून यापैकी ५० टक्क्यांहून अधिक रस्त्यांचे काँक्रीटकरणचे काम पूर्ण झाले आहे. उर्वरित रस्त्यांची कामे दोन टप्प्यांत केली जात आहेत. मुंबई महापालिकेकडून पहिल्या टप्प्यात ३९२ किमी, तर दुसऱ्या टप्प्यात ३०९ किमी असे एकूण ७०१ किमीच्या रस्त्यांची काँक्रीटकरणे कामे हाती घेण्यात आली आहेत. बहुतांश रस्ते पूर्व आणि पश्चिम उपनगरातील असून शहरातील रस्त्यांची संख्या कमी आहे. मात्र ज्या रस्त्यांचे काँक्रीटकरण पूर्ण झाले आहे किंवा होत आहे, त्याचा दर्जा नीट नसल्याची खाब नुकतीच समोर आली. त्यानंतर महापालिकेने अभियंत्यांना नोटीस आणि कंत्राटदार, तसेच गुणवत्ता व्यवस्थापन संस्थेला दंड आकारला. यानंतरही मुंबईतील काँक्रीट रस्त्यांची दुरुवस्था थांबलेली नाही.

अंधेरी लोखंडवाला येथील मोगरा नाल्यावरील पुलाच्या पोहोच रस्त्याची दुरुवस्था झाल्याचे निदर्शनास आले आहे. मोगरा नाल्यावरील पुलाचा भाग



नोटीस मागे नाही

रस्ते काँक्रीटकरणाला निकृष्ट कामामुळे ७१ उपअभियंता, १५ सहायक अभियंता आणि पाच कार्यकारी अभियंत्यांना कारणे दाखवा नोटीस बजावण्यात आली आहे. अभियंत्यांना कारणे दाखवा नोटीस बजावतानाच काँक्रीटकरणे काम करणारे कंत्राटदार आणि त्याचा दर्जा तपासणान्या गुणवत्ता व्यवस्थापन संस्थेला एकूण तीन नोटीस ३७ लाख रुपये दंड महापालिकेने आकारला आहे. अभियंत्यांकडून उर्ते आल्यानंतर ज्या-ज्या भागात दुरुवस्था झाली आहे, तेथे काँक्रीटकरणाला मूलात दिला जात असल्याची माहिती देण्यात आली. बजावण्यात आलेली नोटीस अद्याप मागे घेण्यात आलेली नाही.



मॉस्टिक असफळने (खडी, डाँघर इत्यादीचे मिश्रण) तयार केला आहे. तर, या पुलाचा पोहोच रस्ता काँक्रीटचा आहे. गेल्या पावसाळ्याआधी या पोहोच रस्त्याचे काम पूर्ण झाले होते आणि काही महिने होताच त्याला तडे जाऊन त्याची दुरुवस्था झाल्याची माहिती येथील स्थानिक धवल शाह यांनी दिली. पावसाळ्या येईपर्यंत

रस्त्याची स्थिती आणखी बिघडू शकते, अशी भीती त्यांना व्यक्त केली आहे. येथून जाणाऱ्या वाहनचालकांना रस्त्याच्या दुरुवस्थेचा सामना करावा लागत आहे. परिणामी, अपघाताचा धोकाही संभवू शकतो. काँक्रीट रस्त्याची दुरुस्ती करण्याच्या स्थानिकांच्या मागणीनंतर बुधवारी मोगरा नाल्याच्या पोहोच रस्त्याची पाहणी मुंबई महापालिकेच्या पुल विभागाने केली. फिरकोळ तडे असून त्याची दोन दिवसांत दुरुस्ती केली जाईल, अशी माहिती वरिष्ठ अधिकाऱ्याने दिली. त्यामुळे महापालिका अभियंत्यांना यामध्ये नोटीस किंवा कंत्राटदाराला दंड आकारण्याची गरज नसल्याचे त्यांनी सांगितले.

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

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

Ateek Shaikh
ateek.shaikh@hindustantimes.com

MUMBAI: In a major step to improve last-mile connectivity for Mumbai Metro 3 (Aqua Line) commuters, the Mumbai Metro Rail Corporation (MMRC) has tied up with private operators Cityllo and Navkar Travels to run feeder bus services from seven key underground stations — Bandra Kurla Complex (BKC), Worli, CSMT, Vidyanaagar, Siddhivayak, Cuffe Parade and SEEPZ.

The move follows a year-long struggle to attract ridership on the city's first underground metro due to the lack of seamless last-mile links. While the 12.44-km stretch between Aarey and BKC opened in October 2024, and a 9.77-km extension till Worli began operations 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

- Cityllo app
- Navkar Travels app
- Metro Connect 3 platform

TRIAL DURATION
3 months (starting this month)

STATIONS COVERED

- Bandra Kurla Complex (BKC)
- Worli
- CSMT
- Vidyanaagar
- Siddhivayak
- Cuffe Parade
- SEEPZ

TIMINGS
7 am - 11 am
4 pm - 8 pm

FREQUENCY
Every 10 minutes

The Brihanmumbai Electric Supply and Transport (BEST) undertaking, originally expected to provide feeder services, has been unable to do so amid an ongoing fleet crisis.

the new feeder buses will operate during morning and evening rush hours — from 7am to 11am and 4pm to 8pm — at 10-minute intervals.

"This will be a three-month trial run without financial assistance to operators. Based on the ridership data and commuter feedback, we'll finalise routes, revenue-sharing terms and possible integration with metro ticketing platforms," said R Ramana, director (Planning and Non-Fare Box Revenue), MMRC.

During the trial period, only basic infrastructure — including bus stop signages and direction kiosks inside station concourses — will be set up. Passengers can book tickets through the Cityllo or Navkar Travels mobile apps as well as via the Metro Connect 3 platform.

Since May 10, when the Worli extension opened, the Metro 3 corridor between Aarey-JVLR and Acharya Atre Chowk has recorded an average weekday ridership of 52,600 — up from 20,000 when operations were limited to BKC. However, this remains below half of the system's design capacity, as each train can carry up to 2,500 passengers. Officials hope the new feeder buses will help bridge that gap and make the underground line a more attractive commuting option.

अदानी समूहातील कंपनीला मिठी पुनरुज्जीवनाचे काम

१ हजार ७०० कोटींची निविदा मंजूर

लोकसत्ता खास प्रतिनिधी

मुंबई : मिठी नदी पुनरुज्जीवन प्रकल्पाच्या तिसऱ्या टप्प्यातील कामांची निविदा प्रक्रिया अखेर पूर्ण झाली. तब्बल १७०० कोटींच्या या कामासाठी अदानी समूहातील एका कंपनीची निवड करण्यात आली आहे. सीएसटी रोड, कुर्ला ते माहीम कॉजवेदरम्यान संरक्षण भित व सेवा रस्त्याचे बांधकाम करणे, मलनिस्सारण वाहिनी टाकणे अशी अनेक कामे यात अंतर्भूत आहेत.

२००५ मध्ये अतिवृष्टीच्या वेळी आलेल्या पुरामुळे मिठी नदी चर्चेत आली. २०१९ मध्ये पालिकेने 'मिठी नदी पुनरुज्जीवन प्रकल्प' हाती घेतला. मिठी नदीची वहत व धारण क्षमता वाढवण्यासाठी खोलीकरण करणे, जपानी तंत्रज्ञानावर बोगदा बांधणे, नदीलगत कृत्रिम तलाव व पाणथळ जागा तयार करणे, नदी बारमाही वाहतूती ठेवणे अशी कामे केली जाणार आहेत. मिठी नदीतील प्रदूषण नियंत्रित करण्यासाठी पालिकेने सल्लागार नेमले होते. या सल्लागारांनी सादर केलेल्या तांत्रिक व व्यवहार्यात अहवालानुसार अल्प व दीर्घ मुदतीच्या उपाययोजनांतर्गत



तिसऱ्या टप्प्यातील कामांचा समावेश

तिसऱ्या टप्प्यांतर्गत सीएसटी रोड, कुर्ला ते माहीम कॉजवे दरम्यान संरक्षण भित व सेवा रस्त्याचे बांधकाम करणे, मलनिस्सारण वाहिनी टाकणे, सांडपाणी अडवण्यासाठी इंटरसेप्टर गेटपंप बसवणे तसेच मिठी नदीच्या किनाऱ्यावर यंत्रसामग्रीची बे-आण करण्यासाठी पोहोच रस्ते तयार करणे, मुंबईकरांना विरंगुळ्याचे ठिकाण म्हणून मरिल ड्राइव्हप्रमाणे पदपथ (प्रोमेनेड) तयार करणे ही कामे केली जाणार आहेत. या नदीची एकूण लांबी १७.८४ किमी असून त्यापैकी ११.८४ किमी भाग पालिका क्षेत्रात तर ६ किमी नदी मुंबई महानगर प्रदेश विकास प्राधिकरणाच्या (एमएमआरडीए)च्या अखत्यारीत आहे.

चार टप्प्यांत कामे सुचविली. यापैकी तिसऱ्या टप्प्यातील कामे गेल्या काही वर्षांपासून निविदेच्या पातळीवरच रखडली होती. ही निविदा प्रक्रिया आता पूर्ण झाली असून या कामाचे कंत्राट अदानी समूहाला देण्यात आले आहे.

महापालिकेने निश्चित केलेल्या प्रकल्प किमतीपेक्षा ७.७ टक्के जास्त दराने अदानी कंपनीने बोली लावली होती. वाटाघाटीनंतर सात

टक्के अंतिम करण्यात आले. यामुळे महापालिकेला आणखी १०० कोटी रुपये जास्त मोजावे लागणार असल्याचे पालिकेतील सूत्रांनी सांगितले.

१ हजार ७०० कोटीच्या या कामाचे कार्यदिश देऊन आचारसंहितेआधी कामे सुरु करण्याचा प्रयत्न असेल अशी माहिती अतिरिक्त आयुक्त अभिजीत बांगर यांनी दिली.

Trouble began after MMRDA leadership rejig in '23: Systra

Manthan K Mehta & Chaitanya Marpakwar

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, routed through the embassy, 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 payments 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". It said, "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 trouble began in Aug 2023 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, and associated depots, the company 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 (metropolitan commissioner)" was demanding it. It said it informed the authority that the company "shall not be able to do the same".

Reacting to the allegations, 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

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

MMRDA said it has issued a termination notice to Systra for various violations, including security concerns and operational lapses. "It is important to note that the present matter pertains 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 sub judice." Systra has approached Bombay high court over the issue.

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

notices, citing supposed deficiencies in already-resolved issues on Line 5 (Thane-Bhivandri-Kalyan), 9 (Dahisar-Mira-Bhayander), 7A (Gandhinagar-Airport), and Line 6 (Lokhandwala to Vikhroli). Additionally, MMRDA issued notices changing the scope of contractual work, alleging deficiencies in civil and systems contracts for Line 10 (Gandhinagar-Shivaji Chowk) and 12 (Kalyan-Talajna), issues that had already been resolved, it said.

The French company said the payment suspension was lifted for Lines 6, 5, 9, and 7A (systems) in June 2024 following its response. However, the freeze continues for Lines 5, 9, and 7A (civil), with Rs 30 crore still unpaid. Systra also alleged that MMRDA attempted to pressure the firm into approving inflated orders for a contractor on Line 9. Its complaint said, "Since we are

not obliging, we believe MMRDA is continuing the suspension of payments for general consultant services for Lines 5, 9, and 7A (civil). From what we understand through reliable sources, MMRDA is taking further steps to terminate the general consultant services for these contracts."

It claims similar pressure tactics are 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 stopped making payments on these projects, including the ones where suspension notices were revoked. Compounding the issue, Systra says MMRDA has stalled approvals for key staff, imposed arbitrary penalties, and demanded certifications for payments to minor contractors hired directly by the agency.

‘धारावी’साठी मुलुंड मिठागराची जमीन

39९ कोटी रुपये अदा; अन्य जमिनींवरही शिक्कामोर्तब

म. टा. खास प्रतिनिधी, मुंबई

धारावी पुनर्विकास प्रकल्पाद्वारे विस्थापित झालेल्यांसाठी मुलुंडमधील केळकर कॉलेजलगतची मिठागराची ५८.५ एकर जमीन देण्यावर अखेर शिक्कामोर्तब झाले आहे. ‘धारावी पुनर्विकास प्रकल्प प्रायव्हेट लिमिटेड’ने (डीपीपीपीएल) या जमिनीसाठी १० ऑक्टोबर २०२४ रोजी ३१९ कोटी रुपये केंद्र सरकारला अदा केले. माहिती अधिकांरांतर्गत ही माहिती उघड झाली आहे. याशिवाय कुर्ला, मालवणी, देवनार येथील जमिनीही या प्रकल्पासाठी मंजूर झाल्या आहेत.

मुलुंड मिठागराची एक इंचही जमीन धारावी पुनर्विकास प्रकल्पासाठी देणार नाही, असा निर्धार

यापूर्वी राजकीय नेत्यांनी केला होता. परंतु तो फोल ठरल्याचे समोर आले आहेत. धारावी प्रकल्पासाठी मुलुंड मिठागराच्या जमिनीसोबतच कुर्ला मातृदुग्धशाळा, मालवणी आणि देवनार डम्पिंग ग्राऊंड या जमिनीही मंजूर झाल्या आहेत. या सर्व भागांत विरोध होत असतानाही तो न जुमानता धारावी पुनर्विकास प्रकल्प करण्याच्या निर्णयावर सरकार ठाम असल्याचे यावरून दिसते.

धारावी पुनर्विकास प्रकल्प झोपडपट्टी पुनर्वसन प्राधिकरणाच्या माध्यमातून धारावीतील पात्र झोपडीधारकांना मोफत घरे दिली जाणार आहेत. सुमारे साडेतीन लाख अपात्र झोपडीधारकांना भाडेतत्त्वावरील घरे दिली जातील. या प्रकल्पासाठी (पान १४वर)

मुलुंड मिठागर	५८.५ एकर जमीन हस्तांतरीत
कुर्ला मातृदुग्धशाळा	८.५ हेक्टर जमीन हस्तांतरीत
मालवणी	१४० एकर जमीन मंजूर
देवनार डम्पिंग ग्राऊंड	१२४.३ एकर जमीन मंजूर
राज्य सरकार	२८५.२९ एकर जमीन मंजूर
केंद्र सरकार	५८.५ एकर जमीन मंजूर
एकूण	३४३.७९ एकर जमीन मंजूर

मुंबईत छोट्या घरांना शुल्क

५०० चौ. फू. पेक्षा कमी क्षेत्र; जल, मलनिःसारण आकार

मुगांत मोरे
Sushant more@timesofindia.com

मुंबई : मुंबई शहरातील छोट्या घरांना जल आणि मलनिःसारण शुल्क (आकार) पुन्हा लागू करण्याची घोषणा मुंबई महापालिकेने गेल्या वर्षीच केली होती. यंदच्या अधीनस्थित करण्यात आले असून त्यावर कायदा सुरू झाले आहे. यावरून शहरातील ५०० चौरस फुटांपेक्षा कमी चटई क्षेत्राच्या जलमयकविरहित (वॉटर मीटर नसलेल्या) निवासी मालमर्गांना जल आणि मलनिःसारण शुल्क लावण्यात येणार आहे.

याबाबत मुंबई महापालिकेकडून सर्वेक्षणे घेण्यात येत असून ते जल आहे. मुंबई महापालिकेच्या वेबसाईटवर जाऊन जल अर्थसंकल्पाने याबाबतची माहिती देण्यात आली. याची अंमलबजावणी लवकरात लवकर करता येईल. यासाठी शहरातील नऊ वॉर्डमध्ये महापालिकेने सर्वेक्षण सुरू केले आहे. या वॉर्ड हे शुल्क लागू केले जाईल. अशी माहिती एका वॉर्डचे अधिकार्याने दिली. सुमारे ५४ हजार २२९ मालमर्गांना हे शुल्क लागू होईल. राज्य सरकारने फेब्रुवारी २०२२मध्ये एक अध्यादेश काढला होता. त्यानुसार ५०० चौरस फुट किंवा त्याहून कमी चटई क्षेत्र असलेल्या

शहरातील ५४ हजार निवासी मालमर्गांचा समावेश

मुंबई महापालिकेकडून नऊ वॉर्डमध्ये सर्वेक्षण

येदाच्या वर्षात अंमलबजावणी सुरू होणार

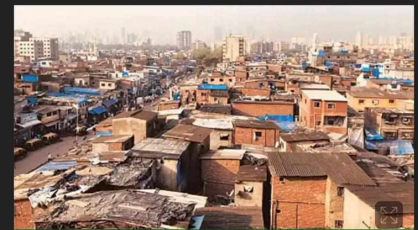
५०० चौरस फुटांपेक्षा कमी चटई क्षेत्राच्या निवासी मालमर्गा	ए वॉर्ड :	एक उत्तर :
	१,९८५	६,८९०
	२,७७६	६,०६५
	४,२४८	८,२१२
	६,९०३	५,९७२
	११,९७५	५४,२२६

निवासी मालमर्गांना जल आणि मलनिःसारण कर माग करण्यात येईल. यासाठी जलमयकविरहित जलनेटवर्कद्वारे पाणीपुरवठा केल्या जात असलेल्या निवासी मालमर्गांच्या मालमर्गा कर देण्यात येत. मलनिःसारण आणि इतर शुल्कांचा समावेश केला जात होत. महापालिकेच्या कार्यालय आणि

धारावी पुनर्विकासासाठी बाजारभावापेक्षा दहा पट कमी दराने कुर्ला डेअरीचा भूखंड

धारावी पुनर्विकासासाठी राज्य शासनाने भूखंड वितरणाचा सपाटा लावला असून कुर्ला डेअरीचा भूखंड बाजारभावापेक्षा दहा पट कमी दराने वितरित करण्यात आल्याचे दिसून येत आहे.

Written by लोकसत्ता टीम
Updated: Jan 26 2025 02:55 PM



धारावी पुनर्विकासासाठी राज्य शासनाने कुर्ला डेअरीचा भूखंड बाजारभावापेक्षा दहा पट कमी दराने वितरित करण्यात आल्याचे दिसून येत आहे (संग्रहित छायाचित्र) फोटो : लोकसत्ता टीम

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!