Our Publications

Afternoon Voice
Afternoon Voice is a Mumbai based daily tabloid which covers all aspects of the city. Besides the daily diet of news, sports and business; readers are served stimulating columns and features related to the theme of the day. With an ever-expanding readership base, this tabloid tries to be different by not just focusing on city-centric reporting but also presenting the relevant national events with the city’s viewpoint. In-depth coverage of top stories deal with responsibility, courage and honesty have made our presence felt in the market! It was launched on July 3, 2009, and within a short span of time it has reached majority of the stalls all over the city with a door-to-door circulation in the pipeline.
www.afternoonvoice.com

Beyond the News
It is the only international fortnightly magazine published from Mumbai. It has got the recognition for a comprehensive analysis of events covering a wide range of subjects; the magazine has been appreciated and awarded on so many occasions for its bold presentation of facts. Responding to the desire of readers to know more than what the newspapers report, our publication endeavours to take up issues often side-lined by other mainstream publications. The exclusive news, views and interviews have become the talk of the town. Our readership profile comprises of common man, businessmen, hoteliers, entertainment industry, medical professionals and others interested in gaining in-depth understanding of the subject. In addition to reaching out to all the important cities in India, this magazine is also read in international cities like Sydney, Singapore, Bangkok and Dubai.
www.beyondthenews.biz

Maritime Bridge
The monthly magazine gives an insight of the country’s shipping industry. We bring our expertise on reporting hard news and apply it to this sector. The focus of the magazine is on the maritime events occurring along the country’s vast coastline. It aims not only to cater to the industry specific need of understanding the events that mostly affect them but also serves as a platform for the members of the industry to form their opinions.

Mumbai Manoos
Mumbai Manoos is a daily Marathi tabloid published from Mumbai. Launched on January 13, 2010, it was targeted at Marathi youth readership. Mumbai Manoos is Mumbai’s fastest growing Marathi tabloid for Marathi manoos. Richness of the content is the USP of this small sized newspaper.

Hacker5
The evolution of cyber world, new technologies and the latest hacking techniques has introduced great opportunity and significant risks to our lives. Everyone from IT personals to youth and common users are confronted by complex and critical choices of ethics and responsibility for which they may be little prepared. Hacker5 presents the reality of those choices and their consequences. It directly addresses to the key issues to influence youth, IT personals and common users toward personal safety and socially acceptable use of cyber tools. The main objective of this magazine is to help the user to understand how the cyber world, new technologies and latest hacking techniques contribute to their lives and to the lives of their family, community, nation and society. Hacker5 concentrates to understand individual and corporate responsibility for maintaining the integrity and the availability of cyber commerce. It also focuses on "Cyber Awareness" and understands the ethical considerations associated with the use of cyber technologies. Our motive is to expose hidden and underground threats mainly caused by using internet and to spread awareness among the people.
www.afternoonvoice.com

This website runs with the intention to encourage fair, sensitive and accurate news coverage of issues concerning India. This interactive medium is envisaged as one of the leading voices of the people of the state, as well as the purpose of upholding journalistic standards and ethics. Like our publications, the site provides all kinds of assistance to fledgling journalists and instils greater independence in them and promotes what is important in the interest of the public. We have a Directory, Photo Gallery, and an Interactive Window through which trainee journalists can access help from us on any issue.
We eagerly await your feedback to update the site to suit your need.
Follow traffic rules and be a responsible citizen of India

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Mumbai A City Of Tragedy; Needs Makeover

Tobacco is an addiction; ban will not serve the purpose

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Our Parliament is the biggest converging point of criminals in India

Soon Mumbai to house Dabbawala Bhavan

Intake of fares of CR AC locals on the increase

Physiological features of women have no link to their rights, the mindset must change
Follow traffic rules and be a responsible citizen of India
The government, media and police department are making adequate efforts in creating the required awareness about road safety. But still people risk their lives by not abiding the rules.

Mumbai police, especially in their Twitter handle, often comes up with interesting ways of reminding people to follow the traffic rules. Recently they have announced that a driving licence can be suspended for three months if the driver jumps red signal or talks on mobile while driving or riding a two-wheeler.

This is not the first time such rules have been passed, the repeated warning indicates that neither the people take the rules seriously nor the corrupt traffic cops. In India, we don’t follow traffic rules strictly because we have seen other people who never follow rules and never get caught/punished. The government, media and police department are making adequate efforts in creating the required awareness about road safety. But still people risk their lives by not abiding the rules. Traffic signs are the silent speakers on the road. Be it the person behind the wheel or a pedestrian, having a sound knowledge about road safety is absolutely necessary for all before hitting the roads. Traffic signs give information about the road conditions ahead, provide instructions to be followed at major crossroads or junctions, warn or guide drivers and ensure proper functioning of road traffic. Being unaware of road signs is akin to throwing caution to the wind. By not following rules and signs leads to the loss of life and property.

We need to realise that the traffic rules are for us and not for the policemen. We have to follow these rules; if we have to save our lives and the lives of others too. We just can’t blame the government for everything. Your life is precious, don’t lose it just to gain a minute. There are a lot of people who dislike authority and traffic rules are a type of authority. These people will not only disobey traffic laws they will most likely disobey other laws as well.

Other people have a type A personality and are always in a hurry to get nowhere. These people will constantly disobey speed laws, run red lights etc. as they are so self-important and self-absorbed that they just don’t care about others on the road. These people also tend to leave the scene of accidents. In my opinion they are the most dangerous drivers on the road. Those who don’t follow traffic rules tend to be less respectful of authority. Others who disobey the traffic rules merely are impatient like in instances when they see no car or person on the other side, while there’s a red light. Some find it thrilling to break rules whether traffic-related or otherwise. This is common in teenagers who are trying to get an adrenaline high.

You might read many articles on how ‘bad’ drivers in India are and how rules do not exist outside of the regional transport offices. Some of them were fun when I read about the “Sudden Brake Bus”, “All lanes are my lanes – Auto Rickshaw” or even “I won’t stop honking until I get my way – bikers”.

When one person out of ten follows them, maybe a couple of others will try this the next time. Indians are good historically and we only need good examples than bad and we will follow them. The rules here are not new but constant reminders are to save your lives and keep you safe while on the road.

Very simple thing to understand is that pedestrians have the right of way and at any place where there are no pedestrian crossings, drivers need to respect this more. Think of this from the other person’s shoes and you will realise the hardship faced by pedestrians to cross the road.

Do not park your vehicles in a manner that will obstruct traffic. It may be for a small duration, but always look for a proper parking space. You might end up spending 5 more minutes, but it is definitely worth the effort in saving so much of time for other fellow drivers who were behind you. We are never in a race on our roads and it should not bother you if the other person overtakes you. No, not that, you should slow down for every traffic to go past you, but never try to put another person in trouble just because they overtake.

Let’s look at it this way. With a lot more people honking, you may put the person in front of you to pressure and find him not able to start moving. Let’s be fair and give a few moments of time for someone in front of us to move. If it is a one way – let it mean the same. Even for a short 10-20 feet, let’s not break this.

Let’s plan our travel and avoid switching lanes without notice. On a busy street, I notice one person switching lanes without a proper plan or notice is affecting about six vehicles around him. This is a lot, let’s be a bit more civic here. Let’s only take U turns after checking out traffic behind us. If we see a lot of traffic behind us, let’s make sure that we move left completely and allow vehicles to pass. We can then take a U turn when the traffic reduces.

Let us know that our hand signals and follow them wherever possible. This usually helps the person behind us. We can get to some other websites to check out hand signals that we can make use of. Let us respect traffic signs and traffic police. We should never try to outsmart these since they are there for a reason. Following traffic signs is one single largest reason to make our roads better. Unfortunately most of us don’t do that sometimes. But let’s change. We should never over-speed inside city limits, however good condition our roads are in. The risk of trying to be fast and quick is high and time we saved in this is definitely not worth this risk. We see a lot of posters on this on the road, it’s time we take notice of this. That is it, very simple ones to keep in mind when we ride / drive. By ensuring traffic rules and simple things, you can inspire many citizens to follow you.
Good education in India has its own challenges
Students are forced either by their parents or even school teachers to join their private tuitions. Children of age 5–6 who are just in 1st standard are going to private tuitions why do such young age kids need extra classes apart from school?

oriented. To have a settled life you either need to be an engineer or a doctor. Other professions doesn’t bring money and hence they can’t settle in their life quickly. So, most of the parents force their children to either pursue engineering or MBBS. There are other fields that should be looked into and secured job opportunities in various fields are very much essential.

People in India are driven by need and not by passion. Most people don’t even know what their passion is and they are forced by the circumstances to pursue uninterested courses. Schools play a key role in determining a person’s passion. Schools in India don’t stress on the fact that one should take their hobby seriously. Scope for research in India is in miserable condition apart from IISc and IITs, other institutes have no idea about investing on research. Why does USA do cutting edge stuff? Why thousands of Indians opt for foreign universities every year? Because those countries have realised how important research is towards one’s nation, India has its difficulties in improving the educational system.

Resource crunch is one of the major issue. Take for example, the amount of funds needed to have good schools, in all the villages, with good building, furniture and well-trained teachers. The buildings, furniture, or trained teachers are sufficient enough to facilitate the students to study properly. In addition, the poverty conditions of many families do not allow them to send their children to the school, if any.

The government should take initiative on priority basis to clean up the system in primary education. Providing toilets and gas connection to the poor are good decisions but it is equally important to have good buildings and good teachers, with all other connected amenities. The amount of budget allotment, and its full utilisation, has to be closely watched by genuine and efficient authorities.

Full employment or social security scheme, may solve this problem to a great extent. Only country’s progress can give an answer to this.

None of the selection process for higher education is properly engineered. Primary education up to the high school level, has been neglected for poor and low income groups, under the cover of free education. This has resulted in sending these children to higher education, unprepared, which also results in producing educationally qualified, but unemployable labour force.

Different states have different styles and standards of education in schools, including valuation of examination papers. This results in many students entering higher education without sufficient knowledge. Many higher education institutions have uniform syllabus nationally, but at the school level, both the syllabus, as well as standards are different.

In contemporary India, the education system has become an object of hate. The aim of education is not fulfilled due to livelihood. Students of high schools, colleges and universities always think about employment. They want to have a job by hook or by crook using unfair means in the examination. Over 80 per cent students are ready to satisfy the appointment authorities by giving hush money. Bribery has become the discipline or virtues in Modern India. No government offices are free from bait. Before Mandal Commission caste was in dormant but after its implementation it wholly came on the surface of the social current. For the sake of votes, all political parties made it a Natural Rights for SC, ST, OBC, etc. On account of these anti-social privileges, the Indian education system has really become the subject of hate and for it government is responsible. There are many such issues that are not addressed from ages.
AYUSH releases two advisories on preventative measures to combat Coronavirus

Coronavirus affects the respiratory tract in mammals; it causes all types of the common cold. It causes cold with major symptoms e.g. throat swollen adenoids, in humans primarily in the winter.

![Image of Ayurvedic remedies]

**Dr Batra’s HOMEOPATHY**

**CORONAVIRUS OUTBREAK**

**COMMON SYMPTOMS**
- Headache
- Runny nose
- Sore throat/cough
- Muscle pain

**DEADLY COMPLICATIONS**
- High fever
- Trouble breathing
- Pneumonia
- Sepsis, even death in some cases

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Beyond The News, February 16-29, 2020
The Ministry of Ayurveda, Yoga & Naturopathy, Unani, Siddha, Sowa Rigpa and Homoeopathy (AYUSH) of India released two advisories via PIB on the preventative and treatment measures that can be taken for Coronavirus epidemic. They claimed that Homeopathic medicine can prevent one from infection, but the government has failed to create an awareness campaign. There are many people seen wearing masks in India especially in trains and planes. But no one knows what this virus is all about.

Coronavirus affects the respiratory tract in the mammals; it causes all types of the common cold. It causes cold with major symptoms e.g. throat swollen adenoids, in humans primarily in the winter. Coronavirus can cause pneumonia either direct viral pneumonia or secondary bacterial pneumonia and they can also cause bronchitis either direct viral bronchitis or secondary bacterial bronchitis. The Coronavirus is fairly new that has taken the world by shock. It’s been two months since the outbreak started and it has shown that it isn’t as deadly as the SARS virus. Also, it takes about two weeks before the person infected shows any symptoms. It’s not noticed right away.

Coronaviruses are zoonotic in origin. Both SARS and MERS are classified as zoonotic viral diseases, meaning the first patients who were infected acquired these viruses directly from animals. This was possible because while in the animal host, the virus had acquired a series of genetic mutations that allowed it to infect and multiply inside humans. Snakes have been suggested as a host or intermediate host. In the case of this 2019 Wuhan variant (2019-nCoV) Coronavirus outbreak, reports state that most of the first group of patients hospitalised were workers or customers at a local seafood wholesale market which also sold processed meats and live consumable animals including poultry, donkeys, sheep, pigs, camels, foxes, badgers, bamboo rats, hedgehogs and reptiles. China not only has a culture of eating fresh meat and has as many markets and wild animals fairs. This gives most likely a virus jumping to humans or other animals which can be intermediates. However, since no one has ever reported finding a Coronavirus infecting aquatic animals, it is plausible that the disease may have originated from other animals sold in that market. The study of the genetic code of 2019-nCoV reveals that the new virus is most closely related to two bat SARS-like Coronavirus samples from China initially suggesting that like SARS and MERS, the bat might also be the origin of 2019-nCoV. The authors further found that the viral RNA coding sequence of 2019-nCoV spike protein which forms the “crown” of the virus particle that recognises the receptor on a host cell indicates that the bat virus might have mutated before infecting people. But when the researchers performed a more detailed bioinformatics analysis of the sequence of 2019-nCoV, it suggests that this Coronavirus might come from snakes.

The Wuhan Huanan Wholesale Seafood Market where the Coronavirus outbreak is believed to have started is now closed, making it difficult for greater detailed sampling and study. Also, these reptile to bat and then human transfers are NOT definite or independently verified. Searching for the 2019-nCoV sequence in snakes would be the first thing to do. However, since the outbreak, the seafood market has been disinfected and shut down which makes it challenging to trace the new virus’ source animal. Coronavirus are not particularly dangerous. There are four strains circulating among people all of which cause mild upper respiratory infections (aka common cold). However three strains (SARS, MERS, and nCoV) cause deadly pneumonia. These viruses only circulate in animals and cause occasional outbreaks among people. Generally speaking, being too lethal is not good for viruses as infected hosts may be too sick to spread the disease. For example, SARS is infectious only when patients are very sick, which makes it less likely to spread (actually the majority of transmission occurred between patients and doctors). As a result, viruses causing mild, less lethal diseases are favored by the selective pressure.

Such rule does not apply to zoonotic viruses because they don’t circulate among humans but move instead in animals. When they infect a new species, they may be either too weak (i.e., unable to spread at all) or too aggressive (i.e., unable to spread efficiently). However, if the viral spread continues, viruses causing milder diseases are more favored until it reaches equilibrium. For example, the Spanish flu was very lethal when initially introduced to human, then eventually became milder seasonal flu strains, contrary to people’s belief, the Spanish flu was never gone, as some genetic segments are still circulating. However, we should remain cautious as something unexpected may happen during the adaptation. Because human adapted viruses will be very different from the initial one, anything could happen during such a long evolution path. For example, a mutation that enables the virus to replicate faster or evade the white blood cells better may increase both the infectivity and lethality which is advantageous in the short term. This could probably explain why the death toll of the Spanish flu spiked at the second wave. So even the general trend is becoming better, something nasty can still happen. So what we need is awareness and guidelines on precautions to be taken.
UNIFORM STAMP DUTY FROM APRIL 1

Via a notification, the Central Government has informed that uniform stamp duty would be levied from April 1, 2020. The government has notified uniform stamp duty rates “much lower than earlier” across states for trading in stocks, derivatives, currencies and commodities. The initiative that will soon become operational will help curb the problem of varied stamp duty collection rates. Stamp duty will be charged uniformly irrespective of the state of residence effective from April 1, 2020.

The move was announced in the budget by Finance Minister Nirmala Sitharaman this year but is being implemented only now.

 Until now, stamp duty was charged at different rates based on your resident state. We (brokerage firms) used to collect from you and pay it monthly to the respective state governments. Going forward, we will collect and pay it to the exchanges that will, in turn, pass it back to the Central government. The notification also makes it easier for consolidated payments.
through the exchanges where the products are traded. At present, brokers have to comply with stamp duty payments under the rates levied by states.

The new rate will benefit currency traders most as it will come down from Rs 200 to just Rs 10 per Rs 1 crore of trade. According to a Corporate law site 'Corporate Professionals', the central government aims to bring sale or transfer of securities through electronic mode within the ambit of stamp duty and create additional revenue to the state governments and also lay at rest certain ambiguities in the law with the amendments to the Stamp Act. The single rate and Centralised system will help streamline the entire process, reduce the cost of collection and plug revenue leakage. But it will lead to increase in cost of trading in securities as transactions specifically on stock exchanges are subject to the securities transaction tax. Most states charge between Rs 200 and Rs 300 for non-delivery (intra-day) trades in the equity segment. This will now be at a uniform rate of Rs 300. For all delivery-based trades, the rate will be Rs 1,500. The new rates will be lower for active equity traders from states like Tamil Nadu and Goa and Union Territories such as J&K and Ladakh. Also, for equity investors, the new rate will be Rs 1,500 per Rs 1 crore of trades, to be paid by buyers only. Earlier both, buyers and sellers used to pay stamp duty.

Many states levied stamp duty of around Rs 250-300 on Rs 1 crore intra-day and derivative trades. This has now been fixed at Rs 300 for intra-day and Rs 200 for derivative per Rs 1 crore. On delivery based trades, the stamp duty has been fixed at Rs 1,500 per crore on the buy side. It’s now Rs 750 on each buy and sell side. The same for options trading is Rs 300 and Rs 10 for currency segment trading on every crore. Also, brokers will no longer have to worry about depositing stamp duty to states that will now be done by stock and commodity exchanges. The move was announced in the budget by Finance Minister Nirmala Sitharaman this year but is being implemented only now. The government has notified uniform stamp duty rates "much lower than earlier" across states for trading in stocks, derivatives, currencies and commodities. It was to be implemented on January 9 this year but it got postponed. The notification also makes it easier for consolidated payments through the exchanges where the products are traded. At present, brokers have to comply with stamp duty payments under the rates levied by states.

According to Corporate law site, 'Corporate Professionals', with the amendments to the Stamp Act, the central government aims to bring sale or transfer of securities through electronic mode within the ambit of stamp duty and create additional revenue to the state governments and also lay at rest certain ambiguities in the law. The single rate and Centralised system will help streamline the entire process, reduce the cost of collection and plug revenue leakage. But it will lead to increase in cost of trading in securities as transactions specifically on stock exchanges are subject to the securities transaction tax.

The new rates are only on the buy-side and not on both buy and sell-side. So, stamp duty costs for most of you will reduce by over 50 per cent. Active traders who were residing in states which had a cap on maximum stamp duty per day per contract note will not enjoy the benefit of the cap going forward, hence will be negatively affected. There was no stamp duty earlier for offline transfer of shares using DIS (delivery instruction slip). Now these will be based on the consideration amount entered on the DIS slip at the same rates as delivery trades (0.015 per cent or Rs 1500 per crore on buy-side).
MUMBAI A CITY OF TRAGEDY NEEDS MAKEOVER

Two stations Prabhadevi and Lower Parel are used by much of Mumbai's local train commuters as there are large number of offices in these area.
We have such a creaking railway infrastructure; most of which have not been upgraded in the last 50 years. Same number of lines and platforms carry longer and more frequent trains. Number of passengers have gone up tremendously but not much thought has been given towards infrastructure. RIP, all the innocent commuters who died on Thursday. There are many such tragedies waiting to happen in the local trains network in Mumbai.

Stations are antiquated and poorly maintained. Stairs are made of granite which turns dangerous and slippery when it's wet and are most hazardous in the rainy season. People die every day keeping the spirit of dead Mumbaikar. Terror attacks, monsoon tragedies, road accidents or train accidents, they grieve on one day and the next day they are back to the basics. Mumbaikars have become immune and prepared to die with which every situation they are put in. It seems that they have lost their voice, their stand and they have become living zombies.

Seven million commuters use the Mumbai local train network every day. The Sea link was built at the cost of 16 billion Rupees (USD 250 million) and carries mostly cars and taxis. If even a part of this money had been spent on improving the railway system, majority of Mumbai city's commuters would have been travelling safer today. As a nation we get our priorities horribly wrong. Yet we don't mind. Twenty-two were killed and over 30 seriously injured in a rush-hour stampede in Mumbai in 2017 when a crowd tried to leave a narrow railway bridge connecting two stations after heavy rain.

My heart bleeds for everyone who has been affected. Modi ji I am from Mumbai, I don't need a bullet train here, please spend the money to upgrade the existing facilities across the country so we can prevent such uncalled tragedies in future. Human lives being treated worse than any creature. Railways and basic transport amenities are being shamelessly been neglected. No infrastructure development. Government should wake up and realize the immediate and essential requirement of general public. Forget Bullet train; provide minimum facilities and safety requirements.

I am human, it's not easy for me to see heart-wrenching crush of bodies on a bridge, straining against the railing. Screams were heard from those trying to escape the weight of the bodies and some were seen jumping off the bridge. The incident took place hours before Railway Minister Piyush Goyal arrived to launch new services. This railway minister, never ever bothered to take updates on local trains of Mumbai and its worst condition. He never visited Mumbai to upgrade himself on inconveniences caused to lack of groundwork. The day he was sworn in as Railway Minister, he has witnessed huge water logs in Mumbai Local train tracks, but
neither the state government nor the central government ever concerned to correct the loopholes and lacunas. Visuals after the incident showed people on the ground, many not moving at all and attempts to revive them. Passengers and local people were seen carrying bodies down the bridge. Footwear scattered next to the bridge and rescuers cleared out more from the stairs. Angry commuters and residents said that the bridge was too old and narrow and not strong enough to take the busy sector. "It was a disaster waiting to happen," remarked a local resident, saying that the bridge has been overcrowded for years and there have been multiple demands for more railway bridges for the area.

Two stations Prabhadevi and Lower Parel are used by much of Mumbai's local train commuters as there are large number of offices in these area. Mumbaikars real issues and requirements were not met by the government. Tweets, Photoshop, Mann Ki Baat, Facebook pages, propaganda, self boasting and selfies are not going to help the aam aadmi. This government has increased the rail fare, promised safety, but did not deliver any promises. Indian railways have become the most dangerous mode of transportation under this government. They are not interested in the safety and well being of common man.

Since 2012, six of every 10-rail accidents in India has happened because of mistakes by or the negligence of railway staff. In the year to 31 March 2017, 66 of 104 consequential rail accidents were attributed to failure of railway staff according to Indian Railways data. And in the three months to 30 June, eight of 11 accidents were attributed to failure of railway staff. Since 1960, Indian Railways has seen growth in infrastructure, expenditure, ridership and freight, but it has been steadfast in terms of accidents: roughly one every three days. Indian Railways claims safety is one of its main focuses, and while that may be the case, there are several worrying gaps that point to action not matching intent. For one, there's the 16 per cent shortage in safety staff. As of 1 April, the total number of vacancies in safety staff was around 1,24,201. And this number has been growing steadily over the decades.

When it comes to a Mumbai local, then the figures are very frightening, 3,304 deaths in 2015. Nine people die on the Mumbai local train tracks every day. The causes for deaths include accidents, suicides and casualties. An average of 31 per cent victims remain "untraced", unidentified. The Mumbai suburban railway network is spread across four major routes Western, Central, Harbour and Trans-harbour and carries more than 7.5 million passengers every day. A local train in Mumbai has the capacity to carry 1,320 people. However, during peak hours it carries no less than 4,800 people which means that 16 people jostle for space in 1 square meter of area. Overcapacity is also the reason behind deaths due to falling off trains. It's a common sight during peak hours to see men and women hanging insecurely out of a packed compartment holding on to one pole placed at its gate. The number of deaths due to falling off overcrowded trains has shot up sharply. Majority of 'other' deaths are caused by suffocation and asphyxiation but these deaths go unreported.

Mumbaikars are biting the bullet everyday; one must say MUMBAI is Undying spirit.... of those who have died.
Tobacco is an addiction; ban will not serve the purpose
Tobacco is a dangerous addictive item which can cause mouth cancer and give rise to other health issues. But it is still not banned because the addicts cannot give up the habit in a day. Therefore the smuggling of tobacco will start on a large scale which would create a messy situation. But still the government is trying to reduce its consumption by creating awareness and opening Drug de-addiction centers. A government can try to ban anything, but in case of tobacco there are various reasons not to. There are people who insist on their right to smoke. They might tolerate state-imposed health-advice, but being entirely prohibited from smoking might cause them to no longer vote for the politicians who supported the ban. There are economic interests too in all this. Controlling companies from selling them would mean that those people who work in cigarette production, distribution and sales would lose their jobs. Many countries impose an additional tax on tobacco products which generates quite a lot of tax income. Banning smoking would cause this income to disappear. This would mandate cuts on government spending or a higher deficit.

India, home to the world’s second highest number of tobacco users (around 275 million), last year had set a target of reducing tobacco use by 20 per cent by 2020 and 30 per cent by 2025. Going by the decline in the output of tobacco products, the target under an action plan drawn up by the ministry of health and family welfare may not be out of reach. Stiff increases in tobacco and cigarette taxes and stringent packaging norms have contributed to the decline. According to the Index of Industrial Production (IIP) data, output of tobacco which includes cigarettes, bidis and chewable tobacco products declined by 12.1 per cent in March 2015. The NDA’s anti-tobacco campaigns and its efforts to stop the sale of loose cigarettes (that accounts for about 70 per cent of total sales) and hike in penalties for smoking at public places has also worked in its favour. But industry body the Tobacco Institute of India (TII) does not subscribe to the view that consumption of tobacco products may have actually declined.

Punjab has banned them but the reason behind a huge sale of gutkha in India is that the people who are addicted to it want to have it at any price. So, obviously Indians shop works on what most of their customers’ demands. Banning tobacco in India would be one of the worst things the government can do because India is the second largest tobacco producer in the world. Around 10 per cent of the total excise revenue comes from tobacco out of which around 80 per cent is contributed by cigarettes. Tobacco is a cash crop and thus provides high returns to farmers. The tobacco industry provides livelihood to around 45 million people in the country. But still if the government bans tobacco in India, they might have to face lot of consequences. Like tobacco may start trading in the black market same as Marijuana or Cannabis or Weed. Tobacco is a highly taxable commodity through which the government earns a lot of revenue. If tobacco starts trading in the black market, people will be still consuming tobacco, but government would not be getting any tax revenue. 45 million is a very high number of people that are employed in the industry. In a country like India, ripping these number of people will only go to increase the poverty level.

Thus banning tobacco will not help people in getting over their addiction but would rip off government from getting any revenues. Instead of banning, the government can issue a regulatory warning label area on the cigarette packet must be increased (various studies have shown it has a positive effect on people). Taxes on tobacco should be increased further; E-cigarettes should be promoted. Farmers should be promoted to shift their cropping pattern and shift to other crops. Awareness programs should be promoted in the schools and colleges. Smoking in public places should be STRICTLY BANNED. In short, the problem tobacco causes or number of families it rips apart can only be answered by people themselves by understanding that it is injurious to their health whether in chewing or smoking form.

Banning something is not a solution to eradicate the addiction people have to it. First of all, let’s understand that
people don't consume or get addicted to these things based on whether it's legal or not. If you want to consume it, you'll always find someone happy to sell it. There is a case relating to the scenario, it happened in the United States, in 1880, an act was passed known as anti-abortion and legalisation act, this act prevents the doctors and nurses from doing abortion. Doctors and nurses were put behind bars if they were caught doing abortion. In the early 1900's, the crime rate increased badly and the reason was unknown. In 1970, a Rockwell commission was set up and it found out the reason. The reason is the women who were not able to abort or raise the children, gave birth to the child and threw their children off the streets. This made the children to grow without a proper guidance; thereby those children were involved in robbery, rape, crime etc.

You can ask how it is related to tobacco. If you stop a sudden activity which many people are practising, it is difficult to face the aftermath. India has 11.2 per cent of the world's total smokers. If you ban tobacco it will affect us by many reasons. Banning gutka/pan masala leads to higher addiction to the same. This may sound counter intuitive, but it's true. Banning Guthka/pan masala would mean that illegal sellers can sell these at a higher margin of profits, further increasing the supply of the same. Let's take the example of Marijuana criminalisation in the USA. In the 1950s, usage of Marijuana became illegal and we can see a clear spike in the consumption. It was made legal way back in the '70s and the growth rate of consumption became zero. It is not practically possible to ban tobacco in India; figuratively there are approximately 200 million smokers in India which sum up to almost 12 per cent of the world's smoking population. Just think what will happen to 200 million tobacco addicts if tobacco is banned all of a sudden.

The Indian tobacco industry is one of the largest commercial sectors and an important source of direct and indirect employment in many regions of the country. With a total production value of US$ 1.6 trillion in 2012, the tobacco industry's contribution to the nation's GDP amounted to 1.1 per cent representing about 7 per cent of the total for the manufacturing sector. Tobacco, being a labour intensive crop, provides employment to more than 60 lakh people who are engaged in the farming, curing, grading, primary marketing, processing, packaging, manufacturing, distribution, and retailing activities besides exporting.

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Wonders of HydraFacial for stunning look

HydraFacial MD bills itself as medical-grade facial rejuvenation that cleanses, detoxifies, exfoliates, extracts and hydrates in one treatment that is appropriate for all skin types—normal, oily, sensitive, aging. It also promises help with fine line and wrinkles, pore size, and hyperpigmentation. Of course, this is what an aesthetician is supposed to do in a customized facial, so one wonders—does HydraFacial really yield superior results?

How Does a HydraFacial Work?

The HydraFacial is a machine with a handheld device that uses four different HydroPeel tips and various skin care solutions (chemical exfoliants, antioxidants, and hydrating serums like hyaluronic acid) to achieve its results. The spiral design of the tips used in conjunction with the HydraFacial vacuum technology creates a vortex effect to easily dislodge and remove impurities while simultaneously introducing solutions that exfoliate, hydrate and infuse your skin with antioxidants.

A HydraFacial in Four Steps

1. Cleansing
   Both HydraFacials start with a quick manual cleanse by the esthetician followed by the Vortex Fusion treatment with Activ 4. This combines exfoliating lactic acid and glucosamine HCl with anti-oxidant-rich algae, softens and conditions the skin.

2. Deeper Exfoliation
   To give the skin a deeper exfoliation, two different tips are available one more aggressive than the other delivering one of three different levels of glycolic acid (7.5%, 15% or 30%) combined with 1.5% - 2% salicylic acid. The combination of physical exfoliation from the tip and chemical exfoliation from the peels give a good result quickly, without the wait and tingling that you might experience with a traditional peel.

3. Extractions
   This step utilizes a different tip and Beta HD to soften sebum with salicylic acid and suck away blackheads and sebum in open pores. At the same time, honey extract hydrates and spiraea ulmarioides flower extract calms and soothes. If you have a milia, which is an overgrown whitehead, HydraFacial can get that out.

4. Serums
   Your cleansed, extracted, exfoliated skin is now ready for an infusion of antioxidants (vitamin C, chestnut seed and green tea extract), peptides (cooper, magnesium, and zinc) and hyaluronic acid, which actually attracts water to the skin and helps keep it hydrated and plump. The proprietary blend called Antiox also has arnica flower extract to calm and soothe the skin, and red algae extract to brighten the skin.

HydraFacial Add-Ons

At the beginning of the facial, you can get mechanical lymphatic drainage that moves lymph fluid out of your facial, reducing puffiness and helping to speed toxins out of your system. During the treatment you can add an even more powerful anti-aging peptide complex serum to help smooth the appearance of fine lines and wrinkles and enhance skin elasticity. And at the end of the treatment you can opt for an LED treatment to soothe the skin and stimulate cell turnover, or blue light to kill bacteria if your problem is acne-related.

The Bottom Line

This is a great treatment for brides or anyone who wants to look refreshed and hydrated for a night out. Estheticians tell me it is fantastic for people with acne, in part because the extractions don't use pressure that disturbs the skin. It's a good anti-aging treatment because of the peels and antioxidants, but because it involves an expensive piece of equipment, it's going to be more expensive. It helps with hyperpigmentation (brown spots), but it wouldn't expect much progress with that. (PL) Intense Pulsed Light is the treatment of choice to make brown spots fade or go away completely.
Aam Aadmi Party’s Good Work Made Them Successful in Delhi
This is what exactly happened in Delhi. BJP was continuously attacking the Aam Aadmi Party and Arvind Kejriwal. They called him an anti-national to Naxal and what not. They criticised him to the core, they tried spreading hate against him, they did all that can damage or tarnish the image of Aam Aadmi Party but voters have shown their maturity by ignoring the BJP and its hate politics. AAP was elected on an issue dear to the masses and classes. Nobody wants communal tensions. People needed a truly secular front and not appeasement politics. BJP committed the same mistake as the Congress. Instead of the AAP party and development, they focused on Kejriwal, just as the Congress focused on Modi during the Lok Sabha elections. The result is the same. Congress lost to BJP and now BJP has lost to AAP. Secondly, there is a leadership crisis in BJP; they failed to project a CM candidate in Delhi. The loose cannons in BJP gave random statements that have not gone well with voters. There were unsuccessful sting operations against Kejriwal government which were later on exposed by AAP leaders. In the entire campaign, BJP fell flat on its aerobatics.

AAP deserves to win the 2020 elections as it has worked to improve the life of common man not on paper or yojnas or abhiyans but on the ground level. During the elections, Arvind Kejriwal was asking votes for the work he has done but not for anything else. Whereas BJP was seen going communal as usual. The education and healthcare has created a positive, effective and visible impact on the common man and their lives. This combined with the improvement in infrastructure like power and water is seeing Kejriwal Government again in Delhi. Hats off to Arvind Kejriwal, Manish Sisodia and their team for the tremendous hard work they did in the national capital. BJP's negative campaign already put them some steps behind AAP. 77 percent of Muslim votes came out of supporting the Congress and turned their attention towards AAP. This endeavour is enough to convert a losing team into a winning one. The youth and dynamical volunteers of AAP were able to connect themselves with local people and rickshaw/auto drivers and common masses. I would rate AAP's performance very satisfactory based on the work they have done in Delhi. They have completely and positively transformed education and healthcare. They have delivered subsidised water and electricity for the needy without hurting taxpayers. They provided door step delivery for essential services. They have worked on a lot of areas to improve the infrastructure and overall well-being of Delhi. In 2013, 2014 and 2015, AAP had gained at the expense of the Congress. This year, the Congress is in revival mode and its old base seems to have moved back to the Congress at the expense of AAP. The voter this time denied splitting their votes between AAP and Congress. Hence, they favoured the Aam Aadmi Party completely.

AAP was elected on an issue dear to the masses and classes. This result is beyond the understanding of the best psychologists, data analysts, political analysts and enthusiasts. We got to accept that the man Arvind Kejriwal has proved BJP wrong. BJP gave away Delhi to AAP on a golden platter. There are many reasons behind the rout of the BJP in the national capital. BJP generally known for its alertness and its ability to attack its foes with all its might was snoozing ever since Arvind Kejriwal stepped down. While Arvind Kejriwal never wasted a moment in playing the victim blaming BJP(along with occasional

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"First they ignore you then they laugh at you then they fight with you then you win"

- Mr. M.K Gandhi
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“Do not underestimate the power of a common man.”

mentions of Congress) and consolidating voter base with his padyatras and campaigns, BJP Delhi chose to chill and lay back. BJP Delhi was divided over going for fresh polls and many times they made their dissent public. They woke up just a month before the elections and then it was too late. The campaign ultimately became a mudslinging fest and it was very different from the “Vikas” agenda that BJP is known for. BJP Delhi was a relaxed unit which was relying heavily on the Modi rallies and Shaheen Bagh anti-national stand.

They were very confident of winning major seats in the name of Hindutva and nationalism, they thought that an announcement of Lord Rama’s temple would pitch those votes or Article 370 would change their fate but this time BJP was over confident. Delhi is not Uttar Pradesh or Bihar where communal stand matters a lot. An ordinary Delhi voter will always give Bijli Pani a higher priority than Hindu-Muslim. BJP hired many rejects from AAP but none of them were already disowned by the people of Delhi. On the other hand, AAP never stopped campaigning ever since Kejriwal retained power. They were everywhere. Their posters stared at us, their surveys stayed on our subconscious and their volunteers were all around us. Unlike last time, AAP this time didn’t go down and dirty. They weren’t too vitriolic. They kept on repeating their agendas and stayed away from needless mudslinging. They never said a word against any BJP leader rather they were more focused on what they had delivered. Kejriwal has learnt his lessons rather quickly from an aggressive leader to a matured Chief Minister. Also he never missed a chance to criticise the BJP. They successfully created an anti-incumbency sentiment against both Congress and BJP, while the last time BJP won the state elections in Delhi was 16 years ago. When lies are repeatedly told, they start appearing as truth. He has transformed from an activist to a politician but he has to become a leader and a statesman to command the same respect and trust that people bestowed in him.

We team AV wish Delhi Wallahs all the best. We wish AAP and Kejriwal all the best too. It is time to work more and more.
Shikara made by producer/director Vidhu Vinod Chopra on the plight of displaced Kashmiri Hindu Pandits, is perhaps his first movie on this subject in recent past. The untold story of Kashmiri Pandits attracted controversy at its screening in Delhi. A woman belonging to the Kashmiri Pandit community broke down after watching the film and lashed out at the director for "commercialising the plight of Kashmiri Pandits."

After the film ended, Chopra came to interact with the audience when the woman started shouting at him. The video of the woman lashing out at the director has gone viral.

Chopra is possibly the first director in Bollywood to have even made a movie on the plight of the evacuated Kashmiri Hindu Pandits who became refugees in their own country.

Chopra polarised the sufferings of Kashmiri Pandits. To console the lady, Chopra said that he would work on the sequel to the film. He said, "Truth has two faces. People have different perspectives on the same issues."

Shikara is a story about the exodus of Kashmiri Pandits and draws its inspiration from several sources. Apart from that, Rahul Pandita's brilliant book, 'Our Moon Has Blood Clots' is a significant resource for the film. It is a very well-researched documentation on what led to the Kashmiri Pandit exodus and the apathy and neglect of the Kashmiri Pandit families for all these years. They have also used
details from actual Pandit family experiences and their plights living in Jagti refugee camp. It has taken him eleven years to tell this story and is a combination of a significantly large amount of people who have been part of the process. Although Bollywood has always been accused of maligning Hindu dharma for a long time, for example in Amar Akbar Anthony the Hindu father abandons all the kids and a Muslim and Christian adopt the children. But the message was little ambiguous as only a few could understand the analogy. But things changed abruptly when D - company started ruling Bollywood directly. They started financing movies and extorting money from directors and producers.

Then came the era when Bollywood started attacking the Hindu dharma and left no stone unturned in glorifying Islam. For example the Hindu Pandit or Hindu Baniya used to be a cruel and miser while Raheem Chacha or Abdul were portrayed as saints. In most of the films, Hindu community people were portrayed as bigots and katta(s) while Muslims of Pakistan were showed as liberals and samaritans. Hindus are very well divided into different castes, creed and races. Some are Rajput, some Guptas while some are Pandits. Remain divided and scattered until they destroy the oldest civilization of the globe in front of you and out rule you because Hindus are over tolerant.

Now coming back to Vidhu Vinod Chopra, he is one of India’s finest directors who has directed Shikara. One can see that the one Kashmiri woman was upset with what she termed as the commercialism of Shikara and that she disowned the movie. She seemed to be particularly upset with Chopra’s decision to cast two Muslim actors as the lead Hindu Pandit characters. May be some wounds cut too deep for her. At the same time, it’s unfair and wrong to term Vidhu Vinod Chopra as Hindu phobic just because one person didn’t like the movie. The exodus of the Kashmiri Pandits which is a chronicle written by a Kashmiri Pandit author Rahul Pandita. So, it’s not like Chopra crafted the movie out of thin air. He’s mostly based the movie off of another person’s memoirs.

The audience conveniently forgot the fact that the movie might have been directed by Vidhu Vinod Chopra but it’s already written by a Pandit of Kashmir. Chopra is possibly the first director in Bollywood to have even made a movie on the plight of the evacuated Kashmiri Hindu Pandits who became refugees in their own country. And if you note, his own mother was one among the many Kashmiris who could never go home while she was alive. So, it’s injustice to call him Hinduphobic. I can understand that woman’s pain too because she went through that tragic trauma. But there was no justification for her outburst. There is no crass commercialisation in Shikara - it is a sad story beautifully depicted and just makes you say that so many people had to become refugees overnight. All thanks to the incompetent and useless Prime Minister at the time - if India had competent rulers and government at the time, this tragedy would perhaps have never unfolded.

Our Moon Has Blood Clots, the exodus of the Kashmiri Pandits that was journalist Rahul Pandita’s memoirs of his family’s flight from the Muslim-dominated valley during the onset of the violent insurgency. It is a common lament of refugees trying to reclaim a happier past that is cruelly and irredeemably lost. Squeezed out by the pain, drudgery and hardship of exile, the homemaker withers away. Her son, the author, picks up the pieces in this account of his family, one of thousands who were forced into exile. In remembrance lies redemption. So this is a timely memoir about the often ignored and “unfashionable” story of the purge of a thriving minority community backed by Islamist militants in Kashmir. All those attacking Vidhu Vinod Chopra need to really retrospect as to how genuine is their outcry.

Shikara is a story about the exodus of Kashmiri Pandits and draws its inspiration from several sources. Apart from that, Rahul Pandita’s brilliant book, ‘Our Moon Has Blood Clots’ is a significant resource for the film.
Our Parliament is the biggest converging point of criminals in India.

The Supreme Court's long strings of judgements against criminalisation of politics have hardly scratched the surface of the deep rot.
Politics and crime in India are so intimately knotted that the phrase ‘politicians with no criminal records’ might come across as an oxymoron. During 2019, the Bharatiya Janata Party (BJP) released its list of 184 candidates out of contenders among which 35 (19 per cent) of the total had declared criminal cases against themselves in 2014, according to myna.info, a website that analyses the self-sworn affidavits of the candidates who are in the fray in the Lok Sabha polls. These 35 BJP candidates with criminal records are also among the 78 candidates who have been re-nominated during this Lok Sabha as well.

News18.com could not analyse other 106 candidates because they haven’t yet filed their nomination papers along with self-sworn affidavits that show the number of criminal cases registered against a candidate, if any.

The Apex court says that they must also explain why the candidates were chosen. Now the Supreme Court has put political parties on a tight leash by ordering them to publish the criminal history of their candidates for Assembly and Lok Sabha polls along with reasons that goaded them to choose those with criminal antecedents over decent people within 48 hours of the selection of the candidates. A Bench led by Justices Rohinton F. Nariman ordered political parties to publish the criminal antecedents of their candidates in local and national newspapers and on their social media handles. Following this, the parties would have to file compliance reports with the Election Commission of India (ECI) or face contempt action. The judgement signified the court’s alarm over the unimpeded rise in the accommodation of criminals often facing heinous charges like rape and murder, in the political arena. It is based on a proposition made by the ECI to ask parties not to give tickets to persons with criminal antecedents for contesting elections.

The ECI has said that 46 per cent of members of Parliament have criminal records. The Supreme Court’s long strings of judgements against criminalisation of politics have hardly scratched the surface of the deep rot. Justice Nariman, speaking for the Bench in the judgment, said a move to steer politics away from the denizens of the criminal world would definitely serve national and public interest.

Thursday’s verdict is sourced from a contempt petition filed by advocate Ashwini Upadhyay who sought action against the authorities and parties for not complying fully with a September 2018 judgement by a Constitution Bench that had directed parties to publish online the pending criminal cases of their election candidates.

The 2018 judgement had urged Parliament to bring a “strong law” to cleanse parties of leaders facing trial for serious crimes. Two years ago, a five-judge Bench led by the then Chief Justice Dipak Misra had concluded that rapid criminalisation of politics could not be stopped by merely disqualifying tainted legislators but should begin by “cleansing” political parties. It had even then issued guidelines, including that both the candidate and the party should declare the criminal antecedents of the former in widely circulated newspapers.

The number of candidates with criminal cases registered against them, however, is expected to rise once the remaining 106 new candidates file their nominations. According to the myneta.info, the candidate who had the highest number of criminal cases filed against him till 2014 was Hansraj Gangaram Ahir from Maharashtra’s Chandrapur constituency. There were a total of 11 criminal cases filed against him till the last Lok Sabha elections. Ahir is a member of the 16th Lok Sabha and currently serves as the MoS Home Affairs, following him is Pratap Sarangi from Odisha’s Balasore. Sarangi had ten criminal cases filed against him. Interestingly, among other BJP candidates with criminal charges, the current Minister for Road Transport and Highways, Shipping and Water Resources, River Development and Ganga Rejuvenation, Nitin Gadkari, also features in the list. Gadkari, till 2014, had five criminal cases filed against him. Other notable mention is Sakshi Maharaj. He had thirty four criminal cases filed against him till 2014.

In 2014, Association for Democratic Reforms’ (ADR), analysed the self-sworn affidavits of 542 of 543 winners in the 2014 Lok Sabha elections and found that BJP led the chart with as many as 98 winning candidates (35 per cent) out of total 282 who back then were facing criminal charges. Eight out of a total of 44 candidates of the Congress were facing criminal charges. The study also found that a candidate with a criminal background was almost twice more likely to win than a candidate with no criminal
background. The winning chances of a candidate with a criminal background were 13 per cent while those of a candidate with no criminal background were 5 per cent. Out of the 539 winners analysed in Lok Sabha 2019, 233 MPs had declared criminal cases against themselves. This is an increase of 44 per cent in the number of MPs with declared criminal cases since 2009. The 17th Lok Sabha will have close to half of its new MPs with declared criminal cases.

The chances of winning for a candidate with declared criminal cases in the Lok Sabha 2019 are 15.5 per cent whereas for a candidate with a clean background is 4.7 per cent. This is due to the fact that the 17th Lok Sabha will have close to half of its new Members of Parliament (MPs) with declared criminal cases.

Congress MP Dean Kuriakose from Idukki constituency in Kerala has declared 204 criminal cases against himself. These include cases related to committing culpable homicide, house trespass, robbery, criminal intimidation, etc. As per the self-sworn affidavits submitted by the candidates at the time of filing nominations, the new Lok Sabha has surpassed the previous two in electing MPs with criminal records.

Out of the 542 MPs analysed during Lok Sabha elections in 2014, 185 (34 per cent) winners had declared criminal cases against themselves while out of 543 winners analysed during Lok Sabha elections in 2009, 162 (30 per cent) had declared criminal cases against themselves. This time its close to half. Out of the 539 winners analysed in Lok Sabha elections 2019, 233 (43 per cent) MPs have declared criminal cases against themselves.

The figure is far more alarming when it comes to serious criminal cases. Around 159 (29 per cent) winners this time have declared serious criminal cases including cases related to rape, murder, attempt to murder, kidnapping, crimes against women, etc.

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Beyond The News, February 16-29, 2020
Soon Mumbai to house Dabbawala Bhavan

The dabbawalas are known for their error free delivery system and they've been studied by Harvard professors and visited by royals from all over the world.

In 1890 Bombay’s Mahadeo Havaji Bachche started a lunch delivery service with about a hundred men working under him. In 1930, he informally attempted to unionise the dabbawalas. Later, a charitable trust was registered in 1956 under the name of Nutan Mumbai Tiffin Box Suppliers Trust. The commercial arm of this trust was registered in 1968 as Mumbai Tiffin Box Supplier’s Association. Dabbawalas constitute a lunchbox delivery and return system that delivers hot lunches from homes and restaurants to people at work in India, especially in Mumbai. Lunchboxes are picked up in the late mornings, delivered predominantly using bicycles and railway trains and returned empty in the afternoon. Dabbawalas are also used by meal suppliers in Mumbai who pay them to ferry lunchboxes with ready-cooked meals from central kitchens to customers and back. Gradually these unions become the need of the Mumbaikars. I am sure in 1890, they never thought they will become such integral part of Mumbai’s life.

The service was born during the British Raj in the 1890s out of sheer necessity. With more and more migrants of varying communities reaching the big city in those days and no fast food culture and office canteens around to calm the hunger pangs at noon, there was a lack of an effective system to ensure that office-workers could eat at lunchtime. There was also a supply of illiterate workers who had travelled to the cities due to agriculture not being able to support them. With insufficient education to work as clerks in British homes, but with enough sinew and energy to undertake any hard work, the idea of delivering home-made food was born. Most tiffin-wallahs are related to each other belong to the Varkari sect of Maharashtra and come from the same small village near Pune. Tiffin distribution is suspended for five days each March as the tiffin-wallahs go home for the annual village festival. These dabbawalas soon became world famous by sending gifts to London’s queen and Kings. They have huge existences. Hundreds of documentaries are made on them and several Bollywood movies are dedicated to them.

These world famous Mumbai dabbawalas will now have homes in the city as Maharashtra Deputy Chief Minister Ajit Pawar has ordered concerned departments to provide houses for them under the PM Awas Yojana which aims to provide housing for all as soon as possible. Most dabbawalas are originally from outside the city and they serve Mumbai with a level of efficiency that has impressed management experts across the world. This particular Union and community itself is a huge vote bank too. This was long pending demand of them. Apart from housing for dabbawalas, Mr Pawar has also cleared a proposal for a ‘dabbawala bhavan’ which will function as a central office and showcase their skillful yet simple and ingenious system. The dabbawalas are known for their error free delivery system and they’ve been studied by Harvard professors and visited by royals from all over the world. Two of them have even attended the wedding of Prince Charles and Camilla Parker Bowles in 2005 as representatives of the dabbawalla community on an invitation from the royals.

Mumbai’s dabbawalas are famous across the world for their management skills and unique system of marking which enables them to collect lunch boxes from homes of working professionals and deliver them on time in their offices. They deliver two lakh lunch boxes every day but struggle with their own housing needs in Mumbai.

The housing for dabbawalas will be provided under Pradhan Mantri Awas Yojana or PMAY scheme that was launched in 2015 with the aim of providing housing for all in urban areas by year 2022. Through the scheme, the centre provides assistance to the implementing agencies through States/Union Territories (UTs) and Central Nodal Agencies (CNAs) for providing houses to all eligible families/beneficiaries. In an age of computer-controlled food delivery apps, dabbawalas have managed to hold their own in the Maximum City where housing has often been a challenge for many of them. A 2010 study by the Harvard Business School graded their system as “Six Sigma”, which means the dabbawalas make less than 3.4 mistakes per million transactions.
On an average, approximately 18,000 passengers travel daily by AC local with about 1,500 passengers travelling in each service.

The Indian Railways' first AC local train ran in Mumbai on December 25, 2017 under the Western Railway zone in Mumbai. The AC local train completed its two years on 25 December, 2019. The air-conditioned train has received a good response from Mumbaikars as during the last two years, this AC EMU train has earned Rs.40.03 crore from 95.81 lakh passengers. Looking at the success, the Central Railway is in plans to extend the AC trains on other routes. The long cherished dream of Mumbaikars finally became a reality on December 25, 2017 when the country's first and only air-conditioned suburban train started its maiden run from Borivali and headed to its destination at Churchgate. The 'air conditioned local train' has state-of-the-art security features that consists of
Physiological features of women have no link to their rights, the mindset must change

The Supreme Court simply described that a woman can rise to the rank of Colonel and above based on their merit like their male counterparts. In the rank of a Colonel, an officer picks up a substantive command and would be delegated to carry out independent tasks. A Colonel commands a battalion which typically consists of 850 men. A woman officer who is successful in this position could technically rise to the highest ranks of the Army, though at the moment, women officers will not be inducted into the combat arms such as the infantry, artillery or armoured corps. The SC further said that women officers in the Army can get command positions on par with male officers, asserting that the government’s arguments against it were “discriminatory”, “disturbing,” and based on stereotype.

The Court also said that Permanent Commission would be available to all women, regardless of their years of service. The judgement has to be implemented within three months. The Supreme Court said that even women who have served more than 14 years in the Short Service Commission (SSC) in the Army can have the option of
automatic door closing system, talk back system and fire fighting system in each coach etc.

Though the ridership of the AC local was minimal in the early days, but slowly and steadily, it started gaining momentum and became a major hit among the commuters during the sweltering summer months. The AC local train initially was running between Churchgate and Virar with a total 12 services (6 services in UP & 6 services in DOWN direction) on all days except on Saturdays and Sundays when it is taken up for maintenance but w.e.f. 14th September, 2019, it is also running on Saturdays and Sundays making available the cool journey to Mumbaikars on all 7 days of the week. Out of these 12 services, 8 run as fast local trains between Churchgate and Virar while 3 fast services run between Churchgate and Borivali. The remaining one service runs as slow service from Mahalaxmi to Borivali stopping at all intermediate stations.

For the convenience of ladies, senior citizens and Divyangans, separate coaches have been reserved for ladies and similarly seats have also been earmarked for senior citizens/Divyangs. The 1st and 12th coach from Churchgate end are reserved as ladies coaches and 7 seats in 2nd and 11th coach from Churchgate end are earmarked for senior citizens while 10 seats in 4th and 7th coach from the Churchgate end are earmarked for Divyangs. Primarily, the ticket price for a single journey on the AC train was 1.2 times that of the same journey in first class as an introductory offer, but w.e.f. 1st June, 2019 it was decided as 1.3 times of the base fare of existing single journey of 1st class ticket. Unlike regular local trains, the AC EMU service has the facility of special weekly and fortnightly season tickets. From the time of its inception on December 25, 2017 to December 25, 2019, so far 95.81 lakh passengers have travelled by the AC local, generating revenue of Rs.40.03 crore. On an average, approximately 18,000 passengers travel daily by AC local with about 1,500 passengers travelling in each service. During the period of two years from December 25, 2017, the total sale of tickets for AC local train was 8,43,343 out of which 6,62,565 were journey tickets while 1,80,778 were season tickets. Similarly, total 95,80,824 passengers travelled in AC local trains during this period out of which 6,81,134 travelled with journey tickets and 88,99,690 travelled with season tickets.

In this period, AC local trains have generated a revenue of Rs.40, 03,48,944 out of which Rs. 11,00,81,022 was generated through journey tickets while Rs.29,02,67,922 was received from season tickets. The AC local earlier had limited halts. Later, the Western Railway zone provided additional halts to the AC local at Marine Lines, Charni Rd, Grant Rd, Dahisar, Mira Rd, Naigaon & Nallasopara stations in both directions in addition to its previous halts at Mumbai Central, Dadar, Bandra Andheri, Borivali, Bhayander and Vasai Rd stations with the introduction of new suburban time-table which came into effect from November 1, 2018. With the introduction of these additional halts, commuters have shown greater patronage for the AC local train. This has generated additional revenue to the Railways. For example, 5.49 local from Churchgate to Borivali has been replaced with the new AC local. So, it’s crowd has now shifted to either 5.52 or 5.58 local.

Additionally, the climate now is cool and AC is not required. In summers may be or during rains, people who can afford to travel in AC local may use it. The newly started local trains in Mumbai is running empty because it is quite expensive as compared to other local trains. For example, if a normal local train takes Rs 10 from location A To B, the newly started air conditioned train will take about Rs 80-100 for the same distance and location. Moreover, as it is the Winter season, people don’t need air conditioner right now but in the summer season, I think this train will be a little crowded.

The problem is around the tight schedule of the locals. For regular locals, boarding and alighting is done even if the train is not completely at standstill. In case of AC locals, the train must completely stop before the doors can open and the doors must close before the train can start. The wait for the door operation causes an extra few seconds of delay at every stop. And the existing locals don’t have adequate power to overcome the delay with additional acceleration. This delay is the reason you cannot add a few AC coaches to the regular local. However, the new generation locals from 2019 are provided with extra power and acceleration to compensate for delay caused by the opening and closing of the doors. Of course, the new generation locals are yet to be tested in real Mumbai traffic. One line of thought proposes all locals to be converted to AC with extra power without increasing the fare. But will the public accept this?
Permanent Commission. The Court commented that there was a "fundamental fallacy" in the Centre's policy of considering only women with less than 14 years for Permanent Commission. The Court said that the army could not discriminate between men and women striking down a blatant gender bias propagated for years. To cast aspersions on gender is an affront to their dignity and to the country.

"Time has come that women officers are not adjunct to their male counterparts," said the Court. It also rejected the Centre's arguments of physiological limitations and "social norms" for denying permanent commission to women officers calling it disturbing. Women work shoulder-to-shoulder with men. The Centre's submission is based on gender discrimination and stereotype. "Women Army officers brought laurels to the country," the Supreme Court said referring to women officers who it said had done the country proud. The Court noted that the petitioners had countered the government by arguing on the physical capabilities of women, the composition of the rank and file and psychological realities. At present, women officers can serve for 10-14 years in the Short Service Commission (SSC). Women officers are allowed entry into Army Service Corps, Ordnance, Education Corps, Judge Advocate General, Engineers, Signals, Intelligence and Electrical and Mechanical Engineering branches. There is no option but to allow women in combat roles like infantry, armoured, mechanised infantry, aviation and artillery. The Indian Air Force and the Indian Navy also grant permanent commission to women officers even as both have opened up some combat roles for women. The air force allows women as officers in flying and ground duties. Women IAF Short Service Commission (SSC) officers fly helicopter, transport aircraft and now even fighter jets.

In the Navy, women officers inducted through SSC are allowed in logistics, law, observers, air traffic control, maritime reconnaissance pilots and Naval Armament Inspectorate Cadre. This, according to military historian Srinath Raghavan is an "extraordinary and regressive" claim, reminiscent of the claims of colonial rulers that Indian soldiers would never accept Indian commanders.

India's armed forces began inducting women officers in 1992. Over the decades, they have been given combat roles in the Air Force. Women have been inducted as fighter pilots and have flown sorties into combat zones; they will be inducted as sailors as soon as ships that can accommodate them are ready. Last year, a 24-year-old became the navy's first woman maritime reconnaissance pilot. The army is a striking exception. Women have worked here as doctors, nurses, engineers, signalers, administrators and lawyers. They have treated soldiers on battlefields, handled explosives, detected and removed mines and laid communication lines. Women officers have also been given permanent commission - a 20-year service, depending on eligibility and rank. Last year, women were cleared to join the military police. So they have ended up doing almost everything except combat roles: women are still not allowed to serve in infantry and the armoured corps. According to 2019 figures, women comprise only 3.8 per cent of the world's second-largest army - compared to 13 per cent of the air force and 6 per cent of the Navy. There are some 1,500 female officers compared to more than 40,000 male officers.

The Indian Military Nursing Service was formed in 1888 and nurses fought in World War I and II where 350 Indian Army nurses either died or were taken prisoner of war or declared missing in action, this includes nurses who died when SS Kuala was sunk by Japanese bombers in 1942. In 1992, the Indian Army began inducting women officers in non-medical roles. On 19 January 2007, the United Nations first all-female peacekeeping force made up of 105 Indian policewomen was deployed to Liberia. In 2014, India's army had 3 per cent women, the Navy 2.8 per cent and the Air Force performed best with 8.5 per cent women. In 2015 India opened new combat air force roles for women as fighter pilots, adding to their role as helicopter pilots in the Indian Air Force. All wings of the Indian Armed Forces allow women in combat roles (junior ranks) and combat supervisory roles (officers), except Indian Army (support roles only) and Special Forces of India (trainer role only). Indian Air Force had 13.09 per cent and 8.5 per cent, Indian Navy 6 per cent and 2.8 per cent while Indian and Indian Army 3.80 per cent and 3 per cent in December 2018 and December 2014 respectively. Females are not allowed to serve in combat units like the Infantry, the Armoured corps and Mechanised infantry. In 1992, the Indian Army began inducting women officers in non-medical roles. On 19 January 2007, the United Nations first all-female peacekeeping force made up of 105 Indian policewomen was deployed to Liberia.

The first batch of 100 women soldiers in the Army is likely to be commissioned by March 2021. The commissioning will take place after the first batch completes its training which will commence in December this year. The women soldiers will be commissioned into the Corps of Military Police of the Indian Army. The training period of 61 weeks is similar to that of male soldiers. Batches comprising similar number of soldiers will be trained and commissioned every year. Cadre of women soldiers in the Corps of Military Police will be maintained at a fixed number of 1,700 corps. This number will be achieved by filling in the corps in batches. In the Corps of Military Police, women soldiers will take up duties of policing cantonments and other Army establishments. They will also work in co-operation with civil police of various state governments as well as the Centre besides handling prisoners of war and maintenance of rules. They will also investigate cases of crime. At present, women in the Army work only in engineering, medical, legal, signals and educational wings.