AMDA Bulletin
Knowledge and Experience Exchange Platform

Newsletter of Association of Municipalities and Development Authorities

AMDA

The Association of Municipalities and Development Authorities (AMDA), established in 1983, is an apex association of municipalities and development authorities in the country registered under the Societies Act, 1860. It facilitates the member organizations in various ways particularly in exchange and dissemination of information of mutual interest, capacity building and advocacy activities, research and consultancy in planning and development and building a strong partnership and networking. As the name signifies, this institution addresses the issues pertaining to interface between the state, municipal bodies and urban development authorities in the realm of urbanization, urban development and urban governance. It offers a valuable forum for members to (i) exchange ideas of topical interest in the field of urbanization; (ii) sharing information on good practices in the field of urban development through newsletters, workshops, seminars, training programmes, applied research and the kind; and (iii) participation in training and capacity building programme. The Association has emerged as a knowledge-integration and experience exchange platform across the country, besides performing an advocacy and interfacing role to improve efficiency of urban local bodies and development authorities. For over two decades, AMDA has been working on issues of planned development and management of cities by sensitizing local, state and central governments. AMDA has recently prepared Development Plan and Development Policies for Greater NOIDA Expansion. Currently, AMDA is engaged in preparation of Local Area Plans for Municipal Wards of Delhi, unified Building Bye-laws for NOIDA, Greater NOIDA and YEIDA, Organization of training programme in association with NCR Planning Board and in partnership with Centre for Science and Environment. AMDA has also been identified by the Ministry of Housing and Urban Poverty Alleviation, Govt. of India for conducting the training programme at State/Regional level for the officials of Urban Local Bodies under JNNURM flagship programme.

In addition AMDA is involved in various activities in the field of urban development and governance. AMDA BULLETIN is a quarterly in-house publication brought out by AMDA. The Bulletin covers major events in the field of urban development. It seeks to promote exchange of information on common urban issues having a bearing on urban governance. It endeavours to provide substantive and well focused information.

Inside this issue

Draft Development Plan and Development Policies for Greater Noida Expansion

AMDA has recently prepared a Draft Development Plan and Development Policies for Greater NOIDA, expansion and submitted the same to Greater NOIDA Industrial Development Authority (GNIDA). The draft plan has been notified by the Authority on 11th June, 2011 in "Times of India (Delhi)" inviting objections and suggestions of the public.

The Greater Noida Expansion plan (2031) has been formulated keeping in view the committed areas in terms of allotment of land or use of land allowed by the adjoining Development Authorities with forward and backward linkages with the existing Plan of the U.P. Sub-region of National Capital Region and Development Plan of Greater Noida (under implementation). An area measuring about 504.0 sq. km declared as the planning area is planned for in two stages i.e. Stage I upto 2011-31 and Stage II beyond 2031.Development policies based on the provisions in NCR Plan 2021 and surrounding Authorities (Noida, Hapur-Pilkhuwa, Ghaziabad, Bulandshahr, Sikanderabad, Yamuna Expressway) have been suggested in the plan in respect of i) Land Policy ; ii) Land Acquisition; iii) Abadi Development; iv) Regularization of Un-Authorized Developments; v) Control and Removal of Encroachment; vi) Spot Zoning; vii) UPZA&LR Act 1950 (UP Zamidari Abolition and Land Reforms Act, 1950; viii) Informal sector policies; ix) Green buffer policies. Greater Noida Expansion Area is to be developed as new town in an integrated manner with the existing planned area of Greater Noida. Considering the development proposals envisaged for this area in the light of Eastern and Western Freight Corridors, designation of Dadri as major investment node, the surrounding area as investment zone, expressways, either passing through this area or proposed and planned to be developed to improve the connectivity of this area and the surrounding region, it is visualized that the area is slated for rapid urban growth.

PLANNING IMPERATIVES

Within the policy framework for the development of NCR and UP sub region, taking into consideration development pressure due to ongoing and proposed projects in the transport sector, and as stated in NCR Plan-2021 "to harness the spread of the

development impulse and agglomeration economies generated by Delhi for harmonized, balanced and environmentally sustainable spatio-economic development of NCR", the Development Plan for Greater Noida Expansion Area has been prepared with the following imperatives:

i. Integrated development of Greater Noida Expansion Area along with existing Greater Noida Area to accommodate the future growth of population by the year 2031. GNIDA has proposed that population of Greater NOIDA may eventually reach 25.00 to 35.00 lakh in a not too distant future (perhaps by 2031). The NCR Plan assignment of a population of 12.00 lakh by 2021 is being considered as first part of a larger development Canvas by 2031.

ii. Capitalise the area's high growth potential due to its contiguity with the evolving urban agglomeration comprising the mega city of Delhi, NOIDA, Greater Noida and Ghaziabad and the envisaged transportation linkage of the highest order.

iii. Promote conducive and sustainable environment to earn livelihood and to enjoy good quality of life.

iv. Promote hi-tech work opportunities and upmarket business enterprises to uplink the area with the globalised economy of the world and develop it into a world class city.

PLANNING CONCEPT

Surrounded by a prosperous agricultural belt and fast expanding cities of Meerut, Ghaziabad and Bulandshahr of western Uttar Pradesh, Greater Noida Expansion Area is a natural expansion of NOIDA–Greater Noida Urban Complex. The notified area is fan shaped and does not suffer from the limitation of natural barriers. Moreover, the major national and state highways and trunk railway

routes that skirt or pass through the area along with the proposed network of regional rail and road infrastructure provide a sufficiently functional and efficient framework for both inter-urban and intra-urban movement. This predominantly road based internal circulation system when supported by a multimodal mass transportation facility will be the most appropriate network for servicing the built environment of the new urban complex of Greater Noida Area.

The rich network of canals comprising of the Upper Ganga Canal, the Dasna Distributary, the main Kalda Distributary and the Mid Ganga are a potential resource for harnessing the landscape of the area. The forest lands, ponds and lakes likewise can be integrated with landscape design of the area.

The most challenging aspect of the site is the presence of as many as 169 rural settlements of varying sizes, committed areas of projects such as the Reliance Power Plant, NTPC Power Plant and township, UPSIDC Industrial Area, HCL University, Ambuja Cement, Grasim Industries, a large area under defence, many unplanned industrial premises and expansion of *abadi* areas and encroachments. These are major hurdles that are likely to hinder integrated development of Greater Noida Expansion Area. The planning concept has been evolved recognizing this limitation and the Development Plan has been prepared with a view to minimize their negative influence.

Based on the experience of several new towns and urban expansion projects implemented in the country, and keeping in view the contemporary thought and approaches to city planning and design, a few areas of concern have been identified which have greatly influenced the conceptualization of the form, structure and design of GNIDA Expansion.

Integration with Existing Greater Noida

The integration of the existing Greater

Noida and its Expansion has been accomplished in terms of connectivity as well as land use pattern by allocating land along the railway line so that they complement the existing plan. The circulation pattern has been evolved in such a manner that movement of goods and people from and to existing Greater Noida Area can take place smoothly and swiftly.

Direction of Growth

The phased development of GNIDA Expansion Area is envisaged. First stage is conceived between the trunk Delhi-Kolkata railway route and NH 91. The growth onwards will extend the development in this area northwards, first up to the Eastern Peripheral Expressway then to the Upper Ganga Canal Expressway and ultimately to the area beyond up to the notified boundary of the Greater Noida Expansion area.

Circulation

The circulation network for GNIDA Expansion Area has been designed mainly on the grid-iron pattern. A hierarchy of roads has been planned starting from arterials, sub-arterials and collectors / distributors. These roads are in addition to the regional linkages passing through the area. The intra-urban network has been integrated with the regional routes skirting the area. In order to facilitate smooth movement of traffic from intra-urban circulation network to regional transport routes and also to facilitate the movement across railway tracks, clover leaves and grade separators have been proposed where needed.

Canals

The major canals – the Upper Ganga Canal, Dasna Distributary and the Main Kalda Distributary are major ecological resources, which have to be conserved. This has been made possible by appropriate green belts along the canals and integration with land uses for regional and city level recreational facilities. This would act as a safeguard

against rampant environmental pollution where waterways have been allowed to be indiscriminately exploited. Education and research Institutions and recreational facilities have been placed along the Upper Ganga Canal and low density residential development is envisaged along the distributaries.

Open Spaces

Open spaces in most cities tend to remain fragmented and localized. The concept of inter-flowing green spaces advocated in Chandigarh and also in the Delhi Master Plan has been closely studied for GNIDA Expansion area and incorporated in the development Plan. It will act as a continuous green lung space and also as an environmental and visual asset for the city. The ambience of the forest area has been integrated with the higher level recreational facility such as the golf course.

Abadi areas

There is a need of integrating existing rural settlements with the proposed urban development. Keeping this in view, the village '*abadi*s' will be integrated both spatially and socio-economically through an upgrading programme which will promote rural-urban integration and accommodate service populations and informal activities during initial phases of city development. In order to prevent villages from expanding on roads and creating traffic problems, as far as possible, the villages are to be surrounded with planned area and green spaces.

Distribution of Work centers

A dispersed pattern of major work centers is an essential requirement to resolve the journey to work centers issue, industries are located in low land value areas on the periphery and along regional transport routes, whereas commercial work centers will be developed as part of centrally located CBD functions which will enable adequate dispersal of major work centers

in the GNIDA Expansion Area. Moreover in the tradition of linear commercial expansion along roads, higher order commercial centers have been planned along the Upper Ganga Canal Expressway, likely to become the main commercial and institutional spine of the area.

The Corporate City

In line with national convergence with international impacts of economic activities and to exploit opportunities thereof, work areas have been provided to accommodate such activities. These are in the form of corporate park, entertainment city and institutional areas to service the corporate world. The location of the corporate park has been proposed adjacent to the major green area keeping in view the ambience expected around such an activity centre so as to integrate recreational entertainment with commercial and related facilities in the city.

The Plan Structure:

The Greater Noida Expansion Area is structured primarily on a grid iron pattern within which the high density areas will be located close to major work

centers and the major commercial spine of the area is planned along the Upper Ganga Canal Expressway. Commercial centers of various hierarchy, industrial areas, institutional areas and education and health facilities have been distributed in a manner that they would achieve the objective of balanced development. Greater Noida is structured primarily in a grid iron pattern within which residential sectors are to be developed at varying densities. Dadri railway station is to be developed as transport oriented hub.

Land Use Development in GNIDA Expansion Area

An extent of 24,000 ha of land out of 50,400 ha of total notified area is to be developed in GNIDA Expansion. The expansion area is proposed to be planned with focus on industrial development. However, effort has been made to provide complementary facilities with a view to achieving integrated development. Thus, simultaneously with industrial sectors, areas have been proposed for residential, commercial, institutional and government/semi-government activities along with physical infrastructure for transportation, electricity, water supply,

GNIDA Expansion Notified Area And Surrounding Urban Areas

sewerage and drainage, and garbage disposal. The development plan also provides for development of recreational facilities and social infrastructure relating to education, health, social and cultural needs of the people. Other public facilities relating to telecommunication, marketing, police protection, fire safety, milk supply and petrol stations are being provided in a phased manner.

Proposed Land Use:

The total notified area of Greater Noida Expansion is 50,400 ha and has been planned to develop in two stages Stage-I and Stage-II. Stage-I has an area of 32,512 ha (approximately 64.5% of the total notified area) and is planned up to 2031. Stage II (approximately 35.5% of the total notified area) is reserved for future expansion, which would be planned beyond 2031.

The development in stage-I is proposed in three phases; namely GNIDA Expansion Area Phase-I, Phase-II and Phase-III. The complimentary residential, commercial, recreational, institutional, transport and other urban use areas have also been developed in large parts of the township in the form of pockets. There shall be 21 use zones classified in 8 categories namely: Residential, Commercial, Industrial, Institutional, Green areas, Transport, Utilities and Agriculture & Water bodies.

Transportation infrastructure provides for:-

- Sufficient road linkages to Greater NOIDA expansion from existing Greater Noida, Noida, Delhi, Ghaziabad and other important settlements connecting existing network of national highways and state highways passing through/ near the proposed Greater Noida Expansion

- A multi-modal transport system providing opportunities and environment for each potential mode to operate and provide the services

at its optimal efficiency, integrated with other modes to provide an overall optimum system.

- A hierarchical road network system.

- Extension of DMRC metro rail link from NOIDA to Pari Chowk and Greater Noida railway station and beyond for connecting proposed Greater Noida Expansion.

- Identification and selection of appropriate transport technology/ system.

- Promoting and giving priority to public transport system.

ENVIRONMENT MANAGEMENT PLAN (EMP)

As per scope of work, Environment Management Plan has also been prepared and form part of the Development Plan. The Greater Noida Expansion is a Designated Project under Category B of Schedule and falls under Item 8b (Townships and Area Development projects) of the Environmental Impact Assessment (EIA) Notification dated September 14, 2006 as amended in 2009, issued under Environment (Protection) Act, 1986. It has made it mandatory to obtain environmental clearance as per the provisions of the Act. A Rapid Environmental Impact Assessment (REIA) study report has been prepared for this project, based on pre-monsoon season (March – April - May 2009) baseline environmental quality data within the Notified Greater Noida expansion area. Identification & prediction of significant environmental impacts due to proposed project along with Environmental Impact Statement followed by delineation of appropriate Environmental Management Plan are included in EIA Report. Adequate environmental management measures are suggested to be incorporated during the entire planning, construction and operation stages to minimize any adverse environmental impact and assure sustainable development of the area.

DISASTER MANAGEMENT

Hazards which may lead to disasters in the development of GNIDA Expansion can be broadly classified as natural hazards namely earthquake, flood and manmade hazards namely act of terrorism, fire and explosion (minor). In the context of GNIDA Expansion area, it is imperative to identify the type, pattern and the potential severity of the hazards, which can cause loss of life, damage to property and environment and to assess the vulnerability and risks therefrom with a view to outlining an appropriate response mechanism. The Disaster Management Plan is prepared to encompass all the administrative and operational programmes and responses to reduce the risk of emergencies of hazardous events likely to occur at any point of time during construction as well as operational phases of the project.

TRANSPORT PLAN

Transport system for GNIDA Expansion shall consist of a mix of rail and road based systems which may include metro rail, monorail, and dedicated rail corridors for daily commuters, Bus Rapid Transit System (BRTS), Public Rapid Transit System (PRT), and other mass transit modes as technologies become available. Intermediate Passenger Transport (IPT) and private modes on selected corridors will need to be worked out as per the needs from time to time. A hierarchy of roads is provided to cater to transportation needs at regional, city, neighborhood and cluster levels. All roads are to be made pedestrian, bicycle and disabled friendly as far as possible. Special provision for freight traffic is made and multimodal interchange hubs are planned to be developed at suitable locations along with parking and operational supports for public transport. The rail system is primarily envisaged to meet the inter-regional movements both of people and goods. In view of the proposed Western and Eastern Dedicated Freight Corridors converging on this area, the transport network has been specially designed to take care of various logistical and

operational supports that will have to be catered to in the future in this area.

The development plan shows land use assigned for transportation related uses like transport centre/ nagar, warehouse depots, integrated freight complex, container depot, circulation and parking. The exact location of the various facility and depot areas will be determined when layout details of these areas are worked out. However, locations of multi modal interchange, bus terminals and bus depots are shown in the Development Plan. The transportation plan exemplifies the road hierarchy and system design. The transport connectivity is slated to increase dramatically since many large projects for development of expressways, rail based freight corridors, and additional international and domestic airports are either being implemented or proposed for implementation in the immediate future.

Though proposed airports at Jewar and Meerut are not located within the notified area of Greater Noida Expansion, the two airports will have strategic importance for the proposed logistics and freight hub at Dadri. Transportation plan is based to develop the city railway station at Boraki in the form of a multimodal interchange hub for the requirements of the Greater Noida. The dedicated freight corridor will be used mainly for movement of goods. The integration of the Western and Eastern DFCs has been planned to be at Dadri with a connecting feeder between Dadri and Khurja. Also due to high industrial activity at Dadri and anticipated logistics facilities, there will be additional freight traffic catering to the logistics hub and freight terminal. A public transport system has to be planned to serve the Intra-City traffic movement for Greater Noida and Expansion area. Hierarchy of roads include State expressway, National Highway at inter-city and arterial road, Sub-arterial road, collector road, local road, neighbourhood road at intra-city level.

Mass Rapid Transit System (MRTS)

A MRTS system has already been approved till Pari Chowk, Greater NOIDA. It is proposed that metro should be extended from Pari Chowk along Dadri -Hapur expressway which will act as a multi-modal corridor for the Greater Noida expansion.

In brief Development Plan for GNIDA Expansion for the year 2031 provides for :-

- Land use Proposal/Distribution of land uses under various categories

- Transportation Plan, Services requirement, Environment Impact Assessment provisions, Landscape Plan proposals.

- Development Policies in respect of Land Policy, Land Acquisition Policy, Policy for Village Abadi Development, Regularization of un-authorized developments, Control and Removal of Encroachment / Unauthorized Constructions, Spot Zoning, informal sector and Policy for green buffer, green belt and green wedges

- Planning Norms, standards, zoning regulations, development controls and regulations, permissibility of various activities/use premises under different use zones/landuse categories.

- Phasing of development for implementation.

- Projections for 2021 and 2031 have been made in respect of the gross area requirements for residential, commercial, industrial, recreational, public and semi-public, and transport related uses; facilities, and infrastructure in the city.

DEVELOPMENT PLAN FOR GREATER NOIDA EXPANSION - 2031
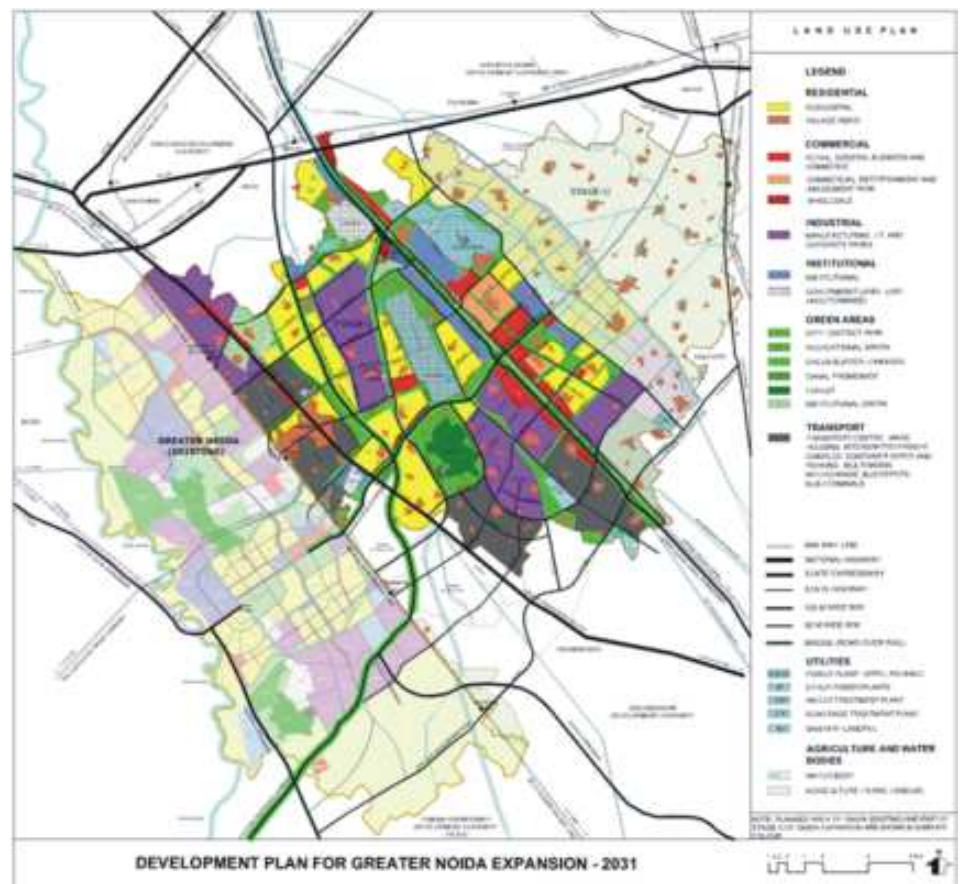
THE SECRETARY-GENERAL - MESSAGE ON WORLD ENVIRONMENT DAY (5TH JUNE, 2011)

Nearly 20 years after the 1992 Earth Summit, the world is once again on the road to Rio – the site of the June 2012 UN Conference on Sustainable Development. Much has changed in the past two decades, geopolitically and environmentally. Hundreds of millions of people in Asia, Latin America – and, increasingly, in Africa – have risen from poverty. Yet, evidence is also accumulating of profound and potentially irreversible changes in the ability of the planet to sustain our progress.

Rapid economic growth has come with costs that traditionally rarely feature in national accounting. These range from atmospheric and water pollution to degraded fisheries and forests, all of which impact prosperity and human well-being. The theme of World Environment Day this year, "Forests: Nature at Your Service", emphasizes the multi-trillion dollar value of these and other ecosystems to society – especially the poor.

Despite growing global awareness of the dangers of environmental decline – including climate change, biodiversity loss and desertification – progress since the Earth Summit has been too slow. We will not build a just and equitable world unless we give equal weight to all three pillars of sustainable development – social, economic and environmental. To sustainably reduce poverty, guarantee food and nutrition security and provide decent employment for growing populations, we must make the most intelligent use of our natural capital.

India, the global host of World Environment Day in 2011, is among a growing number of countries working to address the pressures of ecological change. It is also helping to pioneer a better assessment of the economic value of nature-based services, with the assistance of the United Nations Environment Programme and the World Bank. India's Rural Employment Act and the country's encouragement of renewable energy are significant examples of how to scale up green growth and accelerate the transition to a green economy.

No single day can transform development onto a sustainable path. But on the road to Rio +20, this year's World Environment Day can send a message that those with influence in government and the private sector can – and must – take the necessary steps that will fulfill the promise of the Earth Summit. The global public is watching, and expects nothing less.

Source: *www.unic.org*

Capacity Building Programmes

Ministry of Housing and Urban Poverty Alleviation, Govt of India entrusted AMDA to conduct training programmes at state/Regional level for the Officials of urban local bodies under JNNURM flagship programme. The State Level Programme for the Maharashtra State was organized in collaboration with All India Institute of Local Self-Government (Regional Centre for urban and Environmental Studies) at Mumbai on 11-12 March, 2011. The programme was very well attended and highly successful.

AMDA is also organizing training programmes in collaboration with NCR Planning Board for officials of urban local bodies in NCR region. A two day training programme on Sectoral Master Plan for Water Supply System was organised by AMDA in New Delhi on June 13 -14, 2011. The programme was attended by senior Engineers from Municipalities and Development Authorities in NCR Region . Training programme was very well received and participants suggested to conduct such programmes regularly with exposure to successful case studies which could be emulated by the municipalities and development authorities. Other activities include in house training programme for AMDA employees on Office Mgmt. and also A Feedback Seminar for Architect and Planning Consultants deployed in DDA through AMDA.

CHALLENGES FOR A MEGA CITY

(Delhi – A Planned City with Unplanned Growth)

In his book Challenges for a Mega City (Delhi – A Planned City with Unplanned Growth), Shri U.S. Jolly, former Principal Commissioner, Delhi Development Authority (DDA) captures the growth of Delhi during the last century. Delhi has grown through various developmental milestones. It was conceived as a planned city in the form of Shahjahanabad which remained the seat of socio-political power until the turn of the 20th century. In 1911 Delhi once again acquired considerable geo-political significance as the colonial capital was shifted first to North Delhi and shortly after to Lutyen's Delhi, what we today know as New Delhi. The Delhi Improvement Trust (DIT) was set in place to regulate its development. The city was growing at a rapid pace, and soon the Delhi Development Authority was also established for its planned development with master plans covering the period up to 2021.

During these years the city expanded in all directions. And then in the Nineties it became a city of total cosmopolitan character. It had both planned and unplanned patterns existing simultaneously in various pockets. More than One thousand unauthorized colonies had come up and by the end of that decade their number increased to Fifteen hundred or more. Similarly slums had sprung up in many parts of the city and existing jhuggy-clusters and unauthorized colonies were getting densified. In Trans Yamuna and West Delhi a number of residential areas had been unauthorizedly converted to industrial areas. Residences were converted into shops. Government lands were encroached. Land acquisition and development having slowed down further led to unauthorized colonization. As the city moved closer to the end of the millennium, the authorities realized the seriousness of the situation but urban forces were stronger than planning processes. In 2001 the city's population had reached 1,37,00,000 and inspite of Master Plan 2001 the city had grown in an unauthorized manner because of population pressure and failure of enforcement.

Having said that, one has to acknowledge that there were simultaneous efforts by the government not only towards planned development but also towards regulating the unplanned growth with lower planning norms. However urban forces outpaced the planning and administrative mechanism and more than fifty percent of the city grew in a haphazard manner despite both the DIT and DDA running Delhi's administrative infrastructure. Unplanned development caused water-electricity scarcity, traffic jams, unauthorized industrial areas, unapproved commercial spaces and pollution in the river Yamuna. All such issues have aptly been discussed in the book with suggestions for remedial measures. Having been part of the administrative infrastructure of the city for nearly 4 decades, U.S. Jolly has been witness to Delhi's developmental phases, governmental efforts, bureaucratic policies, role of the political frame-work and also the unconcerned attitude of Delhiites who share responsibility for the present day condition of the city. The book empathizes with the capital and emphasizes a thought transforming attitude to save our city from ourselves. One cannot miraculously transform the city from its present state by merely providing more infrastructural facilities as generally suggested. Taking the humane approach towards Delhi, the book highlights thought transformation on both sides of the table, administration must be responsive, and Delhiites should reciprocate with sincere commitment, only then can we discover in Delhi a city of hope, aspirations, and opportunities.

U.S. Jolly
Concept Publishing Company Ltd

Railways land acquisition policy

The Union Railway Ministry has announced its land acquisition policy and in this regard issued the following guidelines to all zonal railways.

* No land will be acquired forcibly.

* Barest minimum area will be acquired, particularly in case of agricultural land.

* Advanced technical options will be used to minimize land requirement.

* One member of each land-losing family will get employment.

* Public meetings will be held to apprise landowners of the benefits of the project, proposed compensation and other benefits.

* All procedures of land acquisition will be undertaken with full transparency.

Source: Indian Express, 3.2.2011.

Stimulating Revenue Base of Urban Local Bodies

A recent study undertaken by a team headed by Prof. K.K. Pandey of the Indian Institute of Public Administration at the instance of Ministry of Urban Development has examined the municipal resource base to evaluate the scope for expansion of municipal services and growing requirements to boost the city economy. The study is based on a sample of 10 urban local bodies covering one municipal corporation and one municipal towns from five different regions of the country. The study has reaffirmed the importance of internal (own) sources to enable urban local bodies to have adequate liquidity and financial sustainability to provide municipal infrastructure at a reasonable level. The study emphasized that apart from revenue mobilization, simultaneous actions are required on fiscal monitoring and control system as indicated in the table below :-

Municipal Actions on Fiscal Monitoring & Control Mechanism

Area	Actions
1. Accounting	• Introduce Double Entry Accounting • Apply Multiple Fund Accounting • Develop Financial Statements and Ratio Analysis
2. Budgeting	• Introduce Budget Cycle • Apply innovative performance Budgeting – P-Budget, E-Budget, G-Budgets • Apply Participatory Funding
3. Asset management	• Listing & Classification • Valuation • Assessment of revenue and potential
4. Auditing	• Timely Audit • Effective Internal Audit • Private Audit • Social Audit/Citizen Charter • Energy/Environment Audit
5. Information System and Feedback mechanism	• Performance Monitoring and Service Level Benchmaking as per GOI/norms/ indicators • Complete Automation • Initiate GIS application
6. Grievance Redressal	• Decentralized System of grievance redressal • Promote Downward Accountability, Area Sabha • Promote E-Sewa Kendra • Initiate One Window Clearance Approach
7. Capacity Building	• Three Tier Training: (1) Awareness; (ii) class-rooms; (iii) Hand holding/on the job training • Suitable material (manual, checklist, guidelines) exchange/study visits • Cooperation among cities • Budget allocation for capacity building • In-house capacity building

Statewise Provisional Population - 2011

S.No	India/State/ Union Territory #	Total Population	Percentage Decadal Growth 2001-2011	Sex ratio (females per 1000 males)	Deusity (Persons per sq.km)
1	2	4	5	6	7
	INDIA	**1,210,193,422**	**17.64**	**940**	**382**
1	Jammu & Kashmir	12,548,926	23.71	883	124
2	Himachal Pradesh	6,856,509	12.81	974	123
3	Punjab	27,704,236	13.73	893	550
4	Chandigarh #	1,054,686	17.10	818	9,252
5	Uttrakhand	10,116,752	19.17	963	189
6	Haryana	25,353,081	19.90	877	573
7	NCT of Delhi #	16,753,235	20.96	866	11,297
8	Rajasthan	68,621,012	21.44	926	201
9	Uttar Pradesh	199,581,477	20.09	908	828
10	Bihar	103,804,637	25.07	916	1,102
11	Sikkim	607,688	12.36	889	86
12	Arunachal Pradesh	1,382,611	25.92	920	17
13	Nagaland	1,980,602	-0.47	931	119
14	Manipur	2,721,756	18.65	987	122
15	Mizoram	1,091,014	22.78	975	52
16	Tripura	3,671,032	14.75	961	350
17	Meghalaya	2,964,007	27.82	986	132
18	Assam	31,169,272	16.93	954	397
19	West Bengal	91,347,736	13.93	947	1,029
20	Jharkhand	32,966,238	22.34	947	414
21	Orissa	41,947,358	13.97	978	269
22	Chattisgarh	25,540,196	22.59	991	189
23	Madhya Pradesh	72,597,565	20.30	930	236
24	Gujarat	60,383,628	19.17	918	308
25	Daman & Diu #	242,911	53.54	618	2,169
26	Dadra & Nagar Haveli #	342,853	55.50	775	698
27	Maharashtra	112,372,972	15.99	925	365
28	Andhra Pradesh	84,665,533	11.10	992	308
29	Karnataka	61,130,704	15.67	968	319
30	Goa	1,457,723	8.17	968	394
31	Lakshadweep #	64,429	6.23	946	2,013
32	Kerala	33,387,677	4.86	1,084	859
33	Tamil Nadu	72,138,958	15.60	995	555
34	Puducherry #	1,244,464	27.72	1,038	2,598
35	Andaman & Nicobar Islands #	379,944	6.68	878	46

Source: Provisional Population Totals, Census of India-2011

DIGITAL DATABASE OF NDMC AREA

The New Delhi Municipal Council (NDMC) has been carrying out GIS (Geographical Information System) mapping of the area under its jurisdiction. The civic agency has completed 75% of the exercise and the digital platform has now been integrated with an asset management system. The information compiled is being used for preparing drawings of electrical, water and sewerage networks as well as for creating systems for maintenance of all public utilities, property tax management and other digital initiatives. Every plot, electrical setups, roads and other such assets have been accorded a unique identification number (UID). These data, now connected on the GIS platform, contain information on over 100 types of assets. The system developed by NDMC has made use of the latest versions of various computer-aided design software and high-definition scanning devices installed in its headquarters. A control room has also been created in the building which help in location of every footpath, lamp post, bollard, manhole etc. on the GIS platform. This system will not only help in better planning, but will also improve maintenance of assets of civic agency.

If there is any change in the structure of building, it will immediately be noticed. Also, civic agency will be able to track tax defaulters immediately using the system. Information on when a road was constructed, the last time it was repaired, the name of the contractor who built it – all of this would be available once the system becomes fully functional. The survey has covered all visible ground assets like streetlights, transformers, service lanes. The system has also mapped the entire land and building properties. "The system has been designed in a manner that it can accept any number of additions or alterations that are made when redevelopment takes place".

NDMC plans to integrate the UID of each asset with its specifications and details. This will help create an active database of all its horticultural, engineering and property tax assets. "This would help in knowing the type of trees and shrubs, their age, spread and height, etc. Photographs of all the assets have also been taken. The system would later be upgraded to a 3D platform".

Source: The Times of India, 25.2.2011

URBAN SLUM DWELLERS TO OWN HOUSES

The Housing and Urban Poverty Alleviation Ministry, Govt. of India has recently finalized the "Model Property Rights to Slum Dwellers Act, 2011" which, once enacted by states, would for the first time give every landless slum dweller living in an urban area ownership rights to a "dwelling place". Under the Act, a slum dweller would be provided a minimal dwelling space of 24 square metre at an affordable cost. Of the total cost, about 10-15% would be borne by the beneficiary, while the state would meet the remaining cost under a public-private partnership model. According to the Ministry, urban slum population in India is expected to touch 93.06 million by 2011. At present, only a handful of states give security of tenure to slum dwellers in limited form. But the new law will put the onus on the states to give property rights to slum dwellers either in-situ or in an alternate areas before evicting them. The Model Act has been circulated to all states to bring necessary legislation to enact their respective state property right Acts. Though it's a Model Act, it is linked with monetary incentive under Rajiv Awas Yojana (RAY) – the UPA government's ambitious slum-free initiative. The law prohibits slum dwellers from transferring or selling their house before seven years from the date of allotment without the government's permission.
Source: Hindustan Times, 20.5.2011

POOR URBAN FACILITIES LIKELY TO HALT GROWTH

The Ministry of Urban Development has, for the first time, prepared a comprehensive blueprint on the challenge faced by Indian Cities in light of the growing urbanization and how it plans to tackle these concerns in the next five years. The strategy plan for 2011-16 lists lack of funds as well as capacity of municipalities to carry out urban reforms, inadequate investment in building urban infrastructure, inadequate level of empowerment of municipalities across the country, a poor monitoring mechanism of schemes that are implemented as some of the key reasons responsible for the existing urban decay. The Vision document emphasize for a bigger role for private players to invest in developing/upgrading urban infrastructure. Public-private partnerships (PPP) is a key element of the ministry's overall strategy. A special purpose fund – PPP urban infrastructure fund – has been envisaged to address the lack of any national level, urban focused institutional mechanism to actively engage in capacity building, project identification, development, structuring and funding bankable PPP projects in the urban infrastructure. According to Mc Kinsey, India's per capita spending on urban infrastructure is Rs.777, which is just 14% that of China's Rs.5,304. Even, the 11th Five Year Plan of India (2007-2012) had estimated a total fund requirement of Rs.1.29 lakh crore to augment basic urban infrastructure. As against this, the actual investment has been to the tune of just Rs.0.45 lakh crore in the last year of the 11th Plan. Experts welcome the move to have a five year road map for the urban sector.

Source: Hindustan Times, 21.2.2011

SOLAR MAPPING OF NEW YORK

Two-thirds of the New York City's rooftops are suitable for solar panels and could jointly generate enough energy to meet half the city's demand for electricity at peak periods, according to a new, highly detailed interactive map made public on June 16, 2011. The map, which shows the solar potential of each of the city's one-million-plus buildings, is a result of a series of flights over the city by an airplane equipped with a laser system known as LIDAR, for light detection and ranging. Swooping over the five boroughs last year, the plane collected precise information about the shape, angle and size of the city's rooftops and the shading provided from trees and structures around them. The map is at Web site of the City University of New York (CUNY) (http://www.cuny.edu/about/resources/sustainability/solar-america/map.html). The information should advance efforts to increase the city's reliance on solar power as part of its energy mix, reducing the metropolis's greenhouse gas emissions.

The quality of the LIDAR information is so remarkable that it will much more rapidly unlock usable sites. Over all, the images show that 66.4 per cent of the city's buildings have roof space suitable for solar panels. The rooftops could generate up to 6,847 megawatts from hundreds of thousands of buildings. At those output levels, the panels could meet 49.7 per cent of the current estimated daytime peak demand and about 14 per cent of the city's total annual electricity use.

The solar map will allow New Yorkers to type in the address of a building where they live or work and find out how much solar power the roof can yield and at what cost. The Website indicates that government financial incentives are available to help cover the costs and calculates how long it would take a building's owner to recoup the costs in energy savings.

For the more environmentally minded, the map also shows how much carbon dioxide emissions each property would avoid, in pounds and by the number of trees that, if planted, could absorb that amount of emissions.

The solar map alone cost $210,000 and was financed by the federal Department of Energy's Solar America Cities programme. The city provided $450,000 for the LIDAR flights.

LIDAR produces images of structures, trees, wetlands and other surface terrain by shooting laser pulses from an aircraft and measuring the time it take the pulses to bounce back, its data will also be used to update flood maps.

More than a dozen cities already use similar maps although not necessarily prepared with the LIDAR system, and some of the maps have contributed to broadening the use of solar power. In San Francisco, the number of solar installations on private roofs rose to more than 2,300 in 2011, from 561 in 2007, when the solar map was introduced along with financial incentives like tax credits and rebates.

The city had already identified some "solar empowerment zones" where solar energy would be most beneficial, based on growing demand for power and other factors. The solar map now will offer roof-by-roof information within those zones, allowing planners to locate and aid owners in area with the highest demand on hot and sunny days. "This map can serve as a key foundation toward building a new infrastructure, a clean energy infrastructure, for New York City".

Source: Mireya Navarro, The Hindu, 17.6.2011.
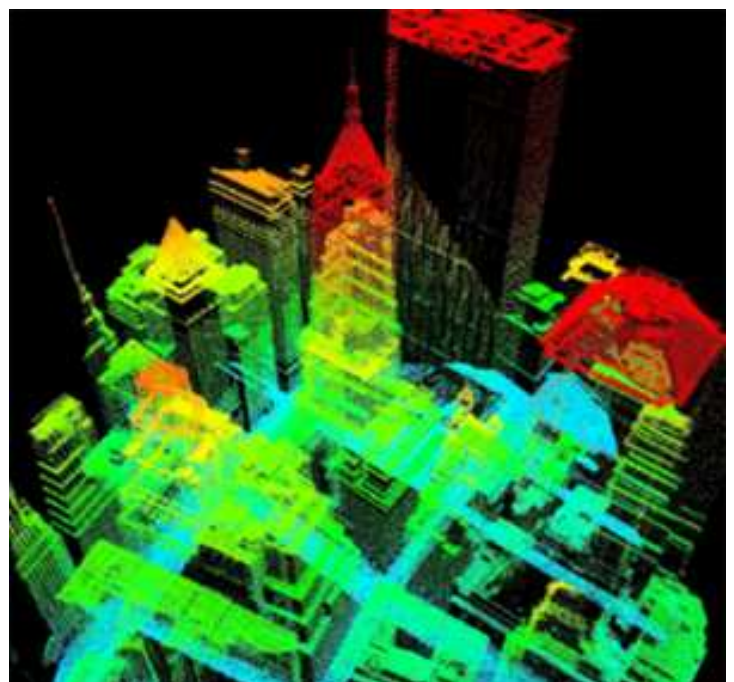
PARTNERSHIP FOR SUSTAINABLE URBAN FUTURE
– ASIA AND THE PACIFIC

Fifth Asia-Pacific Urban Forum in Bangkok organized by UN ESCAP on 22-24 June, 2011 deliberated on the issues related to making the cities inclusive, sustainable and livable for all. The forum highlighted that there are four-key urban challenges to Asia and the Pacific.

The first challenge is the sheer scope and pace of urbanization. Our cities are already home to 1.6 billion people. By 2025, the urban population in Asia and the Pacific will be 2.3 billion people. To put this figure in perspective, we need to provide jobs, housing, water, energy, transport, education and health infrastructure for a city the size of Melbourne – almost every month – for the next 15 years is an enormous challenge.

The second challenge facing our cities is unsustainable development. As a region, Asia and the Pacific have achieved spectacular economic growth and poverty reduction. Producing over 80 per cent of the region's GDP, cities have been in the fore-front of this economic growth. However, this growth first strategy has come at a cost. Cities account for 67 per cent all our energy use, 71 per cent of all our green house gas emissions and generate 300 million tons of solid waste per year. Our people suffer from congested roads, energy and water shortages, and air and water pollution.

The third challenge we are faced with is that of climate change. Over 50 per cent of Asia-Pacific's urban residents live in low lying areas and are at risk from extreme weather events such as floods and typhoons. The frequency and intensity of climate related disasters will increase – affecting our economic, energy, water and food security. While natural disasters affect both the rich and the poor, it is the poor who suffer most because they do not have the assets to cope with risks and vulnerabilities.

The fourth challenge is most daunting the urbanization of poverty, manifested by slums and squatter settlements. Thirty-five per cent of urban residents of the region live in slums. Urban Asia includes persistent disparities in income as well as in access to services and opportunities. Without addressing this, the grievances that stem from these disparities will sap the hope we presently hold for our urban future.

Vision

Despite these challenges, our vision for the future is one where cities are socially just and inclusive, environmentally sustainable, and increasingly resilient to climate change and other shocks, while being the engines of economic growth.

To get there, we need to reform urban planning and infrastructure design to make our cities compact and eco-efficient. We need to maximize the benefits of mass transit and transport systems. We need to invest in eco-efficient buildings and infrastructure, clean water, sanitation, waste management and smart energy grids.

Secondly, we need to engage civil society and businesses to promote more sustainable life-styles. The private sector needs to embrace the well-being of our people and our planet, while generating profits. Our prosperity must be shared.

Moreover, up-scaling of innovative solutions, green infrastructure technology and services will not only improve the lives of the poor, it could also turn them into pioneers of a low-carbon and sustainable future.

Lastly, we need to ensure that the poor have access to more secure housing and strengthen their ability to recover from disasters through community-based finance, micro-insurance schemes and social protection.

Adopting inclusive and sustainable development strategies will not be easy. It will require transforming the way we plan, manage and govern our cities. The governments of Asia and Pacific, at both the national and local levels, can work to promote integrated approaches to urban governance and development.

We can make our cities livable places of shared prosperity, social progress, cultural vibrancy and knowledge and ecological sustainability. If we get it right in Asia Pacific, we get it right for two-thirds of humanity. And our children will inherit a promising future.

Source: (UN Information Centre), The Hindu, 27.6.2011

Projects Sanctioned under UIDSSMT(as on 31-05-2011)

Urban infrastructure Development Scheme for Small & Medium Towns aims at improvement of urban infrastructure in towns and cities in a planned manner. The objectives of the scheme are to improve infrastructural facilities and help create durable public assets and quality oriented services in cities & towns; enhance public-private-partnership in infrastructural development and; promote planned integrated development of towns and cities.

Rs in Lakhs

S.No	State	Total No. of Towns Covered	Total No. of Projects approved	Approved cost of project for which ACA released (Rs)	Central Share Committed (Rs)	Total Release (Rs)
1	2	3	4	5	6	7
1	Andhra Pradesh	69	84	245996.00	199212.71	173176.01
2	Arunachal Pradesh	9	9	3935.98	3542.38	1771.19
3	Assam	28	30	20783.30	18952.66	9955.94
4	Bihar	11	11	26113.56	21119.66	10674.39
5	Chattisgarh	3	4	25143.65	13472.92	9183.92
6	Dadra & Nagar Haveli	1	1	1864.73	1491.78	745.89
7	Daman & Diu	1	1	942.37	753.90	31.00
8	Gujarat	52	52	43814.40	35195.59	30407.37
9	Goa	2	2	2290.00	1832.00	916.00
10	Haryana	7	8	16407.81	13277.70	6714.58
11	Himachal Pradesh	4	6	2204.49	1790.68	1180.86
12	Jharkhand	4	5	9646.55	7861.94	4003.32
13	Jammu & Kashmir	13	45	39867.47	36294.40	18354.04
14	Kerala	22	25	42778.58	34532.17	17340.73
15	Karnataka	30	38	68248.57	54116.01	46861.99
16	Madhya Pradesh	33	47	76257.90	61232.28	35264.28
17	Maharashtra	86	94	269994.89	216638.64	164156.28
18	Manipur	5	5	6277.00	5670.09	2845.44
19	Meghalaya	2	2	1433.26	1289.93	644.97
20	Mizoram	2	2	1555.04	1399.54	699.77
21	Nagaland	1	1	423.89	381.50	190.75
22	Orissa	13	17	22503.49	18171.56	9170.22
23	Punjab	14	17	39577.45	31785.23	17936.24
24	Puducherry	1	1	3918.00	3134.40	1567.20
25	Rajasthan	35	37	60988.53	49064.97	28421.97
26	Sikkim	5	5	3992.82	3617.25	1820.48
27	Tripura	4	4	7816.61	7099.95	3582.38
28	Tamil Nadu	115	123	88272.98	70618.38	55964.63
29	Uttar Pradesh	46	64	116963.19	94447.58	75592.62
30	Uttrakhand	1	1	6173.25	4938.60	2469.30
30	West Bengal	25	26	38565.39	31199.58	22783.29
Total		644	767	1294751.15	1045135.98	754427.04

Source: Town & Country Planning Organisation, Govt. of India

S. No	AMDA Members	Homepage
1.	Hyderabad Metropolitan Development Authority	www.hudahyd.org
2.	VGTM Urban Development Authority	www.vgtmuda.org
3.	Visakhapatnam Urban Development Authority	www.vuda.org
4.	Kakatiya Urban Development Authority	www.kuda.in
5.	Municipal Corporation of Guntur	www.gunturcorporation.org
6.	Greater Hyderabad Municipal Corporation	www.ghmc.gov.in
7.	Greater Visakhapatnam Municipal Corporation	www.visakhapatnammunicipalcorporation.org
8.	Ahmedabad Urban Development Authority	www.auda.org.in
9.	Jamnagar Area Development Authority	www.jada.org.in
10.	Rajkot Urban Development Authority	www.rajkotuda.com
11.	Surat Urban Development Authority	www.sudaonline.com
12.	Vadodara Urban Development Authority	www.vuda.co.in
13.	Bhuj Area Development Authority	www.bhujada.com
14.	Bhavnagar Area Development Authority	www.bada-bhavnagar.com
15.	Gujarat Municipal Finance Board	www.gmfb.in
16.	Ahmedabad Municipal Corporation	www.amcgujarat.com
17.	Vadodara Municipal Corporation	www.vadodaracity.com
18.	Rajkot Municipal Corporation	www.rmc.gov.in
19.	Surat Municipal Corporation	www.surat-municipal.gov.in
20.	Haryana Urban Development Authority	www.huda.nic.in
21.	Bangalore Development Authority	www.bdabangalore.org
22.	Bangalore Metropolitan Region Development Authority	www.bmrda.kar.nic.in
23.	Bijapur Urban Development Authority	www.bdabijapur.org
24.	Chitradurga Urban Development Authority	www.chitradurga.nic.in
25.	Bruhat Bangalore Mahanagar Palike	www.bmponline.org
26.	Thiruvananthapuram Development Authority	www.tridatvm.org
27.	Greater Cochin Development Authority	www.gcdaonline.com
28.	Calicut Development Authority	www.cda@asianetindia.org
29.	Goshree Islands Development Authority	www.gida-ekm@yahoo.com
30.	Guruvayur Municipality	www.guruvayuronline.com
31.	Bhopal Municipal Corporation	www.bhopalmunicipal.com
32.	Indore Municipal Corporation	www.imcindore.org
33.	Municipal Corporation Jabalpur	www.jmcjabalpur.org
34.	Mumbai Metropolitan Region Development Authority	www.mmrdamumbai.org
35.	Nashik Municipal Corporation	www.nashikcorporation.com
36.	Kolhapur Municipal Corporation	www.kolhapurcorporation.org
37.	Dhule Municipal Corporation	www.dhulecorporation.org
38.	Municipal Corporation of Greater Mumbai	www.mcgm.gov.in
39.	Punjab Urban Planning and Development Authority	www.puda.nic.in
40.	Jaipur Development Authority	www.jaipurjda.org
41.	Chennai Metropolitan Development Authority	www.cmdachennai.gov.in
42.	Coimbatore City Municipal Corporation	www.coimbatore-corporation.com
43.	Tiruchirapalli City Corporation	www.trichycorporation.gov.in
44.	Tirunelveli City Municipal Corporation	www.tirunelvelicorp.in.gov.in
45.	Lucknow Development Authority	www.ldalucknow.co.in
46.	Kanpur Development Authority	www.kda.co.in
47.	Agra Development Authority	www.ada-agra.com
48.	New Okhla Industrial Development Authority	www.noidaauthorityonline.com
49.	Varanasi Development Authority	www.vdavns.org
50.	Allahabad Development Authority	www.ada.iiita.ac.in
51.	Meerut Development Authority	www.mdameerut.org
52.	Ghaziabad Development Authority	www.gdaghaziabad.com
53.	Greater Noida Industrial Development Authority	www.greaternoidaauthority.in
54.	Bulandshahr – Khurja Development Authority	www.bkdabsr.net
55.	Hapur-Pilkhuwa Development Authority	www.hpdaonline.com
56.	Kanpur Nagar Nigam	http://kmc.up.nic.in
57.	Kolkata Metropolitan Development Authority	www.kmdaonline.org
58.	Haldia Development Authority	www.hdaindia.com
59.	Asansol-Durgapur Development Authority	www.addaonline.org
60.	Siliguri Jalpaiguri Development Authority	www.sjda.org
61.	Durgapur Municipal Corporation	—
62.	Delhi Development Authority	www.dda.org.in
63.	NCR Planning Board	www.ncrpb.nic.in
64.	Municipal Corporation of Delhi	www.mcdonline.gov.in
65.	New Delhi Municipal Council	www.ndmc.gov.in

Remote Sensing Data Policy 2011

All data resolutions upto 1m shall be distributed on a non-discriminatory basis and on 'as requested basis'.

All data better than 1m resolution will be supplied after excluding will be supplied after excluding sensitive areas as below :

• All Government/PSU/Urban Body Users can obtain the data without any further clearance with safe custody certificate.

• Private sector users recommended by at least one Government agency can obtain the data without any further clearance.

• Other Private, Foreign and other users can obtain the data after further clearance from an inter-agency High Resolution Image Clearance Committee (HRC).

Satellite Data for Urban Studies

	Medium Resolution 100 to 20m	High Resolution 20 to 5 m	Very High Resolution Less than 5 m
OpticalMulti Board	LISS III LISS II LISS I AWIFS	LISS IV*	—
Optimal Single Band	—	1C /1D PAN*	P5 PAN* Carto – 1* Carto 2/2A*

* Stereo Capacity

Source*: National Remote Sensing Centre, Hyderabad.*

Delegation from shanghai Municipal Commission of Urban & Rural Construction & Transport and Institute of Urban Transport (India) at AMDA

PROCEEDS OF SALE FOR UPKEEP OF FLATS

Department of Town and Country Planning, Govt. of Haryana has asked all builders to deposit 30% of the total proceeds from the sale of units towards maintenance and development by opening a separate account. This is in addition to instructions issued to colonizers in which the department has asked them to submit an annual report stating the detailed accounts of allottees of the units carved out by them. There are around 1.75 lakh allottees in 320 private colonies and housing societies developed by private builders in Gurgaon. Town Planning Department also monitor the credit and debit transactions of these accounts. That is allottee's money to be spent on development of colony. Submission of yearly statements give a clear picture of the details such as allotment, terms and conditions and current state of accounts of allottees. "Audit teams from department tally the details. Default on the account by colonizers shall invite an action.

Source: *The Times of India, 21.6.2011.*

Appeal

1. Members are requested to send the Best Practices, Innovative techniques followed/ adopted/ introduced in Planning, Governance, services, urban reforms etc. to AMDA so that same could be disseminated through AMDA Bulletin for wider application and reference.

2. AMDA Bulletin is in its revised format after obtaining RNI permission. Suggestions of members are welcome to improve the format and coverage of AMDA Bulletin.

GUEST HOUSE AND CONFERENCE FACILITIES

AMDA has a Guest House in its building at 7/6, Sirifort Institutional Area, August Kranti Marg, New Delhi 49. The basic aim of running the guest house is to provide accommodation facilities to the officers of Member organizations who visit Delhi. The Guest House has 5 Air-Conditioned rooms i.e. 4 double bedded and 1 tripple bedded. All the rooms have attached bathrooms with 24 hour hot/cold water supply. There is one common sitting/dining lobby where a Colour T.V. has been provided. The Guest House also has one Kitchenette to provide bed tea/coffee to the occupants. Break-fast / lunch / dinner can be arranged on request. Good quality restaurants are situated at 5-minute walkable distance. The **TARIFF** *for the Guest Rooms is as under :-*

Guest House Tariff

S.No.	Category of Members	Occupancy		
		Single	Double	Triple
1	External Guests (subject to availablity of accommodation)	650	900	1050
2	AMDA members and their staff on duty and authorised guests	325	450	525

For booking of accommodation in the AMDA Guest House kindly send your request through e-mail on amdadelhi2@gmail.com to Director, AMDA

Conference Room Tariff

S. No.	Category	Full day (09.00 hrs to 19.00 hrs)		Half day (09.00 to 14.00 hrs) or (14.00 hrs to 19.00 hrs)	
1	Non-member organisations	Working days Holidays	2,000/- 2,500/-	Working days Holidays	1,335/- 1,670/-
2	AMDA members	Working days Holidays	1,000/- 1,250/-	Working days Holidays	675/- 835/-

CONFERENCE ROOM FACILITY

Overhead Projector : Rs. 500/- per day, L.C.D. Projector : Rs. 2,000/- per day

PUBLICATIONS OF AMDA

(Rs.)

1.	Planning and Development of Metropolitan Regions in the context of Special Initiatives relating to Infrastructure Development and Provisions of Basic Services - Seminar Proceedings, 2007.	300/-
2.	The Metropolitan Agglomerations and the Proposed Grouping of Urban Areas in India - In-house Research Study, 2007.	200/-
3.	Urban Governance in the context of Jawaharlal Nehru National Urban Renewal Mission - National Seminar Proceedings, 2006.	300/-
4.	Strategic Issues Concerning Preparation of Master Plan for Core Areas - Seminar Proceedings, 2006.	200/-
5.	Innovative Planning Process for Socio-Economic Development - Seminar Proceedings, 2005.	200/-
6.	The Municipal Ward as The Basic Platform for the Integrated and Participatory Planned Development of The Urban Settlement - Proceedings of the Brainstorming Session, 2004.	125/-
7.	The Municipal Ward as the Basic Urban Planned Development Area - Seminar Proceedings, 2004.	200/-
8.	Catering to a Metropolitan Area Vision - 2021 - Conference Proceedings, 2003.	300/-
9.	States/UTs of India: a Profile - In-house research study, 2003.	1,000/-
10.	Knowledge Base for Good Urban Governance - Seminar Proceedings, 2002.	100/-
11.	Urban Services Delivery in India : Toolkit for Contract Management, 2002.	250/-
12.	The Future of Metropolitan Planning Committees - Conference Proceedings, 2001.	200/-
13.	Simplification of Urban Development Control Regulations and Incorporation of Heritage Regulations in Urban Development Plans - Conference Proceedings, 2000.	500/-
14.	Urban Governance and Management of Urban Environment - Seminar Proceedings, 2000.	300/-
15.	Infrastructure Financing : Mechanisms and Issues - Seminar Proceedings, 1999.	300/-

Interested Organisations/Individuals/Professionals who wish to purchase publication(s) may send the Demand Draft drawn in favour of **"Association of Municipalities and Development Authorities"** adding postage charges of Rs.50/- inland and US$ 12 for overseas per report to the Director, AMDA.