

EDITOR'S SPEAK



Journalism is considered to be among the most noble and respected professions in the world. And at the helm of this noble profession sits the editor. The Editor is the guiding force, the inspiration and in some cases the face of this noble profession.

The Editor is the leader who not only is responsible for the content that goes into his publication but is someone who is a motivator, a team player who is able to get the best out of the team that he is part of.

The opportunity to be the Editor of this particular edition of FRIDAY has allowed me to gain knowhow and an understanding of the ground realities and appreciate the many exciting challenges, and testing opportunities that an Editor is faced with on a regular basis.

I also realise the editor is as good as the team that is working with her/him. The bond, working relationship and more importantly the coordination that the editor has with the people, who are vital and instrumental in the final product, are the key factors which influence the efficiency and quality of the output - a fact that I found out the hard way during the work of this edition!

And an essential component in practical learning is the contribution of internship and apprenticeship. The tenure as an intern prepares and increases the understanding of the career that the students have chosen and as a bonus allows them to meet and interact with some great people and thorough professionals. This is similar to a budding cricketer sharing the dressing room with sports legends like Sachin Tendulkar and Roger Federer, just imagine the possibilities.

But, I have been among the lucky students who have had such an opportunity, and I'm happy to say that I cherished every minute. I hope many will have the same opportunity that I have had.

This edition and the opportunity to be an intern in a reputed publication have given me the ideal platform to taste life as a journalist and test my mettle in the real world. Now, I am more prepared to take up journalism with vigour and passion; accepting the challenges that lie ahead and bracing myself to meet them head on! Ciao!!!

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JUST BRIDGE IT!

YES, WE ALL ARE SICK AND TIRED OF WAITING AND WONDERING ABOUT THE NEVER ENDING BANDRA - WORLI SEALINK PROJECT, WHICH BY THE WAY WILL BE COMPLETED BY DECEMBER 2008. SO DOES IT MAKE UP FOR THE MUCH HELD ANTICIPATION OR IS IT ON THE RECEIVING END OF PUBLIC INTEREST.



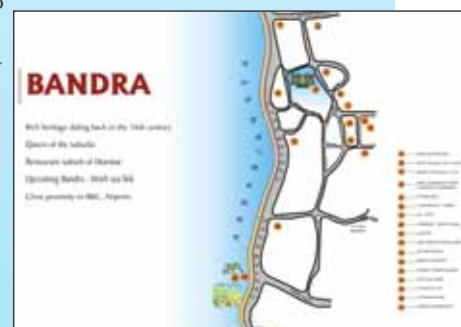
For the longest time, the two parts of the Mumbai city - the north Mumbai and the south Mumbai have been distant cousins, until the life saving initiation of Bandra - Worli Sealink Project. Wow, that's great! Now this will bring the city, a much needed travel relief from

which it has suffered a lot. Is that what you thought or are still thinking? For this project has been delayed for far too long, all thanks to the time consuming and dramatic dispute between Maharashtra State Development Corporation (MSRDC), and Hindustan Construction Company (HCC) - whereby, the project cost increased from the initial agreed amount, due to which the project had come to a standstill last year in may last year, until the state government approved additional funds.

"Of course it will be great, my future in-laws stay in town so nothing better than the bridge to reach south Mumbai!" says Sabah Khan, 22 year old resident of Bandra. The delay certainly has no bearing on its anticipation, as most are interested in its utility. Faraz Ansari, a frequent traveller from Colaba to Bandra agrees, "I travel everyday to Bandra and this project can only make life easier for me". Much as people consider this to be a landmark of great significance, there is a flip side to it that not many have considered so far. There are already two routes that travel across the city to south Mumbai - from Tulsi pipe road and the main road from Mahim ahead, and with the upcoming bridge it adds up to three. The catch here is that, the expected one time toll charge could be anything around Rs.100 and that may not

be viable option for many travellers. "I do not think it makes sense to pay huge toll for such a short distance, I rather take my regular route," affirms Farah Khan, a media student and a frequent traveller to south Mumbai. So while this raises the economic concern the brighter side is that, it will keep the riff-raff out of the way and the eventual distribution of traffic will make it more convenient. "The toll charges may not be affordable by all but that itself will help maintain the traffic flow, eventually stabilising the current scenario, hopefully!" mentions Khushboo Kaushal, a brand service executive at Law and Kenneth. "The Mahim causeway is always chaotic, which so far is the sole way to different routes and with the emergence of the sea link it will only open the bottleneck and also will benefit to masses to a greater extent during festivals like Ganesh Chaturti," Khushboo concludes.

So who cares, as far as the project gets done as soon as possible! That seems to be the attitude and why not? For it's just difficult for most of the people to understand the politics of this order. Why the project got delayed? Why was the access money needed? All the masses care about is the right use of the taxes they pay, so that this metropolitan city gets its fair share of convenient travelling provided by the infrastructural facilities.



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