The Transport and Housing Dilemma | Finance Matters, 24 May 2024

As the last phase of elections draws near, unemployment and inflation remain issues, which people are talking about on the ground, in interviews and media reports. But unfortunately the ruling dispensation seems to be fixated on the ‘M’ words. The strongest M word being Money.

The Reserve Bank of India has recently approved a dividend of Rs 2.11 lakh crore for the Central government for Financial year 2024, which is around 141% higher than in Financial Year 2023. The real question is will this money help to address India’s massive unemployment, mounting inflation, depleting incomes, and health expenditures?

One issue that is hardly talked about during these elections has been the issue of transport for the common people. The last ten years have seen a remarkable disinterest in running and maintaining transport services for the poor. Even in all the cacophony around development, the sounds and sights of the poor trying to catch buses and trains are buried in the background.

- Team CFA

No Transport for Poor Indians

The noise around ‘Vande Bharat’ trains has drowned the slow destruction of our railways. A similar thing is happening to all modes of transport for the poor. You can’t escape the overcrowded railway stations, bus stops and airports where people are really struggling to get from one place to another.

On the one hand, we are dreaming of running more bullet trains than China, but on the other, even Ambani and Adani are apparently forced to send tempos?

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How many houses were actually built? Did the most marginalised actually benefit? What discrepancies does the CAG report show? From the glaring inequalities in the housing sector to the evictions and the communally driven “bulldozer justice” the report reviews the housing sector.

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