CHAPTER 3

CHENNAI CITY: A SOCIO-ECONOMIC PROFILE

3.1 INTRODUCTION

This chapter deals with a profile of the study area, that is, Chennai city, focusing pointedly on geographical and socio-economic aspects of the city. The discussion includes details about administrative aspects of the city, the geology and geography of it in various aspects, population structure and growth, housing, economy, infrastructural facilities in the city, and also details of environmental issues of the city, urban structure and various other, relevant areas of interest. The chapter discusses in a brief fashion the details of media, education facilities, sports, international relations with distant places and countries through communication.

3.2 AN INTRODUCTION TO CHENNAI CITY

Chennai district, formerly known as Madras district, is an administrative division of the state of Tamil Nadu, India. It is the smallest of all the districts of the state but has the highest human density. Chennai district is a city district and the city is also the capital of the state of Tamil Nadu. Most of the city region is under the district that goes by the same name. It is divided into 5 taluks, namely: (1) Egmore-Nungambakkam; (2) Fort-Tondiarpet; (3) Mambalam-Guindy; (4) Mylapore-Triplicane; and (5) Perambur-Purasawalkkam.
Chennai city covers an area of 178.2 km\(^2\). According to the 2011 Census, Chennai district has a population of 4,681,087, roughly equal to Norway or the US state of South Carolina. The Chennai metropolitan area is the fourth most populated city in India and the 31\(^{st}\) largest urban area in the world. This areal extent gives it a ranking of 27\(^{th}\) in India out of a total of 640 cities. The district has a population density of 26,903 inhabitants per square kilometre (69,680/mile\(^2\)), excluding the huge commuter traffic from neighboring districts. The Chennai city population growth rate, over the decade 2001-2011, was 7.77 per cent. Chennai city has a sex ratio of 986 females for every 1,000 males, and the literacy rate is 90.33 per cent. Chennai city is listed as the “most advanced” district in Tamil Nadu.

3.3 NAME OF CHENNAI CITY

The name of Chennai is a shortened form of Chennapattanam, the name of the town that grew around Fort St. George, which was built by the English in 1639. There are two versions about the origin of the name Chennapattanam: according to one version, Chennapattanam was named after the Telugu ruler Damarla Venkatadri Nayakudu, from whom the English acquired the town in 1639. The first official use of the name Chennai is said to be in a sale deed, dated 8 August 1639, to Francis named after the Chenna Kesava Perumal Temple; the word Chennai in Tamil means face, and the temple was regarded as the face of the city.

3.4 CHENNAI CITY: A PROFILE

Chennai, formerly known as Madras, is the capital city of the Indian state of Tamil Nadu. It is the fourth most populous metropolitan city and the fifth most populous city in India, located on the Coromandel Coast of
the Bay of Bengal. Chennai city had a population of 4.34 million in the 2001 Census, within the area administered by the Corporation of Chennai. The urban agglomeration of metropolitan Chennai had a population of over 7.04 million (2001) and an estimated population of 8.2 million (2009) people.

Chennai is located on the northeast of Tamil Nadu, on the east coast abutting the Bay of Bengal. It lies between $12^\circ\ 09'\ N$ and $13^\circ\ 09'\ N$ of the latitudes and $80^\circ\ 0'\ 12''\ E$ and $80^\circ\ 0'\ 19''\ E$ of the longitudes, on a ‘sandy shelving breaker swept beach’. It stretches for 25.6 km along the Bay coast, from Thiruvanmiyur on the south to Thiruvottiyur on the north. It runs inland in a rugged semi-circular fashion. It is bounded on the east by the Bay of Bengal and on the remaining three sides by Kanchipuram and Thiruvallur districts.

3.5 ADMINISTRATION OF THE CHENNAI CITY

Chennai, governed by the Chennai Corporation (formerly Corporation of Madras), which was established in 1688. It is the oldest municipal corporation in India and the second oldest corporation in the world. In 2011, the jurisdiction of the Chennai Corporation expanded from 174 km$^2$ (67 mile$^2$) to an area of 426 km$^2$ (164 m$^2$), dividing in three regions – North, South and Central, which covers 200 wards (previously 155 wards and 10 zones) with 15 zones. The Worshipful Mayor and the councillor of each ward of the city are elected through popular vote by the residents of Chennai city.

The Chennai Metropolitan Development Authority (CMDA) is the nodal agency responsible of planning and development of the Chennai Metropolitan Area (CMA), which is spread over an area of 1,189 km$^2$
(459 mile²), covering Chennai district and parts of Thiruvallur and Kanchipuram districts. The larger suburbs are governed by the town municipalities, and the smaller still are e-governed by the Town Councils. They are called as the panchayats. Under the gamut of the CMDA are 5 parliamentary and 28 assembly constituencies. The CMDA has drafted a second Master Plan that aims at developing satellite townships around the city. The city’s contiguous satellite towns include Mahabalipuram in the south, Chengalpattu and Maraimalai Nagar in the southwest, and Sriperumpudur, Arakonam, Kancheepuram and Thruvallur to the west.

Chennai, as the capital of the state of Tamil Nadu, houses the State Executive and Legislative Headquarters, primarily in the Secretariat Buildings in the Fort St. George campus. The Madras High Court is the highest judicial authority in the state, whose jurisdiction extends across Tamil Nadu and Puducherry. There is also a regional seat of the judiciary in Madurai city. Chennai city has three parliamentary constituencies: Chennai North, Chennai Central and Chennai South, and together they elect 14 Members of the Legislative Assembly (MLAs) to the state legislature.

The important and old building of the Chennai city, the Chepauk Palace in the, designed by Paul Benfield, is said to be the first Indo-Saracenic building in India. Other buildings of Fort St. George were built in 1640, and most of these were designed by the English architects Robert Fellowes Chisholm and Henry Irwin. The best examples of this style include the Madras High Court (built in 1892), Southern Railway Headquarters, Central Railway Station, Ripon Buildings, Government Museum, Senate House of the University of Madras, Amir Mahal, Bharat Insurance Building, Victoria Public Hall and the College of Engineering, Guindy, which is now the Anna University.
3.6 POPULATION OF CHENNAI CITY

The total population of Chennai amounted to 3,841,396 in 1991, which increased further to 4,343,645 in 2001. Chennai district on the other accounted for 6.8 percent of the total population of 62,110,839 of the state in 2001. Males numbered 2,219,539 (51.3 per cent) and females constituted about 2,124,106 (48.7 per cent). It ranks 2nd among the districts of Tamil Nadu in population, next only to Coimbatore district. The state’s population has approximately been 72 million in 2011 Census.

Chennai has become an important destination for trade and tourism, in recent years. It has evoked as a city with tremendous potential for industrial growth because of its economic viability and available infrastructure. The State Government Departments are geared towards increasing trade and commerce links with other countries and also developing greater industrial growth. The entire boom in the trade and business of Chennai city accounts largely for its rapidly growing population. More businesses and job opportunities in the city lure people from in and around Chennai and settle in here. Major multinationals have already set up their branch offices in Chennai, leading to more people being hired by these companies. So, the population of Chennai has grown rapidly in the last 20 years, due to major industrialization and tremendous growth.
In the Census 2001, Chennai city population was at 4.216 million while the agglomeration developed around it is estimated to have nearly twice the population. It houses roughly 25 per cent of the country's 1.8 million Information Technology (IT) workforce and earns about Rs. 360,000 million annually through software exports. Further, the North Indian IT and other specialists / experts have started moving to Chennai city for core industrial employment/jobs, especially in the automobile sector, construction work (masons and labourers) and also in hotels/fast food chains. This is increasing the population of Chennai city by migration, mainly for jobs and employment purposes. Table 3.1 below shows the growth of population of Chennai city since 1951, after independence of the country.

<table>
<thead>
<tr>
<th>Year</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>1,416,056</td>
</tr>
<tr>
<td>1961</td>
<td>1,729,141</td>
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<tr>
<td>1971</td>
<td>2,469,449</td>
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<td>1991</td>
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<td>2001</td>
<td>4,343,645</td>
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<tr>
<td>2011</td>
<td>4,681,087</td>
</tr>
<tr>
<td>2012</td>
<td>5,008,763</td>
</tr>
</tbody>
</table>

Source: Census of India
3.7  HOUSING IN CHENNAI CITY

The city has the fourth highest population of slum dwellers as well among the major cities in India, with about 820,000 people (18.6 per cent of the city’s population) living in slum conditions. According to Census 2011, Chennai district has 1.1 million households, with 51 per cent of them living in rented houses. There are about 1,240 slums in Chennai. As per Census 2011, the residential housing stock available is 1.15 million – a surplus of about 50,000 houses. As many as 43,700 of them are kept vacant. In the suburbs of Chennai, located in Thiruvallur and Kancheepuram districts, the figures for vacant houses are 56,000 and 71,000 houses, respectively. Of the existing housing stock in the city, about 200,000 houses are not in good condition, necessitating either rebuilding or renovation, most necessitating rebuilding new units. About 26,000 households live in houses without any room and another 427,000 families (with an average size of 5 members) live in small dwelling units with only one room. An earlier estimate shows that there is need to generate about 420,000 units for low income groups by 2016.

3.8  ECONOMY OF CHENNAI CITY

Industrialization in the city dates back to the 16th century, when textile mills manufactured goods which were exported to Britain during its war with France. In the late 18th century, it became the only city in Asia to manufacture car engines and ancillary parts for ships and battle tanks. According to Forbes magazine, Chennai is one of the fastest growing cities in the world and the only Indian city to be rated in the “Forbes-Top 10 Fastest Growing Cities in the World. It is ranked 4th in hosting the maximum number of Fortune 500 companies of India, next only to Mumbai, Delhi and Kolkata. It also is home to 24 Indian companies having net worth of more than US $ 1.0 billion. As of 2012, the city has about 34,260 identified companies having in its 15 zones, of which 5,196 companies have a paid-up capital of
over 5 million rupees. Chennai has a diversified economic has anchored by the automobile, software services, hardware manufacturing, health care and financial services industries. According to the Confederation of Indian Industry, Chennai is estimated to grow to a 100 billion US dollars economy, 2.5 times its present size, by the year 2025. As of 2012, with 100,000 crore of rupees investment in the pipeline over 5 years, the city is poised for major industrial investment. Chennai is classified as a global city by GaWC, with a ranking of beta based on the extent of global reach and financial influence.

The city is a base to around 30 per cent of India’s automobile industry and 40 per cent of the automobile components industry. A large number of automotive companies including Hyundai, Renault, Nissan Motors, Ashok Leyland, Daimler AG, Caterpillar Inc., Komatsu Limited, Ford, BMW and Mitsubishi have manufacturing plants in Chennai. The Heavy Vehicles Factory at Avadi produces military vehicles, including India’s main battle tank: Arjun MBT. The Integral Coach Factory at Perambur manufactures railway coaches and other rolling stock for Indian Railways. Chennai contributes more than 50 per cent of India’s leather exports.

Many software and software services companies have development centers in Chennai, which contributed 14 percent of India’s total software exports of 1,442,140 million rupees during 2006-2007, making it the second largest exporter, by city, of software in the country, being Bangalore. The Tidel Park in Chennai was billed as Asia’s largest IT Park when it was built. Major software companies have their offices set up here, with some of them making Chennai their largest base.

Telecom and Electronics Manufacturers, based in and around Chennai, include Nokia, Nokia Siemens, Motorola, Dell, Force10, Wipro, Zebronics, Foxconn and Siemens among other. Chennai is currently the
largest electronics hardware exporter in India, accounting for 45 per cent of the total exports in 2010-11. Telecom giants Ericsson and Alcatel-Lucent, Pharmaceuticals giant Pfizer and chemicals giant Dow Chemicals have research and development facilities in Chennai. The TICEL Bio-tech Park at Taramani and Golden Jubilee Bio-tech Park at Siruseri houses biotechnology companies and laboratories. Chennai has a stock exchange called the Madras Stock Exchange.

A study conducted by the National Housing Bank on the residential price index of Indian cities has shown that Chennai experienced the highest growth after the 2008-2012 global financial crisis. According to a study by 99 acres.com in 2011, Chennai real estate saw an average price appreciation of 7 per cent with Tambaram, Chromepet and Thoraipakkam leading the way. Medical tourism is another important part of Chennai’s economy with 45 per cent of the total medical tourists to India making their way to Chennai. The Tamil film industry and the Tamil television industry are also significant parts of Chennai’s economy. The city also has a permanent exhibition complex in Nandambakkam called Chennai Trade Centre, besides the Lalithkala Academy. An estimated 100,000 people in the city have assets over Rs. 50 million. The city is the third largest market in India for luxury cars.

The religion-wise population percentage in Chennai city is: the Hindus 81.3 per cent, Muslims 9.4 per cent, Christians 7.6 per cent and Jains 1.1 per cent. A majority of the population in Chennai is of Tamils. Tamizh is the primary language spoken in Chennai. English is also spoken largely by the white-color workers, often mixed with Tamil, the regional language. The Telugus form a majority among the non-Tamil communities. In 2001, out of the 2,937,000 migrants (33.8 per cent of the city population), 61.5 per cent were from other parts of the state, 33.8 per cent were from the rest of India and 3.7 per cent were from outside the country. Chennai, along with Mumbai
and Delhi, is one of a few Indian cities which is home to a diverse population of ethno-religious communities. Minorities include Armenians, Chinese, Marwaris, Parsis, Sindhis, Oriyas, Goans, Kannadigas, Anglo-Indians, Bengalis, Punjabis, and Malayalees.

The idea of Special Economic Zone (SEZ) in Chennai city is perhaps more than 100 years old. The East India Company was the first to come up with a plan to create an enclave that offered a 30-year tax exemption for those who settled near Fort St. George and traded with them. Today, the Tamil Nadu state offers similar benefits inside the SEZ – Special Economic Zone: tax breaks, quick clearance of paper work, infrastructure facilities, with the idea of attracting both investors and the working populations. The Chennai city demographics have reflected the fact that people always move where the work is. Till about 1975, the people migrated from the other southern states to Chennai city, primarily in search of jobs in mineral-based industries, but with the emergence of the knowledge sector post-1991, a number of large players in the telecom, software and banking sectors have setup offices in Chennai city.

3.9 ENVIRONMENT / GEOGRAPHY OF CHENNAI CITY

Chennai, sometimes referred to as the “Gateway to South India”, is located on the south-eastern coast of India in the north-eastern part of Tamil Nadu on a flat coastal plain known as the Eastern Coastal Plains. Its average elevation is around 6.7 metres (22 feet), and its highest point is 60 m (200 feet). Two major rivers meander through Chennai, the Cooum River through the centre and the Adyar River in the south. Cooum is one of the most polluted rivers in the whole of South of India and serves as a potential health hazard to the people living in and around the river. The third river, the Kotralaiyar, flows through the northern fringes of the city before draining into the Bay of Bengal, at Ennore. The Adyar and Cooum rivers are heavily
polluted with effluents and waste. The Adyar river is relatively less polluted than the Cooum. The Buckingham Canal, 4 km (2.5 mile) inland, runs parallel to the coast, linking the two rivers.

3.10 GEOLOGY OF THE CHENNAI CITY

Chennai is classified as being the Seismic Zone III, indicating a moderate risk of damage from earthquakes. Owing to the geotectonic zone, the city falls in, and is considered as, a potential geothermal energy site. The crust has granite rocks indicating volcanic activities in the past. It is expected that a temperature of around 200° C - 300° C will be available if the ground were drilled 4 km to 5 km deep. The region has the oldest rocks in the country, dating back to nearly 1.0 billion years.

3.11 CLIMATE OF THE CHENNAI CITY

Chennai has tropical wet and dry climate. The city lies on the thermal equator and is also on the coast, which prevents extreme variations in seasonal temperatures. The weather is hot and humid for most of year the year. The hottest part is the late May to early June, and the coolest part of the year is January, with a minimum temperature. The average annual rainfall is about 140 cm (55 in). The City gets most of its seasonal rainfall from the northeast monsoon winds, from mid-October to mid-December. Cyclones in the Bay of Bengal sometimes hit the city but more often gives rains. At times, the rains are a downpour.

3.12 URBAN STRUCTURE OF THE CHENNAI CITY

Chennai is divided into four broad regions: the North, Central, South and West. North Chennai is primarily an industrial area. South Chennai and West Chennai, previously mostly residential, are fast becoming
commercial, home to a growing number of information technology firms, financial companies and call centres, which are invariably multinational. The city is expanding quickly along the Old Mahabalipuram Road and Grand Southern Trunk Road (GST Road) in the south and towards Ambattur, Koyambedu and Sriperumbudur in the west.

Chennai city has a total coast length of about 19 km, which now has more than doubled with the expanded Corporation limits. The Chennai beach is the second longest urban beach in the world.

3.13 INFRASTRUCTURES OF CHENNAI CITY

Among the city infrastructures, Tele-Communications, Banking, Health Care, Waste Management, Shopping, Cinema and Entertainment, Tourism and Hospitality, and Recreation are discussed to give an idea of developments in the recent years.

3.13.1 Communication System of Chennai City

Chennai is one of the four cities in India through which the country is connected with the rest of the world through undersea fiber-optic cables. In this area, the other three cities of Mumbai, Kochi and Tutthukudi are also important. The city is the landing point for major submarine telecommunication cable networks such as SMW (connecting India with Western Europe, Middle East and Southeast Asia), i2i (connecting India with Singapore), TIC (connecting India with Singapore), and BRICS (connecting India with Brazil, Russia, China, and South Africa and also the United States). The 3,175 km-long, 8-fiber-paired i2i has the world’s largest design capacity of 8.4 terabits per second. As of 2007, nine mobile phone service companies operate nine GSM networks and two CDMA networks (for example, BSNL, Airtel, Vodafone, Tata Teleservices, MTS and Idea Cellular)
in the city. There are also four land line companies (BSNL, Airtel, Aircel, and Tata). Commercial and domestic broadband internet services are provided by all the four service providers and a majority of the mobile network service providers. Chennai was the first Indian city to have the Wi-Fi facility in a widespread manner. As of 2010, there were 9.8 million mobile phone users in Chennai. Of late, in places like Chennai, people use two numbers as they use dual SIMs, one personal and the other official. Landline users amounted to 1.4 million. In 2010, Chennai had the fourth highest number of active internet users in India, with 2.2 million users (Telecom Regulatory Authority of India, 2011).

3.13.2 Banking System in Chennai City

Prominent financial institutions, including the World Bank, Standard Chartered Bank, ABN AMRO, Bank of America, The Royal Bank of Scotland, Goldman Sachs, Barclays, HSBC, ING Group, Allianz, Sumitomo Mitsui Banking Corporation, The Bank of Tokyo-Mitsubishi UFG, Abu Dhabi Commercial Bank, Asian Development Bank, Credit Suisse, BNP Paribas Fortis, Deutsche Bank and Citibank have back office and development centre operations in the city. Chennai is home to the national level commercial banks such as Indian Bank and Indian Overseas Bank and many state level co-operative banks, finance and insurance companies.

3.13.3 Health Care in Chennai City

Chennai has world-class medical facilities, including both government-run and private hospitals. The government-aided hospitals include General Hospital, Adyar Cancer Institute, TB Sanatorium, and National Institute of Siddha. The National Institute of Siddha is one of the seven apex national-level educational institutions that promote excellence in Indian systems of medicines and Ayurveda. Some of the popular private-run
hospitals in Chennai are the Apollo Hospitals, Chettinad Health City, Madras Medical Mission, MIOT Hospitals and Vasan Healthcare. The prime NABH-accredited hospitals include Chennai Apollo Speciality Hospital, Dr. Mehta Hospitals, Frontier Lifeline Hospital, Global Hospitals and Health City, Sankara Nethralaya and Vijaya Medical and Educational Trust. Chennai attracts about 45 per cent of the health tourists from abroad and 30 per cent to 40 per cent of the domestic health tourists. The city has also been termed the India’s health capital.

3.13.4 Waste Management of Chennai City

Chennai city collects and removes 4,500 metric tonnes of garbage every day. Night conservancy services are being carried out on all important roads and commercial areas of the city (Chennai City Corporation website, March 26, 2013). Collection of municipal solid wastes at source (door-to-door collection) has been implemented in all zones. About 95 per cent of the households are covered under this programme. Source segregation is also being promoted. The city has three dump yards, one each at Perungudi, Kodungaiyur, and Pallikaranai. The Corporation has planned to, and created, four new dump yards at Mullaipattu, Minjur, Vallur and Kuthambakkam villages, ranging in size from 20 acres to 100 acres. The civic body also spends Rs. 4,000 million a year on solid waste management.

3.14 TRANSPORT OF CHENNAI CITY

3.14.1 Air Transport Facility

Chennai serves as a major gateway to southern India. The Chennai International Airport, comprising the Anna international terminal and the Kamaraj domestic terminal with a total passenger movement of 12.9 million and aircraft movements of 120,127 in 2011-2012, is the third busiest airport and the second busiest cargo terminus in India. Chennai handles 316 flights a
day, again making the third spot among Indian Airports. The city is connected to major hubs across Asia, Europe, and North America through more than 30 national and international carriers. The existing airport is undergoing further modernization and expansion with an addition of 1069.99 acres, while a new Greenfield airport is to be constructed at an estimated cost of Rs. 20,000 million in Sriperumbudur on 4,200 acres of land. The new airport is likely to handle cargo spillover traffic from the existing one.

3.14.2 Rail Transport Facility

Chennai hosts the headquarters of the Southern Railways. The city has two main railway terminals. The Chennai Central Station, the city’s largest, provides access to other major cities as well as many other smaller towns across India, whereas Chennai Egmore gives access to destinations primarily within Tamil Nadu; however, it also handles a few inter-state trains. The Chennai suburban railway network, one of the oldest in the country, facilitates transportation within the city. It consists of four broad gauge sectors terminating at two locations in the city, namely, the Chennai Central and Chennai Beach. While three sectors are operated on-grade, the fourth sector is majorly an elevated corridor, which links Chennai Beach to Velacherry and is interlinked with the remaining rail network. Construction is underway for a part underground and part elevated Rapid Transit Systems, locally known as the Chennai Metro Rail. There is also a proposal to construct a monorail network to augment the existing public transportation system in the city.

3.14.3 Road Transport Facility

Chennai is one of the cities in India that is connected by the Golden Quadrilateral System of National Highways. It is connected to other Indian cities by four National Highways (NH) that originate in the city. Among them
are the NH 4 to Mumbai (via Tiruchirappalli and Dindugul) and NH 205 to Anantapur, Andhra Pradesh (via Tirupati). Chennai is connected to other parts of the state and the Union Territory of Pondicherry by state highways. The Government has constructed grade separators and flyovers at major intersections, and built Inner Ring Road and Outer Ring Road. The Gemini flyover, built in 1973, crosses over the arterial road, and eases the traffic movements towards Anna Salai and towards the Kathipara Flyover (it is now known as the Anna Flyover). As of 2011, according to the Transport Department, there were 2.58 million two-wheelers and 0.56 million four-wheelers in the city, and the Metropolitan Transport Corporation (MTC) bus fleet were 3,421, which was 0.1 per cent of the total vehicular population of the city.

The Chennai Mofussil Bus Terminus (CMBT) is the largest bus station in Asia. It is the main intercity bus station for Chennai, administered by 7 Government-owned Transport Corporations, which operate intercity and interstate bus services. There are private bus companies that provide similar transport services. The MTC provides an exclusive intercity bus service, consisting of 3,421 buses including the Volvo air-conditioned bus services within the city on 724 routes, which provide transportation to 5.52 million passengers daily. The Tamil Nadu State Transport Corporation operates Volvo air-conditioned services from Chennai to nearby cities like Pondicherry, Vellore and Hosur. The other means of road transport in the city include vans, regionally known as Maxi Cabs, auto-rickshaws, on call metered taxis and tourist taxis. Share auto services have been in operation in the last few years, making travel a bit more easier for those who could spend a little more money for the travel.
3.14.4 Sea Transport Facility

The city is served by two major ports, Chennai Port, one of the largest artificial ports in India, and Ennore Port. The Chennai port is the largest in the Bay of Bengal, with an annual cargo tonnage of 61.46 million (2010-2011), and the second busiest container hub in India, with an annual container volume of 1.523 million TEUs (2010-2011). The port handles transportation of automobiles, motorcycles and general industrial cargo. The Ennore Port with an annual cargo tonnage of 11.01 million (2010-2011), handles cargo such as coal, ore and other bulk and rock mineral products. The Royapuram fishing harbor is used by fishing boats and trawlers. A mega shipyard project called the Kattupalli Shipyard cum Captive Port Complex is being built by L&T Shipbuilding at Kattupalli village near Ennore.

3.15 MEDIA IN CHENNAI CITY

Newspaper publishing started in Chennai with the launch of a weekly, The Madras Courier in 1785. It was followed by the weeklies The Madras Gazette and The Government Gazette in 1795. The Spectator, founded in 1836, was the first English newspaper in Chennai to be owned by an Indian and became the city’s first daily newspaper in 1853. The first Tamil newspaper Swadesamitran was launched in 1899. The major English dailies published in Chennai are The Hindu, The New Indian Express, The Deccan Chronicle and The Times of India. The evening dailies are: The Trinity Mirror and The News Today. The major Tamil dailies include the Dina Thanthi, Dinakaran, Dina Mani, Dina Malar. Tamil Murasu, Makkal Kural and Malai Malar are the regional language evening dailies.
Doordarshan runs two terrestrial television channels and two satellite television channels from its Chennai centre, which was set up in 1974. Private Tamil satellite televisions are the Sun TV, Raj TV, Vijay TV, Vasanth TV, Kalaignar TV, Jaya TV and Captain TV and they are also the popular among the television viewers.

3.16 EDUCATION IN CHENNAI CITY

Chennai is in second place for literacy among the metropolitan city centres in India with a 90.33 per cent literacy rate. Chennai has a mix of public and private schools. The public school system is managed by the Chennai Corporation with an enrollment of 142,387 students in over 330 schools. Tamil and English are the primary media of instruction, though several schools also use Telugu or Urdu. Public schools run by the Chennai Corporation are all affiliated with the Tamil Nadu State Board, while private schools may be affiliated with either of the Tamil Nadu Board of Secondary Education or the Central Board of Secondary Education (CBSE). There are also the Matriculation School education. The Arts and Science Colleges in Chennai are affiliated to University of Madras, which has five campuses in the city. The Indian Institute of Technology Madras (IITM) and the Anna University are the two well-known centres for engineering education in the city.

3.17 INTERNATIONAL RELATIONS OF CHENNAI CITY

The consular presence in the city dates back to 1794, when William Abbott was appointed U.S. consular agent for South India. As of 2012, there were 43 foreign representatives in Chennai, including consulate generals, deputy high commissions and honorary consulates.
Figure 3.2 Chennai city wards (155 Wards, in 10 Zones)
3.18 CONCLUSION

This chapter has presented a detailed profile of the city of Chennai, which is the study area for the present study. Chennai is the fourth largest city in the country and is the capital of Tamil Nadu. The population of the city in 2011 was 4.68 million and is currently the fastest growing metropolises of India. Migrants in Chennai city accounts for nearly 40 of the population of the city. With recent developments in IT and ITES, the city employs about 1.8 million people, most of whom have come from various parts of the country, but particularly from Tamil Nadu. The software exports from Chennai amounted to Rs. 360,000 million in the last year. There are prospects for further expansion in the near future. Automobile and mobile phone industries are also very important today as the city is the fourth largest buyer of four-wheelers and the second largest user of mobile phones (at 6.8 million) with some of them using dual SIM cards. Among the workforce are also people from other states, of North India, and the construction workers are either from Bihar or from West Bengal. The city is now a cultural melting pot with people from multiple ethnic-religious groups. The one reason for the industrial development in the city and the surroundings is the availability of infrastructures, besides of course industrial promotion through various means. There have been literally a million or more jobs in the last few years that the migrants have come in from all directions. The infrastructures, particularly health, education, recreation, and housing, have made possible the incoming migrant flows in steady streams that the migrants have made the city their homes for it provides for all their needs.