Chapter - 3
Profile of Solapur District

3.1 Introduction

Solapur District is one of the leading and progressive districts in Maharashtra. Today’s Solapur District has been carved out of the territories of the neighbouring Ahmednagar, Pune and Satara districts of Maharashtra State. Solapur region had been important since the time of the Satavahanas but it never reached the position of a capital during the periods of Satavahanas, Rastrakutas, Chalukyas, Yadavas, Bahamanshahi and Adilshahi. During Adilshahi as well as Maratha and British periods, this district was an important military center. Solapur City and the district have played an important role in the freedom struggle of India. Since ancient times, Solapur City has remained an important trading centre, as it is connects Maharashtra with the States of Karanataka and Andra Pradesh. This important trade position of the City has played a vital role in the development of the city and the district. The history of Solapur region is glorious in Maharashtra.

3.2 Geographical Setting

Solapur is the fifth largest urban agglomeration in Maharashtra state. It lies entirely in the basins of rivers the Bhima, the Seena, the Nira, and the Maan. The Bhima demarcates the border between Maharashtra and Karnataka States in Solapur District.

The shape of the district resembles a flying eagle. The proportion of the area of the Solapur district as compared to Maharashtra State is about 5% and in the Pune administrative division is 20%.
3.3 Population Features

Solapur District is one of the densely populated districts in Maharashtra.

Table 3.1
Population Statistics of Solapur District (Census 1971 to 2001)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Male</td>
<td></td>
<td>11,55,281</td>
<td>13,32,914</td>
<td>16,70,516</td>
<td>19,89,623</td>
</tr>
<tr>
<td>2. Female</td>
<td></td>
<td>10,78,088</td>
<td>12,55,225</td>
<td>15,60,541</td>
<td>18,59,920</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>22,33,369</td>
<td>26,10,144</td>
<td>32,31,057</td>
<td>38,55,383</td>
</tr>
<tr>
<td>Decadal Variation</td>
<td></td>
<td>+2.17%</td>
<td>+15.88%</td>
<td>+24.84%</td>
<td>+19.14%</td>
</tr>
</tbody>
</table>

The Table shows the increase in the total population, males and females in Solapur district during the period from 1971 to 2001. The percentage of the decadal variation also shows that the increase was lowest at +2.17% in 1961-71 and highest at +24.84% in 1981-91.

3.4 Historic Background

The area which today forms Solapur district earlier formed the parts of Ahmadnagar, Pune and Satara districts. The district was formed in 1838 and consisted of eight sub-divisions. With the reorganisation of the States in 1956, the district was included in the Bombay State and since 1960, it forms part of Maharashtra. At the time of 1961 Census, the district comprised of 11 talukas and 10 towns.

The history of Solapur district can be traced back to the pre-Christian era centuries (B.C. 90). Solapur probably formed part of the territories of the Shatakarani or Andhrabharitya Dynasty, whose capital was at Paithan on the river Godavari. A Sanskrit inscription dated Shaka 1238, after the downfall of the Yadavas, mentions the name of the town as Sonalipur, later called as Sonalpur or Sonalalpur.

In Solapur City itself, there is a temple dedicated to Siddheshwara, a 12th century devotee of the Lord Shiva. It is a sacred pilgrimage center of the Lingyata faith and also of Hindus. There is an annual pilgrimage known as “Gadda” on the Makar Sankranti day, when a procession known as Procession of Kathis (sticks) is held. In fact, this whole area is a meeting ground for Bhagwats from all over Maharashtra and Lingayats from Karnataka. In the course of time, the syllable ‘na’ was dropped from the city’s original name ‘Sonalpur’ and it came to be known by its present name ‘Solapur’.
However, down through the history, Solapur City never received a chance to become the capital of any ruling dynasty, although it has a fort. This fort and the city faced many battles between the Nizamshahi and the Adilshahi, from 1497 to 1599 A.D. From 1599 to 1753 A.D., it was successively under the rules of the Mughuls, Nizamshahi, Adilshahi and again the Mughals and Niamshahi one after another. After 1758, Nanasaheb Peshwa conquered it and held it under the Maratha rule upto 1817 A.D. Solapur was an important and strong military center under the Maratha power.

During the last English war with Marathas, Solapur fort and the town surrendered to General Munro on 14th May, 1818, after a siege of four days. Solapur City and the adjoining region came to be included in the erstwhile Bombay Province of the British rule and continued to grow and prosper. It became a Collectorate in 1838. Solapur City received its municipality in 1862 and the boundaries of the city were first announced in 1866.

Solapur City also has played an important role in the freedom struggle of India and because of civil disturbances, the British administration had imposed Martial Law on the City in 1930.

3.5 AGRICULTURE

Agriculture is the main source of livelihood of the people in the district, as it engages nearly 70 percent of the working population. However, about 87 to 90 percent of the total cultivated area is under dryland farming.

Land Use

Out of the total geographical area of the district, 87.9 percent is a cultivated area and the remaining 12.9 percent area is uncultivated. The data pertaining to the use of land in (in ‘00’ hectares) as in 1996 is as shown in Table 3.1.
Table 3.2
Land Use in Solapur District (as in 1996)

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Particulars</th>
<th>Hectares</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Total Area</td>
<td>14878</td>
</tr>
<tr>
<td>2.</td>
<td>Under Forest</td>
<td>319</td>
</tr>
<tr>
<td>3.</td>
<td>Non-agricultural Land Use</td>
<td>318</td>
</tr>
<tr>
<td>4.</td>
<td>Fallow Land</td>
<td>674</td>
</tr>
<tr>
<td>5.</td>
<td>Cultivable Land but Fallow</td>
<td>321</td>
</tr>
<tr>
<td>6.</td>
<td>Pastures</td>
<td>408</td>
</tr>
<tr>
<td>7.</td>
<td>Land under Horticulture</td>
<td>771</td>
</tr>
<tr>
<td>8.</td>
<td>Current Fallow</td>
<td>3353</td>
</tr>
<tr>
<td>9.</td>
<td>Other Fallows</td>
<td>921</td>
</tr>
<tr>
<td>10.</td>
<td>Net Cultivable Land</td>
<td>9707</td>
</tr>
<tr>
<td>11.</td>
<td>Once Sown</td>
<td>903</td>
</tr>
<tr>
<td>12.</td>
<td>Under Cultivation</td>
<td>10610</td>
</tr>
<tr>
<td>13.</td>
<td>Total Cultivable Land</td>
<td>13342</td>
</tr>
</tbody>
</table>

The proportion of total area to irrigated and unirrigated areas and cultivable waste reveals that within the district, Akkalkot is the taluka where 92.99 percent of the area is cultivated. Other talukas where the proportion of the cultivated area exceeds the district’s average (87.90%) include Barshi (91.14%), South Solapur (91.70%), Mangalwedha (67.34%), Sangola (88.00%) and Madha (91.37%). In the remaining talukas, the proportion of the cultivated area, Malshiras taluka has the highest proportion of 23.27% irrigated area to its total cultivable area, whereas Karmala taluka ranks the lowest among the eleven tehsils with 3.40% irrigated area.

**Cropping Pattern**

Within the district, there are three types of harvests: (1) Rabbi season, (2) Kharif season, and (3) hot season. The popular crops association are Jowar and Bajara, Jowar and oilseeds, and Jowar and pulses. In recent years, some significant changes have taken place in the crops. Crops like sugarcane, grams, fruits and vegetables have increased in average, due to the opening of the Ujani reservoir project. The pressure of population, together with improved wholesale marketing facilities, also have played a significant role in this transformation.
Surplus foodgrain are traded in the regulated markets at Barshi, Mangalweda and Pandarpur and are exported to Mumbai, Pune, Ahmednagar, Chennai, Belgaum and Kolkata. Modern techniques are not used widely, therefore, foodgrains are not easily available for want of warehouses. Recently new types of agricultural policies have been introduced in the district.

**Irrigation**

Solapur district is still dependent on the vagaries of the monsoon. Irrigation aims at making good the deficiencies in rainfall, thereby bringing more land under the plough, which otherwise would remain uncultivated for want of water. In short, the object of irrigation is to augment the farm produce. At present, wells, Bandharas, tanks and canals are the main source of water supply. Installing of oil engines and electric pumpsets have benefitted the agriculture.

**Climate**

The climate of Solapur district is typically of monsoon character, with hot, rainy cold, weather seasons. In a large measure, the climate determines where man may live and thrive, what crops he may raise. Climatically, the entire district falls in the rainshadow region. The south-west monsoon, with its spatio:temporal variations has a greater impact on the regional pattern of agriculture and dairying. Generally, the climate is dry and healthy during the summer and winter seasons and tends to become chilly during the rainy season. Particularly in winter, it is refreshing with a bright sunshine. In the summer seasons, dust storms and hot winds are experienced. The temperature also rises upto 45°C.

**Rainfall**

The paucity of the total amount of rainfall and large variations, both in extent and distribution in different years, makes the agriculture almost a gamble on the rains. Broadly speaking, the district can be divided into three rainfall zones: eastern zone comprising Barshi, North Solapur, South Solapur and Akkalkot talukas have comparatively 58 rainy days; the central zone comprising of Mohol and Mangalwedha talukas, eastern part of Pandharapur and Madha talukas have comparatively 49 days and the western zone comprising scanty area of Karmala, Sangola and Malshiras talukas and the western part of Madha and Pandharapur talukas comparatively have 37 days of rainfall. The average annual rainfall in the district is 742 mm.

### 3.6 Administrative Set-up

Solapur district is divided into eleven talukas for administrative purposes. The district comprises of 1110 villages and 10 towns. The area which now forms the Solapur district was formerly a part of Ahmednagar, Pune and Satara districts. Karmala taluka was the
part of Ahmednagar district, Mohol taluka was in Pune district and Pandharpur, Malshiras and Sangola talukas were in Satara district. Barshi town and Solapur City were frequently changed between Ahmednagar and Pune districts. A sub-collectorate for Solapur was formed under Ahmednagar district in 1838 and it then consisted of eight sub-divisions, namely, Solapur, Barshi, Mohol, Madha, Karmala, Indi, Hippargi and Muddebihal. At present, after going through numerous changes, the district now consists of 11 talukas, namely, North Solapur, South Solapur, Barshi, Pandharpur, Sangola, Mangal-wedah, Mohol, Akkalkot, Malshiras, Karmala and Madha.

For administrative purposes, the district is divided into the sub-divisions of Kurduwadi, Solapur and Pandharpur and 11 talukas. The District Collector, along with the District Judge, Superintendent of Police, Chief Executive Officer of the Zilla Parishad and other senior officers of the State Government look after the development and regulatory functions in the district. At the taluka level, the Tahsildar, block development officer, judicial magistrate, deputy engineers and other officers look after their respective departments’ development and regulatory functions. The statutory urban local bodies are cantonments, municipalities and a municipal corporation for Solapur City.

3.7 **Trade and Commerce**

Solapur City is a well-known and convenient trading centre for the neighbouring States, as it is located on two national highways - Pune to Hyderabad and Solapur to Bijapur. The City is also situated on the trans-State broad-guage railway lines - Mumbai to Hyderabad, Mumbai to Chennai, Kanyakumari to Kashmir, Bangalore to New Delhi, Rajkot to Bhubaneswar.

The City is reputed for its cotton and synthetic textiles industry. Before 1960’s, the Solapur Spinning and Weaving Mills (Juni Girani) was one of the biggest textile mills not only in India but in Asia. The textile mills like Laxmi-Vishnu Mills, Jam Mills, Narsingh-Girji Mills were also quite big ones, employing more than 5000 workers until 1980’s. Solapur City is also known by another name ‘Girangaon’ (village of Mills). In 1960’s, after the closure of the Solapur Spinning and Weaving Mills, other mills in the cooperative sector, as a backward integration, began converting cotton into yarn. The skilled workers who had lost their jobs due to the closure of the large mills took up the production of textiles on powerlooms in the small scale sector. Their products like Solapur Chaddar, towels, hand-napkins, wall-hangings and Kotta and organza-type Saris are famous in both the Indian and the export markets.

Because of the increased availability of the perennial irrigation, Solapur has now become a leading district in sugar manufacture in Maharashtra. There are 16 sugar factories in the district, and Akluj town is a leading trading centre for sugar, as there are three large sugar factories located around this town.
The Kirloskar Group of Industries is having one of its engineering units, namely, Shivaji Works Limited, near Solapur City. The unit produces spare parts for tractors, industrial machinery and oil-engines. There are several other foundry and engineering units nearby to Solapur City. The Birla Group’s cement factory is also situated nearby.

The Solapur District Gazetteer records that bidi-making has been a tradition of Solapur City since the 12th century. It is mostly run on the cottage industry basis and employs a large pool of female workers, who see it as an opportunity for supplementing the family income.

Solapur also is one of the leading district in Maharashtra State’s cooperative movement, especially with regard to the milk cooperatives. In 2003-04, there were 3,261 milk cooperatives in the district who were collecting nearly 1.50 lakh litres of milk daily, which, after meeting the intra-district needs in towns and cities, was supplied to Mumbai and Pune.

**Imports and Exports**

The chief commodities of trade in the district in the past were cotton, Jowar, Bajra, pulses and other food grains, as well as cloth, medicines and hardware. The chief items of exports out of the district are: vegetables, cotton, grains, oilseeds including groundnuts, forest products like honey, wax and lac, and the animal products like hides and horns, indigo and clarified butter.

The Chamber of Commerce in Solapur City renders valuable services towards the development of trading activities in the district. The Chamber was established in 1901. The chief purposes of this body includes fostering and developing friendly and mutual relations in the business community and industrialists, promoting the interests of the business community in the matters of inland and foreign trade, shipping and transport industry, banking and insurance. It strives for the settlement of disputes among traders as also between the traders and the market communities and to redress grievances of traders in respect of sales-tax, income-tax and other related problems.

The chief imports into the district are hardware items, provisions, cutlery items, machinery, medicdines, electrical goods, watches, etc. Apart from the weekly markets in towns and villages, Barshi and Solapur are the major trading centres in the district.

**3.8 Roads**

The condition of the roads in the district till 1884 was far from satisfactory. The district had no pucca roads fit for carts; all traffic went over fair-weather tracks on pack bullocks. Pandharpur, Solapur and Pangaon were the three important centres of traffic. Of the old tracks, eight lines centered at Pandharpur, eight at Solapur and two at Pangaon in Barshi. In 1883 there were ten lines of made roads, with a combined length of 382 miles.
Communications in the district increased especially after the first quarter of the 20th century. Development of the important trading centres like Solapur, Barshi and Pandharpur necessitated the improvement of communications both by railways and by roads. Solapur and Barshi being on the edge of the district, these connected the district with the country outside it, while the trade of Pandharpur rested on its necessities as a place of pilgrimage. Solapur, Mohol, Madha and Kurduwadi being railway stations facilitated communications by roads as other trading centres in the district could easily get various commodities from larger trading centres outside the district. The big trading centres like Solapur, Barshi and Pandharpur were also greatly benefited as they could secure the market outside the district for the local commercial goods.

Today, Solapur city, the district headquarters, is well connected by roads as well as by railways with the adjoining districts of Sangli, Satara, Pune, Osmanabad and Bijapur district of Karnataka state. It is also well connected with all the taluka headquarters and trading centres in the district.

During the period 1951-1961 there was no change in the mileage of national highways, while the length of state highways decreased by 5.96 kilometers (3.70 miles), because of the handing over of that strip to the Solapur Municipal Corporation. The major district roads increased by 97.32 kilometer (60.34 miles) and the other district roads by 178.79 kilometer (110.85 miles). The total increase in all types of roads in the district during the year under reference was 407 kilometers (254.41 miles).

Under the Nagpur Plan (Road Development Plan for 1961-81) the district was to have 37,64.8 kilometers of roads. The road length was short of this target by 1,706 kilometers on the eve of the plan, i.e. on 1st April 1961. The target was achieved in 1970 and in 1972-73, the total length of all types of roads in the district stood at 5,702 kilometers which was in excess of the Plan target by 1937.2 kilometers.

The ratio of road length to hundred square kilometers of area was 14.08 kilometers in 1961. It increased to 23.6 kilometers in 1970-71. Though the ratio was increased, it was not satisfactory as compared to the position prevailing in Maharashtra state which was 26.3 kilometers per 100 square kilometers. However, the position in this regard has improved as the ratio worked out to 27.2 kilometers and to 38.0 kilometers at the end of 1971-72 and 1972-73 respectively.

The ratio of road length to lakh of population in Solapur district was 168.70 kilometers in 1967-68. It increased to 252.99 kilometers in 1972-73.

As has been stated earlier, the condition of roads in the district till 1884 was very unsatisfactory. The old Gazetteer of the district notes in this behalf as follows:

Few details of roads are available before 1855. At the accession of British power in 1817 and from that time till about 1850, Solapur had no made roads and a few carts;
all traffic went over fair-weather tracks on pack bullocks. During the four rainy months the tracks were impossible and for about two months afterwards. The passage was rendered most tedious and difficult by the black soil and the numerous streams. During the eight dry months also the tracks were neither smooths nor easy for carts. Of these old tracks, eight lines centered at Pandharpur, eight at Solapur and two at Pangaon in Barshi. Of the eight lines which centered at Pandharpur, one went twenty three miles north to Tembhurni in Karmala; one went fifty-seven miles north-east to Barshi by Mohol, Vairag and Pangaon. Four went south and south-west, one went forty-two miles to Jath, another seventy miles to Athni in Belgaum, a third eighteen miles to Sangola and from Sangola sixty miles to Miraj and a fourth eighty miles to Karad in Satara and two went west and north-west, one passing eighty-nine miles to Satara by Mhaswad and Koregaon, and the other 148 miles to Poona. Of the eight lines which centered at Solapur, two went north-east to Nizam’s territory, one being 25 miles to Tuljapur and the other 38 miles to Dharashiv. One went 176 miles east to Hyderabad by Naldurg and Kalyan. One went south-east 22 miles to Akkalkot, one went south 58 miles to Bijapur. Two went west, one passing 38 miles to Pandharpur and the other 152 miles to Poona by Tembhurni and Indapur and one went north-west 54 miles to the old fort of Paranda in the Nizam territory. The two lines which centered at Pangaon in Barshi, went north-east to Nizam’s territory. One passing 66 miles to Latur and the other 60 miles to Ambegaon. The communication by roads was however much improved between 1884 and 1928.

The roads at present in the district are divided into five categories, i.e. National Highway, state highway, major district roads, other district roads and village roads.

A description of all the types of roads is given in the ensuing portion.

**National Highways**

There are two national highway passing through the district viz. Poona-Solapur-Hyderabad road and Solapur-Bijapur road.

**Poona-Solapur-Hyderabad Road**

This road passes through the district from kilometer no. 144.3 (miles no.89.13) to kilometer no. 269.3 (mile no. 167.13), covering a distance of 125.17 kilometers (77.16 miles) in the district. The road leaves Poona district and enters in Solapur district at its western border, crossing the Bhima river near village Ranzani, where there is a well-built bridge. The road traverses from north-west to south-east direction up to Solapur City and then takes a turn towards the east up to the district border and enters Osmanabad district.
Solapur-Bijapur Road

The Solapur-Bijapur national highway starts from Solapur City and runs in the southern direction. It runs for 30.20 kilometers in the district and then enters Bijapur district of Karnataka state. A section of 3.20 kilometers in length of the road is under the jurisdiction of Solapur Municipal Corporation.

State Highways

There are seven State Highways in the district the description of which is given below.

Pandharapur-Madha Road: The road emanates from Pandharapur and runs in westward direction for 79.32 kilometers in this district.

Satara-Pandharapur-Mohol Road: The road enters in the district on its western border at kilometer 148.3 and runs towards east up to Pandharapur and then towards the north-east up to Mohol on Pune-Hyderabad road.

Miraj-Pandharapur-Kurdewadi-Barshi-Latur Road: The road starts from Miraj in Sangli district and enters in Solapur district at its south-west border in kilometer 51.8.

Solapur-Aurangabad Road: The road emanates from Pune-Hyderabad National Highway at Solapur City and runs in north-easterly direction up to the district border.

Barshi-Solapur-Akkalkot-Dudhani Road: The road emanates from Miraj-Pandharapur-Latur State Highway at Barshi; its total length in the district is 160.33 kilometers.

Ahmednagar-Karmala-Pandharapur-Bijapur Road: The road starts from Ahmednagar city and enters Solapur district at the northern border near kilometer no.84.

Dhond-Kosti-Karmala-Salse-Paranda-Barshi-Osmanabad Road: The road starts from Dhond in Pune district and enters in Solapur district at its north-western border near Kosti in kilometer 51 and runs from west to east up to Karmala and from Karmala to Salse towards south-east and again eastwards from Salse to Paranda.

Major District Roads

The following is the description of the major district roads:

Karmala-Karjat Road: The total length of the road in the district is 11.66 kms.

Karmala-Pothare-Jamkhed Road: The total length of the road in the district is thirteen kilometers.

Bhigwan-Jinti-Jeur-Sade-Salse Road: The total length of the road in the district is 54.71
kilometers.

Salse-Ropale-Kurduwadi-Madha-Angar-Yaoli Road: The total length of the road in the district is 63.36 kilometers.

Barshi-Malwandi-Narkhed Road: The total length of the road excepting that within municipal limits is 34.5 kilometers in the district.

Shetphal-Madha-Wadsinge Road: The total length of the road in the district is 32.58 kilometers.

Madha-Vairag-Osmanabad Road: The total length of the road in the district is 48 kilometers.

Mohol-Kurnl-Kamti-Mandrup Road: The total length of the road is 45.86 kilometers.

Pandharpur-Kurul Road: The total length of the road is 37.81 kilometers.

Solapur-Mangalwedha-Sangola Road: The total length of the road is 83 kilometers.

Akkalkot-Jeur-Tadwal-Mundewadi-Nandni Road: The length of this road portion is 27.76 kilometer.

Solapur-Hotgi-Ang-Kanbas-Karajagi Road: The total length of the road is 32.18 kilometer.

Mandrup-Bhandar Kawathe Road: The total length of the road is 15.88 kilometers.

Akkalkot-Wagadari-Aland-Gulbarga Road: It’s length up to district border i.e. up to Bhrikavthe 27.5 kilometers.

Akkalkot-Chapalgaon-Hannur-Naldurg Road: The total length in the district is 19.31 kilometer.

Akkalkot-Tolnur-Mashal Road: The total length of this road in the district is 25.75 kilometer.

Mangalwedha-Nandeshwar Sonyal Road: The total length of the road in Solapur district is 33 kilometers.

Indapur-Akluj-Sangola-Jath Road: The total length of the road in the district is 63.20 kilometers.

Malharpeth-Mahud-Pandharpur Road: The total length of the road in the district is 40.88 kilometers.
Vaduj-Dahiwadi-Shinganapur-Natepute: The total length of this road is 10.65 kilometers.

Korshi-Jinti-Kalam Road: The road starts from village Kosti, situated on Dhond-Karmala-Paranda-Barshi state highway and leads to Kalam in Pune district.

Mangalwedha-Patkul-Wani-Chincholi-Diksal-Jath Road: The total length of the road in the district is 44.25 kilometers.

Marawade-Indi Road: The total length of the road in the district is 70 kilometers.

Barshi-Tuljapur Road: The total length of the road in the district is about 35 kilometers.

Kurduwadi-Malshiras Road: This road starts from Kurduwadi runs towards the west up to Malshiras, and traverses through Madha and Malsiras talukas for about 45 kilometers.

Kuslamb-Yermala Road: This road starts from Kuslamb on the Miraj-Pandharpur-Latur Road runs towards the north up to Pimpalwadi for about twelve kilometers and leaves for Yermala in Osmanabad district.

Other District Roads

Other district roads are usually approach roads connecting villages and towns in the district. They are subject to frequent interruption to traffic during the rains and generally have murum surface. They are designed to serve taluka places and market centres.

Village Roads

The facilities of transport in the rural areas were inadequate in the past. The village roads were mostly earthen tracks which were sometimes impossible in the rainy season. However, during the last two decades considerable process has been made and several schemes of village road development have been implemented in the district. In 1961 the total length of the village roads in the district was 301 kilometers which gradually increased to 2652 kilometers in 1972-73. The number of approach roads has also been constructed.
Table 3.3
Types of Roads by Length (in kms) in 2004

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<tr>
<th>Type of Road</th>
<th>Outside Municipal Limits</th>
<th>In Municipal Limits</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>PWD</td>
<td>Zilla Parishad</td>
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<tr>
<td><strong>Surface-wise</strong></td>
<td></td>
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<tr>
<td>Cement Concrete</td>
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<td>203</td>
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<tr>
<td>Black Topped</td>
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<tr>
<td>Water-bound Macadam</td>
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<tr>
<td><strong>Total</strong></td>
<td>2038</td>
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<td><strong>Category-wise</strong></td>
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<td>National Highways</td>
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<tr>
<td><strong>Total</strong></td>
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</tbody>
</table>


In the year 2003-2004 the total length of roads including corporation area roads is 14,087.12 kilometer. Out of these, 39% roads are tar road, 39% roads are of grit track and 21% roads are of other type.

Motor Vehicles Department

The Department is headed by the Director of Transport, Bombay, assisted by the Regional Transport officers. For the convenience of the motoring public, a sub-office under the charge of a motor vehicles inspector, has been set up at Solapur. The jurisdiction of the Regional Transport Officer, Pune, extends over the district of Solapur. Under the Motor Vehicles Tax and the Motor Vehicles (Amendment) Act of 1956, all motor vehicles have to be registered, all drivers have to take out a license, which is given only on their passing the prescribed test of competence, the hours of work of drivers of transport vehicles are to be restricted, and third party insurance of all vehicles plying in the public places has to be effected. It gives power to the State Government to subject the vehicles to strict mechanical tests and to control the number of vehicles to be licensed for public hire, specifying their routes and also the freight rates. Fees are leviable for registration and for issue of licenses and permits.

**Vehicle Registration : Solapur District**

Solapur being a district headquarters and being one of the big corporation towns, most of the vehicular registrations in the district are seen to be in respect of the city of Solapur.

The statistical details of vehicle registration for Solapur district from 1980 to 2006 is given in Table 3.4.

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Year</th>
<th>Vehicle Population</th>
<th>Percentile Rise over Preceding Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1980</td>
<td>19,463</td>
<td>-</td>
</tr>
<tr>
<td>2.</td>
<td>1985</td>
<td>37,079</td>
<td>90.51%</td>
</tr>
<tr>
<td>3.</td>
<td>1990</td>
<td>74,371</td>
<td>100.57%</td>
</tr>
<tr>
<td>4.</td>
<td>1995</td>
<td>1,12,338</td>
<td>51.05%</td>
</tr>
<tr>
<td>5.</td>
<td>2000</td>
<td>1,90,760</td>
<td>69.81%</td>
</tr>
<tr>
<td>6.</td>
<td>2004</td>
<td>2,76,768</td>
<td>45.09%</td>
</tr>
<tr>
<td>7.</td>
<td>2005</td>
<td>2,95,209</td>
<td>6.66%</td>
</tr>
<tr>
<td>8.</td>
<td>2006</td>
<td>3,14,376</td>
<td>6.49%</td>
</tr>
</tbody>
</table>

Source: Office Records of Dy. Regional Transport Officer, Solapur.

The total number of vehicles registered has increased from 19,463 as on 31-03-1980 to 3,14,376 upto 31-03-2006. It is seen that 2-wheelers viz. scooters, motorcycles, scootys, luna and mopeds account for major share.
## Table 3.5

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Two-wheelers</td>
<td>62,987</td>
<td>1,62,371</td>
<td>2,16,167</td>
<td>2,32,516</td>
<td>2,48,996</td>
</tr>
<tr>
<td>2.</td>
<td>Cars</td>
<td>5,358</td>
<td>7,384</td>
<td>9,821</td>
<td>10,395</td>
<td>11,194</td>
</tr>
<tr>
<td>3.</td>
<td>Jeeps</td>
<td></td>
<td>8,165</td>
<td>9,737</td>
<td>9,950</td>
<td>10,220</td>
</tr>
<tr>
<td>4.</td>
<td>Trailers</td>
<td>2,807</td>
<td>8,873</td>
<td>9,728</td>
<td>9,779</td>
<td>9,955</td>
</tr>
<tr>
<td>5.</td>
<td>Tractors</td>
<td>2,574</td>
<td>8,099</td>
<td>9,210</td>
<td>9,223</td>
<td>9,382</td>
</tr>
<tr>
<td>6.</td>
<td>Autorickshaws</td>
<td>2,837</td>
<td>6,403</td>
<td>7,680</td>
<td>7,881</td>
<td>8,099</td>
</tr>
<tr>
<td>7.</td>
<td>Trucks and Lorries</td>
<td>3,582</td>
<td>5,550</td>
<td>6,111</td>
<td>6,342</td>
<td>6,531</td>
</tr>
<tr>
<td>8.</td>
<td>Delivery Vans (4-wheeler)</td>
<td></td>
<td>3,802</td>
<td>4,845</td>
<td>5,424</td>
<td>5,800</td>
</tr>
<tr>
<td>9.</td>
<td>Delivery Vans (3-wheeler)</td>
<td></td>
<td>1,369</td>
<td>2,181</td>
<td>2,376</td>
<td>2,740</td>
</tr>
<tr>
<td>10.</td>
<td>Taxis</td>
<td>111</td>
<td>287</td>
<td>345</td>
<td>401</td>
<td>434</td>
</tr>
<tr>
<td>11.</td>
<td>Tankers</td>
<td></td>
<td>282</td>
<td>289</td>
<td>288</td>
<td>295</td>
</tr>
<tr>
<td>12.</td>
<td>Stage Carriages</td>
<td>648</td>
<td>241</td>
<td>241</td>
<td>241</td>
<td>241</td>
</tr>
<tr>
<td>13.</td>
<td>Station Wagons</td>
<td></td>
<td>206</td>
<td>215</td>
<td>215</td>
<td>215</td>
</tr>
<tr>
<td>14.</td>
<td>Ambulances</td>
<td>48</td>
<td>67</td>
<td>71</td>
<td>110</td>
<td>115</td>
</tr>
<tr>
<td>15.</td>
<td>Contract Carriages</td>
<td>18</td>
<td>68</td>
<td>88</td>
<td>92</td>
<td>98</td>
</tr>
<tr>
<td>16.</td>
<td>Others</td>
<td>17</td>
<td>12</td>
<td>16</td>
<td>23</td>
<td>32</td>
</tr>
<tr>
<td>17.</td>
<td>Private Service Vehicles</td>
<td>14</td>
<td>14</td>
<td>15</td>
<td>15</td>
<td>21</td>
</tr>
<tr>
<td>18.</td>
<td>School Buses</td>
<td>9</td>
<td>10</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

Total: 81,010 2,13,203 2,76,768 2,95,279 3,14,376

Note: Figures in brackets indicate percentage rise over the preceding year.

Source: Office Records of Dy. Regional Transport Officer, Solapur.
Table 3.5 gives the vehicle registration for Solapur district categorywise during 1991 to 2006. It is seen that total number of vehicles registered during these years has increased.

During last three to five years several two wheelers manufacturing companies have brought on roads, the vehicles with and without gears with loan/ installment facilities with a view to attract the younger section of the population especially the students.

Taxies and auto rickshaws are mainly responsible for carrying internal passenger’s traffic have to play important role next to city buses for common man. Number of taxies has increased from 111 in 1991 to 434 in 2006 and auto rickshaws from 2,837 in 1991 to 8,099 in 2006. Increase in number of trailers, tractors are worth of noting. It is observed that the tractors and trailers are being used on a large scale for transport of bricks and other building materials. It is seen that the large rural area included in municipal limit include good agricultural lands producing crop like sugarcane and movement of sugarcane to sugar factories may possibly be the another reason for the number of tractors and trailers.

The goods trucks and tankers registration for Solapur district have increased from 3,582 to 6,826 during the period from 1971 to 2006.

Solapur is an important centre of cotton textile industry. Besides this, the M.I.D.C. has developed plots for the factories like food product, beverages, tobacco, textile product, rubber plastic, petroleum, coat, basic and alloy metal machinery, equipments and parts, agriculture product, wood, paper, leather product, oil mill, sugar factories and cement factories.

The incoming and outgoing products from Solapur district are grains, tobacco, metal, steel, oil, building material, fertilizer, cement, agriculture products and industrial goods. These products are transported through the truck, delivery van and tempos.

### Road Accidents

The number of road accidents is an indicator of the qualitative aspect of transportation. It indicates safety/security conditions for the vehicles. The study of road accidents has been made on the basis of the number of road accidents occurred in the city and rural areas, which are registered in the respective Police Stations. The data regarding road accidents have been collected from each Police Station.

### Accident Spots

It is seen that Solapur-Bijapur Highway No.13, especially the section of the highway just after the railway crossing near Kambar Tank is major area having more number of accidents during last four to five years. Next in order are Solapur-Hotgi
major district road, Hyderabad-Pune National Highway No.9, Solapur-Mangalwedha
major state highway, Solapur-Hyderabad National Highway, Solapur-Akkalkot State
Highway and Solapur-Barshi State Highway. Absence of service roads leads to intermixing
of regional traffic with local traffic. This together with general pedestrian behavior of
not using the footpaths, Zebra Crossings, etc. are the causes of accidents with the
pedestrians.

**Major accident spots have been found to be as below.**

1. Garibi Hatav Slum area, Ashok nagar, Nehru Nagar, Near Surya Mini theatre,
   S.R.P. camp and eastern side of existing Soregaon village as well as John
   Farm on the border of Soregaon Village limits on south side.

2. Along Hotgi road-Sugar factory, Shivshahi, Hatture Wasti, Gangaji mill, Multani
   Bakeri, Kinara Hotel.

3. Along Hyderabad-Pune National Highway-Old Puna Naka junction point from
   where Solapur-Barshi State Highway takes off, near Hotel Jungali, Near
   Kegaon old Gathon.


5. Along Akkalkot road near Solapur Sutgirani, the new Akkalkot naka.

6. Along Hyderabad National Highway on the eastern side Dagdi Pool and Bavi
   Petrol pump near Hyderabad naka.


8. Along Barshi Highway-where the road to Barshi takes off near Bale gaothan.

9. Along the Pune Hyderabad National Highway Tembhurni, Telangwadi, Mohol,
   Shetfal.

10. Along the Pandharpur-Tembhurni road near Bhalawani.

**Classification of Accidents :**

Accident data has further been analysed in the following contexts.

Types of accidents (fatal, serious, minor)

Accidents with different modes of travel (fast and slow moving vehicles)

Occurrence of accidents (collision and non-collision)

Accident occurring with the pedestrians.
Types of Accidents

It is seen that the total number of accidents has increased from 1,537 in 1995 to 1,632 in 2006. Serious accidents are seen to be major in number and increased from 1995 to 2006. It is further worthwhile to note that such number of fatal and serious accidental persons together were 1,873 in 1995 and during 2006, these have increased to 2,501. The minor injuries are comparatively on lower side. It is seen that the percentage of fatal and serious accidents to total number of accidents is varying from the year 2000. This percentage has increased. It is seen that every year total number accidents occurred. Out of total number of accidents with fast moving vehicles, accident with motorcycles, account for the major share followed by the accidents with buses and trucks and then autorickshaws. The fast moving vehicles (motorcycles, cars, light commercial vehicles, are primary vehicles and the slow vehicles (medium and heavy commercial vehicles, passenger buses and trailors) are appearing as secondary vehicles.

Table 3.6
Number of Accidents during 1995-2006 in Solapur District

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Year</th>
<th>Number of Accidents (Solapur Rural)</th>
<th>Number of Accidents (Solapur City)</th>
<th>Number of Persons Killed</th>
<th>Number of Persons Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1995</td>
<td>1178</td>
<td>359</td>
<td>327</td>
<td>1183</td>
</tr>
<tr>
<td>2</td>
<td>2000</td>
<td>1246</td>
<td>353</td>
<td>421</td>
<td>967</td>
</tr>
<tr>
<td>3</td>
<td>2003</td>
<td>935</td>
<td>318</td>
<td>348</td>
<td>911</td>
</tr>
<tr>
<td>4</td>
<td>2004</td>
<td>1067</td>
<td>306</td>
<td>477</td>
<td>1529</td>
</tr>
<tr>
<td>5</td>
<td>2005</td>
<td>1172</td>
<td>340</td>
<td>496</td>
<td>1699</td>
</tr>
<tr>
<td>6</td>
<td>2006</td>
<td>1219</td>
<td>413</td>
<td>541</td>
<td>1960</td>
</tr>
</tbody>
</table>

Source: Office Records of Superintendent of Police, Solapur District.

3.9 Trade Associations

There are various trade associations such as taluka-level truck owners’ associations, the district-level Solapur Zilla Motor Malak Sangh as well as two Mumbai-based associations working towards the welfare of the transport workers. These may be briefly reviewed as under:

1. **All India Driver Cleaner Ekta Sangh (Regd.), Navi Mumbai**

   The annual membership fee of the Sangh is Rs.100/- and it has its head office at Navi Mumbai as well as 11 help centres mostly in Konkan and Western Maharashtra. The main aims and objectives of this Sangh are as under:
   - To bring about a coordination between the drivers and the cleaners,
• To remove injustices on the drivers and cleaners,
• To make available emergency ambulance service in the event of an accident (the service is available on four major highways - Mumbai-Pune, Mumbai-Goa, Mumbai-Nashik and Mumbai-Gujarat),
• To organize blood- and eye-donation camps for the benefit of the drivers and cleaners,
• To keep the offices of the Sangh working for 24 hours so as to provide timely help to the drivers and cleaners in need.

The Sangh also asks its members to obey the traffic rules and regulations as well as not to smoke or to consume alcohol while driving, failing which they would be debarred.

2. **All India Vahan Chalak Mahasangh, Thane**

The annual membership fee of the Sangh is Rs.100/- and it has its head office at Thane. It provides following facilities to its members:
• Appropriate financial help in the event of an accident,
• Financial support for one year’s education of children in case of natural calamity,
• Free computer education to members’ children,
• Free medical treatment to members for certain ailments,
• Free ambulance service in case of an accident,
• Organization of blood- and eye-donation camps and health camps,
• Community marriages of members’ children,
• Efforts to secure Government jobs for members,
• Insurance policy of Rs.50,000/- on payment of additional Rs.100/-.

The Sangh also asks its members to obey the traffic rules and regulations, failing which they would be debarred.

3. **Solapur Zilla Motor Malak Sangh, Solapur**

The Sangh was established in 1981 with a membership of 200, which today has risen to 4000 members. Earlier, for some time, the Sangh also operated a subsidiary credit cooperative for the benefit of its members, but it had to get out of the venture because of the mounting losses.

A significant achievement of the Sangh is the establishment of **Rajiv Gandhi Transport Nagar**, spread over 26 acres at village Bale near Solapur City, and containing about 300 plots allotted for transport offices, shops, godowns and service-providers.
The Solapur Zilla Motor Malak Sangh is also busy with attempts to resolve the various daily life issues of truck owners and drivers, such as escort duty, octroi duty, collection of road tolls, etc. Recently, the Sangh has begun providing ambulance service to the accident victims on the highways in Solapur district and post-accident assistance to its members. It also provides financial assistance for the education of the truck owners and drivers. The Sangh also insists on the obeying of traffic rules and regulations by its members.

3.10 Niramaya Arogya Dham

Another exemplary initiative of the Solapur Zilla Motor Malak Sangh is the sponsorship of Niramaya Arogya Dham, an NGO expressly engaged in anti-HIV/AIDS education and counselling, on behalf of the Maharashtra State AIDS Control Society, Mumbai. Since the Chairman of the Motor Malak Sangh is also the Chairman of the Solapur Agricultural Produce Market Committee (APMC), he has provided working space to Niramaya Arogya Dham, both at the Market Yard and at the Transport Nagar. Since both the locations have a significant population of visiting truck drivers and cleaners, the Arogya Dham focuses its education and counselling efforts on them with themes like ‘spread of HIV infection among truck drivers’, ‘truck crews and commercial sex workers’, ‘reduction in the vulnerability to HIV infection’, ‘promotion of community- and family-based care of STD victims’, ‘safe sex’, etc. The NGO also operates an STD clinic at the Transport Nagar and arranges various programmes with other similar-minded NGOs for the benefit of the transport workers.

The overall vision of the Niramaya Arogya Dham (NAD) is to lead and catalyze an expanded response to the HIV/AIDS epidemic in order to contain the spread of infections amongst truck drivers, crew and commercial sex workers, reduce their vulnerability to HIV infection, promote community and family-based care to STDs within, and enabling environment without any stigmatization and discrimination, and alleviate the epidemics devastating social and economic impact. NAD continues with the interventional activities in ‘Truckers Project’ with the following objectives:

- To increase the awareness levels of truckers and their sexual partners regarding STDs, HIV/AIDS and promote behavioural change;
- To promote safe sex behaviour;
- To ensure access to sexual health care facilities and motivate the truckers and their sexual partners to use these facilities;
- To create support systems within the trucking community by the end of the project period to ensure sustainability of the project.

Truckers Project is a targeted intervention for high risk group of truckers, rews and commercial sex workers. The basic purpose of the targeted intervention is to reduce the rate of transmission among the most vulnerable and marginalized populations. One
of the ways of controlling the disease from further spread is to carry out direct intervention among these groups through multi-pronged strategies. These may be described as under:

1. **Activity : One-to-One and One-to-Group**

   **Indicator** : One-to-one and One-to-group discussion will be conducted at halt points at suitable place in the operational area

   **Achievement** : Respective ORWs are conducting this activity very regularly. Condom demo and distribution are regular features. Activities were carried out in operational area as per schedule. Target population are greatly benefited by these important features. ORWs have contacted 10,748 truckers and crews.

2. **Activity : Condom Promotion**

   **Indicator** : Truckers and CSWs will carry out condom promotion.

   **Achievement** : Condom demo were carried out and free condoms were procured and stocked for truckers as well as for CSWs in the project area. On all the Halt Points, ORWs performed this activity. Performing condom demonstrations, our ORWs doing condom demo and repeat condom demo which are making great impact on the target population. This activity was carried out very regularly. Total 4,444 condom demo were carried out and total 2,99,720 condom pieces were distributed. There is an increase in the condom usage in target group.

3. **Activity : Health Checkup Camp**

   **Indicator** : Medical checkup camp to be conducted.

   **Achievement** : Health camps were carried out in all the months. Free medicines were distributed during these camps. Total 2,261 general patients were examined and 322 patients were found suffering from STD and treated. ORWs also gave condom demo as well as safe sex messages during these important activities. Poster exhibition during health camps helped us to spread the awareness and safe sex messages.

4. **Activity : Counselling**

   **Indicator** : Counselling will be conducted at Halt Points at suitable places in the operational area.

   **Achievement** : Counselling is a vital component of the response to the AIDS epidemic. People who are infected or closely affected by HIV, need information, advice and support in coping with their situation. Moreover, counselling of individuals in how to care for themselves and others helps prevent further spread of HIV. Total 903 counselling sessions were carried out.
5. **Activity : STD Cases**

**Indicator**: Interventional activity to be conducted in operational area.

**Achievement**: Any disease that is usually acquired while having unprotected sex with an infected partner. Such diseases may also be transmitted by other routes. Total 800 STD patients were detected and treated. 239 STD patients were referred to higher centres, i.e. civil hospitals, private nursing homes, etc.

6. **Activity : IEC Material**

**Indicator**: IEC Material Distribution in intervention sessions

**Achievement**: IEC material is very effective from the point of view of awareness to the target population. IEC material developed MSACS & NAD. Total 33,180 IEC material distributed during the year.

The overall vision of the NAD is to lead and catalyze an expanded response to the HIV/AIDS epidemic in order to contain the spread of infections amongst truck drivers, crew and commercial sex workers, reduce their vulnerability to HIV infection, promote community- and family-based care to STDs within and enabling environment without any stigmatization and discrimination and alleviate the epidemics devastating social and economic impact.

**Health Checkup Camps**

Table 3.7 below shows the data relating to the beneficiary truckers of the health checkup camps conducted by the NAD.

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Month</th>
<th>Total Patients</th>
<th>General Patients</th>
<th>STD Patients</th>
<th>Referred Higher</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>April, 2005</td>
<td>196</td>
<td>176</td>
<td>20</td>
<td>3</td>
</tr>
<tr>
<td>2.</td>
<td>May,</td>
<td>150</td>
<td>134</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>3.</td>
<td>June,</td>
<td>206</td>
<td>182</td>
<td>24</td>
<td>4</td>
</tr>
<tr>
<td>4.</td>
<td>July,</td>
<td>255</td>
<td>243</td>
<td>12</td>
<td>-</td>
</tr>
<tr>
<td>5.</td>
<td>August,</td>
<td>239</td>
<td>211</td>
<td>28</td>
<td>3</td>
</tr>
<tr>
<td>6.</td>
<td>September,</td>
<td>131</td>
<td>116</td>
<td>15</td>
<td>4</td>
</tr>
<tr>
<td>7.</td>
<td>October,</td>
<td>214</td>
<td>184</td>
<td>30</td>
<td>3</td>
</tr>
<tr>
<td>8.</td>
<td>November,</td>
<td>235</td>
<td>208</td>
<td>27</td>
<td>2</td>
</tr>
<tr>
<td>9.</td>
<td>December,</td>
<td>325</td>
<td>270</td>
<td>55</td>
<td>4</td>
</tr>
<tr>
<td>10.</td>
<td>January, 2006</td>
<td>252</td>
<td>216</td>
<td>36</td>
<td>1</td>
</tr>
<tr>
<td>11.</td>
<td>February,</td>
<td>199</td>
<td>167</td>
<td>32</td>
<td>4</td>
</tr>
<tr>
<td>12.</td>
<td>March,</td>
<td>181</td>
<td>154</td>
<td>27</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2583</strong></td>
<td><strong>2261</strong></td>
<td><strong>322</strong></td>
<td><strong>26</strong></td>
<td></td>
</tr>
</tbody>
</table>

Behaviour change among the truckers as a result of efforts are clearly evident. Initially, during health checkup camps, out of 100 truckers, 25 truckers were suffering from STD. Now after four years of the starting of the project, out of 100 truckers, 14-15 truckers are suffering from STDs. This is clearly an indication of health seeking behaviour and proper condom usage.

The following observations about the truckers have also emerged from these health checkup camps:

- The young population of truck drivers in the agegroup of 20-30 years is a vulnerable group from the point of view of risks in sexual behaviour.
- These truck drivers do not bother to inquire about the infection status of their partners when they indulge in a sexual act.
- Even though these truck drivers are knowledgeable about the condom use and the condoms outlet, utility of the same is not beyond doubt.
- There is a need for in-depth counselling for both truck drivers and commercial sex workers on myths, misconceptions and beliefs about sex and sexuality.
- Risk behaviour amongst truck drivers and CSWs is noticeable from the fact that they are suffering from STDs and other ailments.
- Even though the knowledge level of truck drivers about STD/HIV/AIDS is found to be reasonably satisfactory, there is a need for an in-depth elaboration on awareness.

Table 3.8 on the following page presents the statistics relating to the NAD’s AIDS Intervention Project for truck drivers during the period April-2005 to March-2006.
Table 3.8
AIDS Intervention Project for Truck Drivers by Niramaya Arogya Dham, Solapur, (April 2005 to March 2006)

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Beneficiaries Approached</td>
<td>987</td>
<td>881</td>
<td>1169</td>
<td>741</td>
<td>942</td>
<td>914</td>
<td>860</td>
<td>994</td>
<td>861</td>
<td>927</td>
<td>710</td>
<td>762</td>
<td>1,0748</td>
</tr>
<tr>
<td>2.</td>
<td>Sent for Examination</td>
<td>276</td>
<td>264</td>
<td>301</td>
<td>345</td>
<td>440</td>
<td>313</td>
<td>390</td>
<td>445</td>
<td>472</td>
<td>352</td>
<td>333</td>
<td>296</td>
<td>4,227</td>
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<tr>
<td>3.</td>
<td>Condom Demonstrations</td>
<td>459</td>
<td>392</td>
<td>538</td>
<td>278</td>
<td>332</td>
<td>322</td>
<td>328</td>
<td>362</td>
<td>360</td>
<td>413</td>
<td>297</td>
<td>363</td>
<td>4,444</td>
</tr>
<tr>
<td>4.</td>
<td>Patients Received (a+b)</td>
<td>254</td>
<td>237</td>
<td>287</td>
<td>325</td>
<td>415</td>
<td>256</td>
<td>370</td>
<td>415</td>
<td>458</td>
<td>337</td>
<td>314</td>
<td>285</td>
<td>3,953</td>
</tr>
<tr>
<td></td>
<td>(a) STDs</td>
<td>53</td>
<td>52</td>
<td>45</td>
<td>38</td>
<td>50</td>
<td>58</td>
<td>84</td>
<td>81</td>
<td>101</td>
<td>79</td>
<td>80</td>
<td>79</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td>(B) Other Diseases</td>
<td>201</td>
<td>185</td>
<td>242</td>
<td>287</td>
<td>365</td>
<td>198</td>
<td>386</td>
<td>334</td>
<td>357</td>
<td>258</td>
<td>234</td>
<td>206</td>
<td>3,153</td>
</tr>
<tr>
<td>5.</td>
<td>Beneficiaries Counselled</td>
<td>64</td>
<td>66</td>
<td>75</td>
<td>49</td>
<td>67</td>
<td>57</td>
<td>74</td>
<td>71</td>
<td>100</td>
<td>79</td>
<td>99</td>
<td>102</td>
<td>903</td>
</tr>
<tr>
<td>6.</td>
<td>Beneficiaries Referred</td>
<td>22</td>
<td>27</td>
<td>14</td>
<td>20</td>
<td>25</td>
<td>22</td>
<td>20</td>
<td>30</td>
<td>14</td>
<td>15</td>
<td>19</td>
<td>11</td>
<td>239</td>
</tr>
<tr>
<td>7.</td>
<td>Condom Distribution (Pieces)</td>
<td>26,300</td>
<td>24,200</td>
<td>24,800</td>
<td>18,100</td>
<td>24,800</td>
<td>25,000</td>
<td>24,500</td>
<td>29,400</td>
<td>30,700</td>
<td>25,450</td>
<td>21,490</td>
<td>24,980</td>
<td>299,720</td>
</tr>
</tbody>
</table>

Table 3.9 below presents comparative statistics relating to the NAD’s AIDS Intervention Project for truck drivers for the years 2004-05 and 2005-06.

### Table 3.9
Comparative Statistics of Niramaya Arogya Dham, Solapur’s AIDS Intervention Project for Truck Drivers for the years 2004-05 and 2005-06

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Particulars</th>
<th>2004-05</th>
<th>2005-06</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Beneficiaries Approached</td>
<td>10,261</td>
<td>10,748</td>
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<td>2.</td>
<td>Sent for Examination</td>
<td>3,208</td>
<td>4,227</td>
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<tr>
<td>3.</td>
<td>Condom Demonstrations</td>
<td>5,320</td>
<td>4,444</td>
</tr>
<tr>
<td>4.</td>
<td>Patients Received (a+b)</td>
<td>3,208</td>
<td>3,953</td>
</tr>
<tr>
<td></td>
<td>(a) STDs</td>
<td>1,013</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td>(b) Other Diseases</td>
<td>2,195</td>
<td>3,153</td>
</tr>
<tr>
<td>5.</td>
<td>Counselling Beneficiaries</td>
<td>946</td>
<td>903</td>
</tr>
<tr>
<td>6.</td>
<td>Beneficiaries Referred</td>
<td>212</td>
<td>239</td>
</tr>
<tr>
<td>7.</td>
<td>Condom Distribution (Pieces)</td>
<td>3,11,495</td>
<td>2,99,720</td>
</tr>
</tbody>
</table>


On the whole, it may be observed that Niramaya Arogya Dham, Solapur, is doing a commendable work of HIV/AIDS prevention amongst the truck drivers’ community.

**References**

4. Office Records of the Additional Police Commissioner (Traffic), Mumbai
7. Allied sources and verbatim information collected by the Researcher.
Chapter-3 - Profile of Solapur District

Rajiv Gandhi Transport Nagar, Solapur City

Foundation Stone of Rajiv Gandhi Transport Nagar, Solapur City
Free-hold Plots of Land allotted to Service Providers in Rajiv Gandhi Transport Nagar

Free-hold Plots of Land allotted to Transport Operators in Rajiv Gandhi Transport Nagar
‘Niramaya Health Centre’ in Rajiv Gandhi Transport Nagar

An expert delivering counselling talk at ‘Niramaya Health Centre’
Truck drivers listening intently to the counselling talk

Interviewing truck drivers at IOC’s truck terminus
A rural truck driver's homestead (milch buffalo, working bullock, school-going children and photo-shy women-folk)

A owner-cum-driver’s household in rural area
(Note the brand new motorcycle in the foreground)
Another rural truck driver’s homestead (unplastered exterior and a thatched extension for tethering cattle)

Inside of a rural truck driver’s home (unplastered walls, ordinary aluminium containers, school-going children and wife working as a seamstress to supplement family income)
Chapter 4 - Personal and Family Profiles of Truck Drivers

An owner-cum-driver’s residence
(college-going sons and a child dependent)

Inside of another owner-cum-driver’s residence