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EDITORIAL

This is the fourth of six issues of AMDA NEWS programmed for 2005 for dissemination of information to our members and other professional organizations on varied urban issues. Response from members to AMDA NEWS has latterly been encouraging and we request our members to continue sending us news which they wish to share for the next two issues of September-October 2005 and November-December, 2005.

This issue in its first section of policy and strategy highlights the 21-Action San Francisco Urban Environmental Accords, the Twelfth Central Finance Commission Report, the draft National Urban Transport Policy, the National Rural Employment Guarantee Bill, 2005 and the proposed Urban Dwellers Bill 2005. It also focuses on the National Urban Renewal Mission programme, UNDP's supported project on Social Mobilisation for Poverty Alleviation, and on concerns over climatic change and global warming. A brief overview on ports in India and a summary on Policy Framework for Development proposed by International Institute for Environment and Development (IIED), London has also been incorporated in this section.

In the section dealing with the initiatives by states, we report on DEWATS a success story from Bangalore on wastewater treatment. Also, the efforts of State Finance Commission of Tamil Nadu to constitute Metropolitan Planning Committees and District Planning Committees and the initiative by Union Urban Development Ministry to handle Delhi's transport plan has been reported with initiatives by the states of Punjab and Rajasthan on roads development and by Andhra Pradesh and Tamil Nadu on ports development.

In the city initiatives section, we report on the Bangalore MRTS which is ready to takeoff, and on the computerized public grievances redressal system of MCD. Besides, there are reports on efforts to rejuvenate the cotton mills of Mumbai and on the proposal of Bangalore Mahanagar Palika to levy infrastructure and SWM cess on citizens.

In the final section we highlight several news and facts from around the world. A book's review and highlighting some forthcoming events complete this newsletter.

We hope that this issue provides our members and readers with valid and useful information. We look forward to comments and suggestions in improving the newsletter.

The AMDA NEWS is a publication of the Association of Urban Management and Development Authorities - an apex body active in providing information and capacity building support to its members.

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AMDA NEWS — INFORMATION, DOCUMENTATION & DISSEMINATION

POLICY AND STRATEGY ISSUES

1.1 SAN FRANCISCO URBAN ENVIRONMENTAL ACCORDS

Mayors of various cities in the world supported and signed to adopt the **21-Action San Francisco Urban Environmental Accords** on the theme of **Green Cities – Plan for the Planet** on World Environment Day, 2005. As per the Accord it was expected to choose and adopt 3 Actions each year and implement as many of the 21 Actions as possible by the World Environment Day 2012. To recognize the progress made by the cities, City Green Stars will be awarded at the end of 7 years. A 4-Green Star city will be one that has implemented 19 to 21 Actions.

Major issues recognized during the program were Energy, Waste Reduction, Urban Design, Urban Nature, Transportation, Environmental Health and Water. Three actions against each of these issues were formulated:

- i) **Energy (Action 1-3):** Adoption and implementation of policy to increase the use of **renewable energy** to meet ten percent of the city's peak electric load within seven years through **energy efficiency, shifting the timing of energy demands and conservation measures**. To adopt a citywide greenhouse gas reduction plan that reduces the **jurisdiction of emissions by twenty-five percent by 2030**, including a system for accounting and auditing greenhouse gas emissions.
- ii) **Waste Reduction (Action 4-6):** To establish a policy to achieve **zero waste** to landfills and incinerators by 2040. Also to adopt a citywide law that reduces the use of disposable, toxic, or non-renewable product category by at least fifty percent in seven years. **"User-friendly" recycling and composting programs**, with the goal of reducing by twenty percent per capita solid waste disposal to landfill and incineration in seven years.
- iii) **Urban Design (Action 7-9):** To adopt policy that mandates a **green building rating system standard** that applies to all new municipal buildings. Also adopt **urban planning principles and practices** that coordinate land use and transportation with open space systems

for recreation and ecological reconstruction. Implement a policy that creates **environmentally beneficial jobs in the slums** and/or low-income neighborhoods.

- iv) **Urban Nature (Action 10-12):** To ensure that there should be an **accessible public park or recreational open space** within half-a-kilometer of every city resident by 2015. **Habitat restoration** by establishing a goal based on ecological and community consideration to plant and maintain canopy coverage in not less than fifty percent of all available sidewalk-planting sites. To take legislative action that **protects critical corridors** and other key habitat characteristics from unsustainable development.
- v) **Transportation (Action 13-15):** Develop and implement a **policy that expands affordable public transportation** coverage, within ten years and also pass a law or implement a program that **reduces gasoline and reduces particulate matter and smog forming emissions** from the fleets by fifty percent in seven years. Implement a **policy to reduce the percentage of commute trips by single occupancy vehicles** by ten percent.
- vi) **Environmental Health (Action 16-18):** The first action in this is to **identify one product, chemical or compound** within the city and adopt a law and provide initiatives to **reduce or eliminate its use** by the municipal government. Other is to promote the **public health and environmental benefits** of supporting locally grown organic foods. Ensure that twenty percent of all city facilities serve locally grown

Dhaka is the Most Expensive City of South Asia

An article on "Living Expenditure 2004" published by the Intelligence Unit of the Economist of London has identified Dhaka as the most expensive city in South Asia. Compared with other cities on the basis of housing, transport, food etc. among 130 countries of the world, Dhaka ranked 115, the City of Tokyo in Japan is the most expensive city of the world and the City of Teheran in Iran is the least expensive city.

Source: CUS Bulletin on Urbanisation and Development, Number 47, July-December 2004.

and organic food within seven years. Also to establish an **Air Quality Index (AQI)** to measure the level of air pollution and set the goal of reducing by ten percent in seven years.

- vii) **Water (Action 19-21):** Develop policies to increase adequate access to safe drinking water, aiming at access for all by 2015. **Protect the ecological integrity** of city's primary drinking water sources. Adopt municipal **wastewater management guidelines** and reduce the volume of untreated wastewater discharges by 10 percent in seven years.

Source: SDR, Vol. 12, No. 3, May-June 2005.

1.2 WORLD MAYOR'S CONFERENCE

A three-day World Mayors' Conference on 'Millennium Development Goals and the Role of Cities' was held during 2-4 April 2005 at Kochi, Kerala.

The conference was organised by the All India Institute of Local Self-Government and International Council for Local Environmental Initiatives and hosted in partnership with key Indian and global partners, including Department of Local Self-Government of Kerala, Kerala Institute of Local Administration and the Corporation of Cochin.

The mayors and deputy mayors adopted an 18-point declaration and resolved to:

- Closely look at Millennium Development Goals (MDGs) in the regional context and fix targets that could be achieved;
- frontload concerns in regard to poverty reduction, education, gender, child and maternal mortality, HIV/AIDS, malaria and other diseases;
- commit and allocate resources for the implementation of city targets focusing on slums and other vulnerable groups;
- engage with city stakeholders and afford them space in decision-making;
- promote partnerships in all city initiatives, and
- harness new technology, especially information and communication technology, to re-engineer processes, improve service delivery and provide the fruits of good urban governance to all citizens.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

1.3 TWELFTH CENTRAL FINANCE COMMISSION REPORT

The Twelfth Central Finance Commission (TFC) set up under the chairmanship of Dr. C. Rangarajan with three other members submitted its report to the President on 17 December 2004. The Cabinet approved the recommendations on 2 February 2005 and the report was laid on the Table of the House together with action taken thereon, during the Budget Session.

It may be recalled that the Tenth Finance Commission had recommended an ad hoc grant of Rs. 1000 crore for the municipalities as per the amended article 280. The fund recommended was to be distributed among the states on the basis of the inter-state ratio of slum population as per the 1971 Census. The Eleventh Finance Commission (EFC) also recommended an ad hoc grant of Rs. 400 crore per annum (Rs. 2000 crore for five years), on the basis of its own assessment, due to non-availability of various State Finance Commission (SFC) reports. The TFC has recommended a grant-in-aid of Rs. 5000 crore for municipalities for the period 2005-10, showing a substantial increase over the (EFC) allocation.

The EFC had adopted the following factors and weights for working out the inter-se allocations:

Sl. Criterion No.	Weight (per cent)
1. Population	40
2. Geographical area	10
3. Distance from highest per capita income	20
4. Index of decentralization	20
5. Revenue effort	10

The 12th Finance Commission while retaining the criteria and weights of *population*, *geographical area*, *variance from highest per capita income*, dropped the *index of decentralization* with a weight of 20. In the 12th Finance Commission's view effective steps have already been taken by all the states for the implementation of the 73rd and 74th Amendments. The Commission has added an *index of deprivation* with a weight of 10. This index takes into account intra-state disparities in drinking water sanitation, considered as the two core services performed by the local bodies. The criteria of *revenue effort* with a weight of 10 has been increased to 20 with break-up of (a) own revenue of states (b) gross state domestic product

(GSDP) each with a weight of 10. The Commission has also reiterated the 11th Finance Commission recommended that high priority should be given to creation of a database, as well as to switching over to a modern system of financial management through the use of modern technology and management system. The Commission has stressed the importance of public private partnership to enhance the service delivery in respect of solid waste management. Municipalities should concentrate on collection; segregation and transportation of solid waste while composting and energy-generation programs should be undertaken by the private sector in view of their commercial potential. Fifty percent of the grants provided to each state should be earmarked for these schemes. The six mega of Delhi, Mumbai, Kolkata, Chennai, Bangalore and Hyderabad have however been excluded from the purview of these grants as it should be possible for them to generate necessary resources for this important activity on their own.

The Commission has also recommended that no conditionality over and above those recommended by the Commission need to be imposed by the central government for releasing grant-in-aid. The central government should take a serious view of an delay beyond 15 days in the passing of the grants by the state government from the date of their release by the Center.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

National Rural Employment Guarantee Bill 2005

The National Rural Employment Guarantee Bill 2005 tabled in the Parliament on August 18, 2005 by the Central Government is the most ambitious anti poverty programme in the history of India. The main features of this Bill are:-

- Guarantees 100 days of wage employment for all rural households spread over one year.
- To be implemented in 200 districts initially, to be extended to 600 in the next five years.
- Wage fixed at Rs. 60/- throughout country for unskilled manual work.
- 33% jobs reserved for women.
- States to contribute 10% of the cost.
- Panchayats to have final say on implementation and monitoring of scheme.
- Centre's share to be released by April, will pay compensation in case of delay.

Source: The Indian Express, N. D. edition, Aug. 19, 2005.

1.4 NATIONAL URBAN TRANSPORT POLICY - Draft

BACKGROUND

At a conference of Chief Ministers on the proposed National Urban Transport Policy (NUTP) in New Delhi in May, 2005 the draft NUTP was placed. The government plans to provide better mobility to the bustling billions who live in the cities. India's urban population is currently around 30% of its total population. Experience across the world has been that as economies grow, rapid urbanization takes this proportion to over 60% before it begins to stabilize. As such, it is projected that India's urban population would grow to about 473 million in 2021 and 820 million by 2051, as against only 285 million in 2001. Hence, cities must not only meet the mobility needs of the current population but also provide for the needs of those yet to join the urban population. In its recent policy announcements the government has also emphasized urban renewal and improvement of infrastructure.

For urban areas to be able to support the required level of economic activity, they must provide for the easy and sustainable flow of goods and people. Unfortunately, however, such flow of goods and people has been facing several problems. Most prominent among them have been the following:

- Accessing jobs, education, recreation and similar activities is becoming increasingly time consuming. Billions of man-hours are lost with people "Stuck in traffic".
- The cost of travel, especially for the poor, has increased considerably. This is largely because the use of cheaper non-motorised modes like cycling and walking has become extremely risky, since these modes have to share the same right of way with motorized modes.
- Travel in the city has become more risky with accident rates having gone up from 1.6 lakh in 1981 to over 3.9 lakh in 2001.
- Rapid motor vehicle growth has also caused severe air pollution, adversely affecting the health of the people and their quality of life.

Unless the above problems are remedied, poor mobility can become a major dampener to economic growth and cause the quality of life to deteriorate. A policy is,

therefore, needed on the approach to dealing with this rapidly growing problem as also offer a clear direction and a framework for future action.

VISION

- To recognize that people occupy center-stage in our cities and all parts would be for their common benefit and well being.
- To make cities the most livable in the world and enable them to become the “engines of economic growth” that power India’s development in the 21st century.
- To allow cities to evolve into an urban form that is best suited for the unique geography of their locations and is best placed to support the main social and economic activities that take place in the city.

OBJECTIVES

The objective of this policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within cities. This is sought to be achieved by:

- Incorporating urban transportation as an important parameter at the urban planning stage rather than being a consequential requirement;
- Encouraging integrated land use and transport planning so that travel distances are minimized and access to livelihoods, education, and other social needs, especially for the marginal segments of the urban population is improved;
- Improving access of business to markets and the various factors of production;
- Bringing about a more equitable allocation of road space with people, rather than vehicles, as its main focus;
- Investing in transport systems that encourage greater use of public transport and non-motorized modes instead of personal motor vehicles;
- Establishing regulatory mechanisms that allow a level playing field for all operators of transport services;
- Introducing Intelligent Transport Systems for traffic management;

- Increasing effectiveness of regulatory and enforcement mechanisms;
- Addressing concerns on road safety and trauma response;
- Reducing pollution levels through changes in traveling practices, better enforcement, stricter norms, technological improvements, etc.;
- Building capacity (institutional and manpower) to plan for sustainable urban transport and establishing knowledge management system that would service the needs of all urban transport professionals, such as planners, researchers, teachers, students, etc.;
- Promoting the use of cleaner technologies;
- Raising finances, through innovative mechanisms that tap land as a resource, for investments in urban transport infrastructure;
- Associating the private sector in activities where their strengths can be beneficially tapped;
- Taking up pilot projects that demonstrate the potential of possible best practices in sustainable urban transport.

NEED FOR A NATIONAL POLICY

Although the responsibility for management of urban areas (and thus urban transport) rests with the State governments, a Central policy is considered necessary as:

- Several key agencies that would play an important role in urban transport planning work under the Central government, with no accountability to the State government;
- Several Acts and Rules, which have important implications in dealing with urban transport issues, are administered by the Central Government;
- A need exists to guide State level action plans within an overall framework;
- A need exists to guide Central financial assistance
- A need exists to build capacity for urban transport planning as also develop it as a professional practice;
- A need exists to take up coordinated capacity building, research and information dissemination to raise the overall level of awareness and skills.



REALIZING THE POLICY OBJECTIVES

The objective of this policy would be achieved through a multi-pronged approach that would revolve around the measures highlighted in the previous section. These are further elaborated in the sections that follow.

Integrating land use and transport planning :

Transport planning is intrinsically linked to land use planning and both need to be developed together in a manner that serves the entire population and yet minimizes travel needs. An integrated master plan needs to internalize the features of sustainable transport systems.

The Government of India would, therefore, promote the development of such integrated land use and transport plans. To enable this, all urban development and planning bodies in the States would be required to have in house transport planners as well as representation from transport authorities in their managements.

Equitable allocation of road space:

At present, road space gets allocated to whichever vehicle occupies in first. The focus is, therefore, the vehicle and not people. The result is that a bus carrying 40 people is allocated only two and a half times the road space that is allocated to a car carrying only one or two persons. In this process, the lower income groups have, effectively, ended up paying, in terms of higher travel time and higher level costs, for the disproportionate space allocated to personal vehicles. Users of non-motorized modes have tended to be squeezed out of the roads on account of serious threats to their safety. If the focus of the principles of road space allocation were to be the people, then much more space would need to be allocated to public transport systems than is allocated at present.

The Central Government would, therefore, encourage measures that allocate road space on a more equitable basis, with people as its focus. This can be achieved by reserving lanes and corridors exclusively for public transport and non-motorized modes of travel.

Priority to the use of public transport:

It is well known that public transport occupies less road space and causes less pollution per passenger-km

than personal vehicles. As such, public transport is a more sustainable form of transport. Therefore, the central government would promote investments in public transport as well as measures that make its use more attractive than that of personal motor vehicles. Towards this end, the Central government would encourage each city with a population of more than 4 million to start planning for a mass transit system, adopting a technology that would best suit the city requirements in the next 30 years.

Priority to non-motorized transport:

The safety concerns of cyclists and pedestrians have to be addressed by encouraging the construction of segregated rights of way for bicycles and pedestrians. Apart from improving safety, the segregation of vehicles moving at different speeds would help improve traffic flow, increase the average speed of traffic and reduce emissions resulting from sub-optimal speeds.

The Central Government would give priority to the construction of cycle tracks and pedestrian paths, under the National Urban Renewal Mission (NURM), to enhance safety and thereby enhance use of non-motorized modes. Cities would also be encouraged to explore the possibility of a public bicycle program, where people can rent a bicycle for use in specially designated areas.

Discourage use of personal motor vehicles:

Measures that discourage the use (not ownership) of personal motor vehicles would have to go hand in hand with measure that encourages the use of public transport. The Central Government would, therefore, encourage the adoption of measures that restrain the use of motor vehicles, through market mechanisms such as higher fuel taxes, higher parking fees, reduced availability of parking space, longer time taken in traveling by personal vehicles vis-à-vis public transport, etc.

Parking:

Parking places occupy large portions of urban land. This fact should be recognized in determining the principles for allocation of parking space. Limiting the availability of parking space and the levy of a high parking fee should be used as a means to curb the use of personal motor vehicles. Preference in the allocation



of parking space for public transport vehicles and non-motorized modes as well as easier access of work places to and from such spaces would go a long way in encouraging the use of sustainable transport systems.

State governments would be required to amend building bye laws in all million plus cities so that adequate parking space is available for all residents/users of such buildings. To enable this, FAR norms would be made more liberal.

Freight traffic:

The timely and smooth movement of freight traffic is crucial to the well being of the people and the viability of the economic activities in a city. With limited capacity of the transport system, it is essential that freight traffic and passenger traffic are so staggered as to make optimum use of the transport infrastructure. Cities would be encouraged to build by-passes, through innovative and viable public – private partnerships for such traffic.

Coordinated planning and management of city transport:

The current structure of government for the transport sector is not equipped to deal with the problems of urban transport. These structures were put in place well before the problems of urban transport began to surface in India and hence do not provide for the right co-ordination mechanisms to deal with urban transport. The Central Government will, therefore, recommend the setting up of Unified Metropolitan Transport Authorities (UMTA's) in all million plus cities, to facilitate more coordinated planning and implementation of urban transport programs and projects and an integrated management of urban transport systems. Model legislation would be drafted for cities to consider.

Capacity building:

Capacity building will have to be addressed at two levels – institutional and individual. Institutional capacity would primarily involve creating a pool of knowledge and a knowledge management center that would sustain and enhance expertise as well as facilitate more informed planning. The Institute of Urban Transport (India), an existing institute under the purview of the Ministry of Urban Transport would be suitably strengthened to

discharge this responsibility. It would be built up to serve as a national level facility to provide continuous advice and guidance on the principles of good urban transport planning as emerges from its research.

The Central Government would also encourage the development of such institutional capacity at the State level through the platform of the National Urban Renewal Mission.

At the individual level, a major exercise of training and skill development of the public officials and other public functionaries would be taken up to make such officials aware of the nuances of urban transport planning and the specific issues involved in managing city transport. This would be targeted at personnel belonging to the State transport departments, municipal corporations, metropolitan development authorities, traffic police, environmental authorities, State Transport Corporations, Public Works Departments, etc.

Use of cleaner technologies:

While petroleum based fuels are by far the most commonly used today, other alternatives have been emerging, though slowly. CNG has been adopted in a big way for bus transport in Delhi. Electric trolley buses are also being proposed in the city. Electric vehicles have already entered the market for cars and rickshaws. Electric two wheelers are also under development. Such cleaner technologies need to be encouraged so that the problem of vehicular pollution can be more effectively dealt with. The current vehicle technologies in India are inferior. Several vehicles on roads tend to be poorly maintained and are overly polluting.

The Central Government would, lay down a clear and time bound schedule of progressively tighter emission norms, with adequate lead time, to allow the auto and oil industry to make the required investments. The Central Government would also encourage partnerships and greater use of private capital in areas where the private sector can competitively deliver urban transport services. The commercial utilization of land resources, available with public transport service providers, is also recommended to raise additional resources. The Central Government would also create a mass transit fund to finance its contribution to mass transit systems in the country.

Association of the private sector:

In several activities the private sector can be beneficially engaged, thereby saving financial resources for activities that only public agencies can best perform. However, these have to be done under conditions that strike a fair balance between the universal obligations of the government and the profit motive of the private operator. Accordingly, the Central Government would encourage a more liberal use of the private sector, especially in activities like the operation and maintenance of parking facilities, certification facilities, repair facilities, construction and management of terminal facilities, etc.

PILOT PROJECTS

In order to demonstrate the potential benefits from the policy measures suggested herein, the Central Government would take up pilot projects in a sample set of cities drawn from different regions and different city types so that tested models of best practices can be established for replication in other cities.

SOLUTIONS

At a meeting of CMs on National Urban Transport Policy, NCT of Delhi's Chief Minister Mrs. Sheila Dikshit made these suggestions for overcoming Delhi's traffic problems:-

- Higher and uniform fees and uniform national policy on higher tax rate for second or subsequent vehicles parking;
- Dedicated lanes for buses, cycles and pedestrians and
- Peripheral expressways to check congestion and pollution and traffic circulation plans for inside Delhi.

Source: National Urban Transport Policy - Draft, Ministry of Urban Development, Government of India, May 2005 and Hindustan Times, Delhi edition, August 6, 2005.

1.5 THE URBAN DWELLERS BILL 2005

A BILL

To recognize and vest rights to forestlands, and lands/waters and resources of other ecosystems, in urban dwellers, in recognition of their essential needs to maintain and enhance their lifestyles.

Definitions:

For the purpose of this Act, the following definitions will apply:-

“Urban dwellers” are those middle and upper class individuals (with an annual income of over Rs. 1 lakh) or families (with an annual income of over Rs.2 lakh) living in cities and towns, including rich individuals/families that live in villages with an urban lifestyle.

Rights of urban dwellers

1. The right to land... for diversion to other uses, including submergence for power generation, urban expansion, transmission lines and pipelines.
2. The right to wood from all kinds of forests, for house-building, furniture, panelling, production of pulp and paper, and all other products.
3. The right to all other (non-wood) biological resources in natural ecosystems, for... herbal medicines and cosmetics, ‘ethnic’ foods, propagation material, decoration, commerce, and all other such uses.
4. The right to all mineral resources within or under natural ecosystems;
5. The right to unlimited electrical power;
6. The right to enjoy, for aesthetic pleasure and psychological well-being, all natural ecosystems and wildlife.

Mother Plan for Slums

The mid-term appraisal of the Tenth Five-Year Plan is likely to recommend launching an Integrated Slum Development Programme with a focus on private-public partnerships.

The new programme will involve merging the existing National Slum Development Programme, the Valmiki Ambedkar Awas Yojana (VAMBAY) and Swarn Jayanti Swarozgar Yojana (SJSRY). The focus of the program would be on project related schemes identified by municipalities or state governments in consultation with slum dwellers. In order to enlarge the resource base, the beneficiaries as also the public and private sectors and the financial institutions would have to contribute. The integrated programme would ensure that only viable projects are taken up, community participation is forthcoming and resources are put to optimal use.

Source: MINDScape, Vol. 1 No. 1, August 2005.



7. The right to extract any amount of water from natural ecosystems, for drinking, washing, flushing toilets, running fountains, playing water games;

It is hereby clarified that such rights will be enjoyed regardless of their ecological consequences, so long as it is ensured that the urban dwellers directly benefiting will not be told about these consequences.

The special position of two sets of people would be given due attention:

1. Urban environmentalists, in recognition of their unselfish struggle for the cause of conservation of the resources on which the lifestyles of urban dwellers are so critically dependent; and
2. CEOs of major corporations (Indian and foreign), in recognition of their equally unselfish endeavour to make available all the above resources and goods to urban dwellers.

Duties of the government:

It shall be the duty of the Central and state governments of ensure that the above-mentioned rights are enjoyed free of any encumbrances. This would include the duty.... to divert other users including traditional users of any rights to access these lands and resources.

Authorities for vesting rights:

An Urban Dwellers (Right to Natural Resources) Authority will be set up by the Government of India, to develop the rules and procedures to confer the rights.

Penalties:

Anyone found obstructing the above rights, i.e. denying such rights to urban dwellers without good reason, will be guilty of an offence under this Act.

Source: *Down to Earth*, Vol. 14, No. 3, June 30, 2005.

1.6 HERITAGE CONSERVATION & URBAN DEVELOPMENT

The Seminar on Heritage Conservation and Urban Development on 28th – 29th May, 2005 was held at the Taramati Biradari Complex in Hyderabad, with support of the Andhra Pradesh Tourism Development Corporation.

INTACH had invited eminent experts from across the country to share their experiences in the field on issues like urban development, community heritage, role of public and private sectors, to evolve an all-India perspective on the subject.

Views emerged from the Seminar:

- Legislation and regulations need to be put in place before any conservation work is undertaken or sustained.
- Urban agglomerates, spilling into satellite town that were built to relieve urban pressures, are increasing beyond manageable limits.
- Builders' lobbies have become political realities, and the natural topography of our cities is being rapidly obliterated.
- Suggestion of the integration of ASI archeological rules with town planning laws and regulations need to integrate people's participation and the 73rd and 74th Constitutional Amendments into Urban Conservation and Planning.

Recommendations:

- To accord legal status to all existing buildings and sites, and incorporate them in statutory spatial and investment documents from Master Plan right down to a Ward Plan, and all related development plans for urban areas.
- A Heritage Cells to be set up at all levels; and Heritage Advisory Committees for all Ministries and Public Sectors.
- Recommendations were also framed specifically for Andhra Pradesh/Hyderabad City.

World Day to Combat Desertification and Drought, 17 June

The World Day to Combat, Desertification and Drought was proclaimed by the General Assembly in 1995, marking the adoption of the United Nations Convention to Combat Desertification on 17 June 1994. The Assembly invited States to devote the World Day to promoting awareness of the need for international cooperation to combat desertification and the effect of drought, including implementation of the Convention.

Source: UNews, Vol. 60, No. 3, June 2005.

A Heritage Survey of India on the lines of ASI, an Annual Heritage Report tabled in the Lok Sabha, evolving a National Building Code, and a National Heritage Register consolidation all listings to date, are some of the overarching recommendations to be further explored by INTACH.

Source: INTACH VIRASAT Vol 1, No.4 April-June 2005

1.7 HYDRA-HEADED CRISIS

Forests accounts for 20 percent of land in India, spread over 67 million hectares. The bulk is concentrated in the northern Himalayan states, central India, the northeast states and the Western Ghats in the south. One regime oversees conservation in these different socio-ecological zones: a command and control regime.

The finding of the Forest Survey of India, in a report made public by environment minister A. Raja, on July 19, 2005 sounds alarming. It even set many wondering on the loss of biodiversity – and the many wonderful new cures, which may have come from plants in those areas.

The 'State of the Forest Report 2003' says 4,600 sq km was actually lost – to shifting cultivation, encroachment, felling, etc. mainly in the states of Assam, Gujarat, Kerala, Madhya Pradesh, Maharashtra and Uttar Pradesh. But the bulk of the 'loss' is attributed to "interpretational correction", mostly in 1.25 hectare patches outside recorded forests. The ministry accepts that some forest areas are sacrificed for "economic growth" but it stipulates double the area be greened – greening, however, takes time to show up on maps.

Overall, the country's total forest cover rose by 2,800 sq. km between 2001 and 2003. Forest and trees cover 23.68% of the area, or over 778,000 sq. km – a net increase of 21,000 sq km, 0.6 percent more in area. Overall forest cover has inched up but only in just two years, India has officially 'lost' 26,000 sq km of dense, or good, forest and 7,000 sq km of scrub.

The minister is confident of reaching the targeted 25 percent area under forest and tree cover by 2007. But he admits the national goal of 33 percent by 2012 will be "a herculean task", impossible without the private sector.

Source: *The Times of India*, New Delhi edition, July 21, 2005 and *Down to Earth*, Vol 14, No. 5, July 31, 2005.

1.8 PORTS OVERVIEW

- India has an extensive coastline of 7,517 km, excluding the Andaman & Nicobar Islands. There are 12 major ports and 185 non-major and intermediate ports spread across nine coastal states. Out of the non-major ports, less the three-fourths are fully functional. Between them, these ports handle about 95 percent of India's total trade in terms of volume and 70 percent of the trade in terms of value.
- Despite the long coastline, India is not rated among the top 20 maritime nations.
- Ports are placed under the Concurrent List of the Indian Constitution: major ports are under the jurisdiction of the union government, and minor and intermediate ports are controlled by the respective state governments.
- At the union government level, the Ministry of Shipping, Road Transport and Highways oversees the sector.
- The 12 major ports carry about three-fourths of the total traffic, with Visakhapatnam port as the top traffic handler in each of the last five years.
- Every major port is managed by a port trust, headed by a chairman appointed by the union government.
- The major ports have seen increased activity in the last two decades. Traffic grew by only 61 million tonnes during the period 1950-80. During 1981-90 and 1991-2000, the traffic growth was 71 million tonnes and 129.44 million tonnes respectively.
- The non-major ports are under the administrative

Development of the Indian Ports

The Planning Commission has estimated that the development of the Indian Port sector requires Rs. 500 billion by 2012. According to the estimates, as much as Rs. 100 billion will be required for the upgradation of the Jawaharlal Nehru Port Trust to a world class mega port. Another Rs. 100 billion will be required to enhance facilities at Kochi, Chennai and Haldia ports. Augmentation of facilities at the other eight ports would require Rs. 300 billion.

Source: *Indian Infrastructure*, Vol. 7, Issue No. 11, June 2005.

Inter-Ministerial Group

The prime minister's committee on infrastructure has decided to constitute an inter-ministerial group (IMG) for designing a model concession agreement, which would lay down the regulatory framework for public private partnership in the port sector. Meanwhile, a 20-year perspective plan for the development of the 12 major ports is being framed. For this international experts will be hired as consultants to give their inputs on improvement of port capacities. The plan is expected to be ready by February 2006.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

ambit of their respective state governments. Maritime boards oversee minor ports in the states of Gujarat, Maharashtra and Tamil Nadu. These ports can determine their own tariffs.

- Since the late 1990s, non-major ports have won traffic share away from the major ports. The non-major ports handled around 8 percent of the total cargo traffic in 1991-92. By 2003-04, the non-major ports handled about 24.7 percent.
- Gujarat is the leading maritime state. The Gujarat Maritime Board controls 42 of the 185 minor and intermediate ports, and accounts for 74 percent of the traffic at non-major ports. The state had developed several minor ports such as Pipavav, Dahej and Adani with the help of private sector involvement.
- The total traffic carried by both the Indian major and non-major ports in 2004-05 was estimated to be close to 500 million tonnes.
- In the cargo mix, petroleum-oil-lubricants (POL) continued to retain the largest commodity share, though coking coal showed the highest growth rate of 58 percent in 2004-05.
- The major ports suffer from interlinked and intractable problems such as overstaffing, outdated equipment, cumbersome procedures, low efficiency levels and lack of effective management. Some of these problems are being addressed through concerted efforts, there have been efficiency gains in major ports.
- There's a long way to go before the Indian ports attain acceptable efficiency ratings. Large container ships avoid Indian ports, preferring to berth at Colombo and Singapore instead. This is due to inadequate draft, high turnaround

times and generally poor services.

Source: Indian Infrastructure Volume 7 No.11 June, 2005

1.9 GLACIER SHRINKS: AFFECT THE FLOW OF BEAS RIVER

Owing to rising temperatures due to global warming, the Parbati glacier in Himachal Pradesh is melting fast. A study of satellite images shows the glacier has retreated by 578 meters between 1990 and 2001, a decline of almost 52 metres per year. This is bad as this glaciers is the largest in the Parbati river basin and is an important water source for the river Beas. The glacier is economically significant too because an 800 megawatt (mw) power project is under construction and another 520 mw power project is being planned in the area. The glacier's retreat would not only affect the river flow, but also these power projects.

The researchers uses satellite data to study the retreat. The boundary of the glacier was delineated from topographic maps. Thereafter the boundary was superimposed on images for the years 1990, 1998, 2000 and 2001. Images were selected for the August-September season when the snow cover is minimum and the glaciers are fully exposed. Field investigations were also carried out to verify the satellite observations. The researchers found the total loss in glacial extent is 8.3 square kilometers (sq km) from 1962 to 1990. In addition, 1.93 sq km and 1.32 sq km loss in extent was observed over the periods 1990-1998 and 1998-2001 respectively. The loss in glacial length was estimated at 5,991 metres from 1990 to 2001.

Source: Down To Earth, Vol. 14, No. 4, July 15, 2005.

Climate Change Victim

Residents of Inupiat village of Shishmaref, a remote Eskimo village in Alaska, the US, might be the first US people forced to shift their habitat because of global warming. Officials recently said the shifting would be completed within four years. The village, located on a narrow barrier island in Chukchi Sea, has become a famous case study for global warming. The frequency and extent of shrinking sea ice, permafrost thawing and sea storms has now increased to such an extent that the situation should be categorized as an "emergency", as said by Luci Eningowuk, head of the Shishmaref Erosion and Relocation Council.

Source: Down To Earth, Vol. 14, No. 4, July 15, 2005.

International Institute for Environment and Development (IIED), London has recently summarised the policy framework to foster development in a chart form and sent a copy to AMDA. Here we are reproducing the chart for the benefit of our members.

INSTRUMENTS	ARRANGEMENT Rights, opportunities and entitlements that enable expansion of human development and freedom.	CONSTRAINTS On the person's potentials and capabilities – types of unfreedoms.	EVALUATIONS Assessment required to inform policy makers about capabilities and potentials of development.		SOME EXISTING STRATEGIES And policy goals compared to the wider, ever-enhancing goals of development as a freedom from constraints.	
			Top-down, deductive quantitative evaluations.	Bottom-up, inductive qualitative, evaluations.	The Habitat Agenda	DFID Urban Strategy Paper 2000
POLITICAL FREEDOM	<ul style="list-style-type: none"> ● Institutional arrangements. ● Forums for free debate. ● Protection for dissenters. ● Free media. ● Existence of political parties. ● Elected bodies. ● Facilities to scrutinize authorities. ● Constitutional arrangements to ensure checks and balances between judiciary, legislature and executive ● Decentralization. ● Citizen's participation. 	<ul style="list-style-type: none"> ● Absence of civil rights. ● Denial of political liberty. ● Press censorship. ● Presence of undue influence to constrict market mechanisms. ● Absence of critical public discussion. ● Authoritarian rule. ● Absence of access to telecommunication. ● Political manipulation by vested interests. 	<ul style="list-style-type: none"> ● Persons imprisoned. ● Voting rights. ● Access to written, electronic and broadcast media, to libraries, to telecommunication, etc. ● Women in government, police, etc. 	<ul style="list-style-type: none"> ● Constraints to voting. ● Access to voting booths. ● Constraints on legal access, law and order services, on access to information and communication. ● Whether constitution or law promotes the right to adequate housing. ● Institutional arrangements between central and local governments. 	<ul style="list-style-type: none"> ● Decentralisation and strengthening of local authorities, association and networks. ● Popular participation and civic engagement. ● Participatory and consultative mechanisms. ● Capacity building and institutional development. 	<ul style="list-style-type: none"> ● Develop the capacity of local actors to manage pro-poor urban development and regional growth. ● Strengthening efforts by the international community to support the urbanization process which involves the participation of poor people. ● Need for governments to provide enabling, legislative and regulatory framework, pro-poor and market sensitive. ● Empowering poor people themselves to demand and realize their rights and entitlements. ● Optimize opportunities of decentralization.
ECONOMIC FACILITIES	<ul style="list-style-type: none"> ● Open labour market. ● Protection from bondage. ● Spaces and opportunities for free economic exchange. ● Access to product markets. ● Saving Opportunities. ● Stable business ethics. ● Title to land. ● Freedom for women to seek employment outside home. ● Access to credit. 	<ul style="list-style-type: none"> ● No employment opportunities. ● Low income. ● Arbitrary controls on transactions. ● High inflation. ● Indebtedness. ● Labour bondage. ● Market controlled by vested interest. ● Price fixing and manipulation. 	<ul style="list-style-type: none"> ● Male female employment. ● Income. ● Earned income share in family. ● Loans from banks. ● Youth unemployment rate. ● Children in employment. ● Women's GDP per capita. 	<ul style="list-style-type: none"> ● Percentage of family income retained by women. ● Loans from money lenders. ● Interest rate on loans compared to market rate. ● Individual disabilities. ● Constraints to mobility. ● Access to credit. ● Constraints on women to seek employment. ● Access to training facilities. ● Access to transport. ● Access to markets. ● Recovery of dues. 	<ul style="list-style-type: none"> ● Financing shelter and human settlements. ● Gender equality. ● Improving urban economies. ● Enabling markets to work. ● Mobilising sources of finance. ● Ensuring access to land. 	<ul style="list-style-type: none"> ● Support to the private sector for PPP, small business and socially responsible business. ● DFID will work to increase the capacity of cities to attract investment and to develop improved links with rural economies. ● Need to ensure that the distribution of the opportunities of economic growth reach the poor. ● Develop the capacity of local actors to manage pro-poor urban development and regional growth.



SOCIAL OPPORTUNITIES	<ul style="list-style-type: none"> ● Good health. ● Basic education. ● Encouragement and cultivation of initiatives. ● Gender equality. ● Women's well being. ● Child care. ● Property rights for women. 	<ul style="list-style-type: none"> ● Under nutrition. ● Premature mortality. ● Absences of services. ● Gender exploitation. ● Illiteracy. ● Child labour. ● High child mortality. ● Lack of hospital services. ● Lack of nutrition supplements. ● Selective property rights. ● Low female literacy. ● Urban violence. 	<ul style="list-style-type: none"> ● Life expectancy. ● Birth and death rates. ● Contraception rates. ● Infant mortality. ● Infant immunization. ● Access to health services. ● Access to safe water. ● Access to sanitation. ● Attended births. ● Population per doctor. ● Underweight babies. ● Malnourished children. ● Calorie intake. ● Adult literacy. ● Mean years of schooling. ● Primary enrolment. ● Access to cultural expression. 	<ul style="list-style-type: none"> ● Access to alternative medicine practitioners. ● Access to fuel. ● Stability of dwelling. ● Domestic injuries. ● Exposure to pollution. ● Constraints on water access. ● Constraints on school attendance. ● School drop out rate. ● Unattended children. ● Working children under 10. ● Children per class and per teacher. ● Distance of primary school. ● Areas considered dangerous or inaccessible to police. 	<ul style="list-style-type: none"> ● Need for economic development, social development and environmental protection. ● Ensuring access to basic infrastructure. ● Environment sustainability. ● Conservation of historic and cultural heritage. 	<ul style="list-style-type: none"> ● DFID will contribute to programmes that help to improve the living and working conditions of the poor; water and sanitation; energy sources; tenure arrangements; supply of land for housing and health and safety. ● Poor people should benefit from improved health care, better education opportunities.
TRANSPARENCY GUARANTEES	<ul style="list-style-type: none"> ● Absence of corruption. ● Mechanisms for seeking justice. ● Guarantees of disclosures and lucidity. ● Speedy judicial decisions. ● Access to police protection. 	<ul style="list-style-type: none"> ● Corruption. ● Financial irresponsibility. ● Protected underhand dealings. ● Insecure banking system. ● Unchallenged governance. ● Bullying and intimidation by organized 'mafias'. ● Constrains on access justice and police. 		<ul style="list-style-type: none"> ● Settlement of transacted work. ● Time spent on bondage obligations. ● Facilities to report crime. ● Presence of women in police station. ● Unreported thefts. ● Unreported molestation. ● Non-formal payments for services, shelter and work. ● Independent auditing of municipal accounts. ● Published contracts and tenders. ● Sanctions against faults of civil servants. ● Laws on disclosure of potential conflicts of interest. ● Civil society involved in alteration in zoning. ● Civil society involved in major public projects. 	<ul style="list-style-type: none"> ● Strengthen shelter-related information system. 	<ul style="list-style-type: none"> ● Improve DFID's and others' capacities to address the urban challenge through information support, and knowledge and research development. ● Improve local accountability systems. ● Need to access and to share information so to negotiate on a more equal footing with others.
PROTECTIVE SECURITY	<ul style="list-style-type: none"> ● Network arrangements to mitigate disasters. ● Emergency facilities for rescue and damage control. ● Shelters. ● Subsidy for victims of famine and disasters. ● Arrangements for protection of extreme deprivation. 	<ul style="list-style-type: none"> ● Famine. ● Neglected natural disaster effects. ● Absence of administrative network. 	<ul style="list-style-type: none"> ● Catastrophic deaths. ● Destroyed houses. ● Destroyed schools and health centres. ● Epidemic cases. ● Density of population before and after calamity. ● Existence of shelters. 	<ul style="list-style-type: none"> ● Access to communication networks. ● Access to emergency food programmes. ● Duration of migration. ● Distance of migration. ● Nature of resettlements. ● Emergency and delay. ● Constraints to access shelter. 	<ul style="list-style-type: none"> ● Disaster prevention, mitigation and post-disaster rehabilitation capabilities. 	

Source : International Institute for Environment and Development (IIED), 3 Endsleigh Street, London; UK.



One Planet Many People – an 'UNEP' Atlas

Produced by the United Nations Environment Programme (UNEP), 'One Planet Many People: Atlas of Our Changing Environment' compares and contrasts spectacular satellite images of the past few decades with contemporary ones, some of which have never been seen before. The huge growth of greenhouses in southern Spain, the rapid rise of shrimp farming in Asia and Latin America and the emergence of a giant, shadow puppet-shaped peninsula at the mouth of the Yellow River are among a string of curious and surprising changes seen from space.

The atlas, produced in collaboration with several organizations including the United States Geological Survey and the US National Aeronautics and Space Administration (NASA), highlights this theme showing the explosive growth and changes around some of the major cities of the world such as Beijing, Dhaka, Delhi and Santiago.

Researchers hope that 'One Planet Many People: Atlas of Our Changing Environment' will have a similar impact on Governments, private business, non-governmental organizations and the private individual by highlighting how globalization is driving local and regional change.

The satellite images underline huge expansion for Delhi. In 1975, the city had a population of 4.4 million, by 2000, the city had well over 12 million inhabitants. By 2010, it is set to rise to nearly 21 million. The latest satellite images show Delhi's growth concentrated in the suburbs of Faridabad, Ghaziabad and Gurgaon.

Source: UNews, Vol. 60, No. 7, July 2005

1.11 MEGA URBAN RENEWAL IN THE OFFING

The blueprint for developing urban India has taken the shape of a National Urban Renewal Mission (NURM), which is expected to be unveiled soon. A total of 60 cities have been identified for upgradation, comprising seven mega cities of Delhi, Greater Mumbai, Ahmedabad, Bangalore, Chennai, Kolkata and Hyderabad, 29 cities with million plus population and 24 other cities with less than one million population. The initiative is estimated to cost approximately Rs. 1,26,786 crore over the next five years and will see the involvement of the Centre, the States' Urban Local Bodies (ULBs) and financial institutions.

The funding pattern worked out for the mega cities and those with more than million plus population is 35 percent from the Centre, 15 percent from the States and the balance 50 percent from financial institutions. For other cities, the ratio would be 80:10:10. However, the release of funds from the NURM would be contingent upon the States and their ULBs signing a tripartite memorandum of understanding with the Union Government and accepting to undertake reforms listed out under the mission programme.

The NURM will cover physical infrastructure development projects such as water supply, sewerage, sanitation, solid waste management roads and streetlights. There will be other submissions on urban transport and mass rapid transportation systems, environmental

protection and improvement, slum development and relocation, employment and housing projects for the economically weaker sections and health and education projects to ensure quality elementary education and health for all.

Source: MINDScape, Vol. 1 No. 1, August 2005.

1.12 THE INHERITORS

The recommendations from the inaugural summit of the **Young Global Leaders** held in Zermatt, Switzerland, in June 2005, reflect the priority of the new generation.

The **Forum of Young Global Leaders** was created a year ago. Klaus Schwab, the innovative chairman of the World Economic Forum, after interaction 'with old Davos hats', academia and civil society, embarked on this experiment to promote social entrepreneurship. Participants at the Davos meeting bear no obligation to follow up issues. Many new ideas whose seeds are sown fail sprout. This forum will be smaller; those selected obligated to a Charter of Commitments. The selection is by a nomination committee of leading global media personalities. The eligible must be below 40 years on the date of nomination, hold the position for five years and be drawn from a broad mix of business, politics, academia, civil society, art and culture. It is expected that by 2008-09, the group will eventually comprise of 1,111 nominees and the annual retirement of 200 makes adequate room for new nominations.

What will the young visualise as the state of the world by 2020? The very fact that 1,100 influential people in the world will get to know each other and will become friends and pool the diversity of their experience in an increasingly integrated world will make for better globalisation. They selected five special themes.

- i) **Education:** It was felt that pedagogies must take advantage of the information age with a paradigm shift to a more holistic and dynamic approach to education. Societies must move from a departmental view of life divided between learning, work and retirement to a continued stream of living and learning.
- ii) **Poverty and Development:** There was an agreement to produce 'actionable report' by September 2005, which would cover interventions on how to make aid more effective, particularly by investing in human capital. Empowerment by mainstreaming the social investment with blending of the multiple entrepreneurial projects by expanding financial literacy created multiple employment opportunities. A campaign to improve governance and getting donors to agree for a fairer trade, increased aid and reforms international institutions to support pro-poor policies was critical.
- iii) **Environment:** Several meetings were planned with a replication of symbolic action –

challenging countries or major corporate and production systems to say 'Go carbon neutral' while accelerating R & D on alternative energy forms, energy saving economic activity while attempting to reduce carbon emission from fossil fuels.

- iv) **Governance:** On the need to look at differences of approach among countries and regions, the participants put forward the daunting idea of 'world citizenship' with a pool of young global leaders moving towards a global election moving to focus attention on mechanism to inspire debate, disseminating best governance practices and strengthening institutions by reviewing national laws.
- v) **Health:** The Issue 2020 Health Workshop focused on delivery of public systems, enhancing of public private partnership and synergy between prevention and education as well as human resource development given consequences of brain drain.

The Indian nominees for the inaugural summit were Kumar Mangalam Birla, Aditya Mittal, Rajiv Bajaj, Sulajja Firodia and Uday Khemka from the world of business. Dayanidhi Maran and Rahul Gandhi were from the political sphere.

Sources: Sub-editorial by Sbri N.K. Singh, Hindustan Times, New Delhi Edition, 27 July, 2005.

Plastic Oil for Car

US scientists have found an ingenious use for empty plastic bottles. Instead of disposing them in landfills, the non-biodegradable waste can be used to make engine oil for cars, says researchers at the University of Kentucky and the Chevron energy Technology Company. They converted the plastic bottles into high-grade oil, which, they say, could improve fuel economy and reduce the frequency of oil changes.

The technology could have significant environmental impact. It could make a difference in communities that want to do something positive about their waste plastic problem, especially if there is a refinery nearby where the processing could take place. The US generates about 25 million tones of plastic each year, of which barely one million tones are recycled. Most of this plastic is polyethylene, which the researchers showed can be broken down by heat into wax that can be converted into a high quality lubricating oil.

Of the plastic used in the pilot study, about 60 percent was converted into wax with the right molecular properties for further processing to make lubricating oil for uses such as motor oil or transmission fluid. These high quality oils derived from wax can assist auto manufacturers in meeting mandated fuel economy specifications.

The process for converting wax to lubricating oil used in this pilot study was put into commercial use by Chevron in the early 1990s with waxy petroleum derived sources. In the future, superior lubricating oils will be produced from wax using a process known as Fischer-Tropsch. However, this new study suggests wax derived from recyclable plastic can produce lubricants of comparable quality.

Source: Down to Earth, Vol. 14, No. 4, July 15, 2005.



Amendment in the 'PNGRB' Bill

The Committee of Secretaries (CoS) has made significant amendments to the draft Petroleum and Natural Gas Regulatory Board (PNGRB) Bill, 2005. The amended draft bill, would be shortly circulated among the members of the group of ministers (GoM) and the Department of Legal Affairs, has incorporated important provisions relating to a common appellate tribunal for the electricity, petroleum and natural gas sectors and the concept of contract carrier. The draft also proposes establishing a strong affiliate code of conduct, monitoring the price of natural gas, methodology for fixation of transportation charges by pipelines, besides an exclusively clause for city or local distribution network. According to sources, it has been decided that the Directorate General of Hydrocarbons (DGH) would regulate the upstream issues and the PNGRB will look into the downstream issues. A distinction has, however, been made as regards the pricing of natural gas. While the DGH will look into the pricing of natural gas under the provisions of the production sharing contracts (PSCs), the PNGRB will look into the pricing of natural gas in the context of provisions relating to profiteering and transportation charges for pipelines.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

1.13 UNDP: SOCIAL MOBILIZATION FOR POVERTY ALLEVIATION

The UNDP – supported 'Social Mobilization around Natural Resources Management for Poverty Alleviation' project is designed to support national efforts articulated in the Government of India's Tenth Five-Year Plan, which relate to empowerment of communities for poverty-alleviation through a process of social mobilization and gender equality. The Swarna Jayanti Gram Swarozgar Yojana (SGSY) scheme of the Ministry of Rural Development – a major poverty alleviation initiative – provides the broad policy framework that places emphasis on social organization.

The UNDP-supported project builds on lessons learned from the Government of India –UNDP programmes under the previous Country Cooperation Framework (1998-2002) such as the "Community Based Pro-poor Initiatives Programme (CBPPI)" with the Ministry of Rural Development (11 states) and the "Food Security and Women in Agriculture" programme with the Ministry of Agriculture (3 states). The current project has been launched in Jharkhand, Orissa and Rajasthan

Draft Indian Electricity Grid Code

The Central Electricity Regulatory Commission (CERC) has released the draft Indian Electricity Grid Code. The code has been revised in view of the provisions of the Electricity Act, 2003 and the operational experience since February 2000, when the grid code was first implemented by CERC for interstate transmission. The revised code has a new chapter on interregional energy exchanges, which aims to enhance grid security and energy balancing among the five regions.

Source: Indian Infrastructure, Vol. 7, No. 12, July 2005.

after intensive consultations at district and state levels with government and NGO partners. The 17 NGO partners and women's groups have prepared plans for natural resource management, livelihood development and convergence with relevant government schemes. The district and the state governments are supporting these groups by addressing bottlenecks in resource mobilization and access to natural resources. A team of national UN Volunteers has been placed at the district and state level to facilitate this process and linkages between women's groups and the government.

The project aims to improve women's access to natural resources and sustainable livelihoods, effective participation of the poor and marginalized communities, particularly women, in their own development. The project strategy emphasises wider demonstration and replication of the social mobilization approach for poverty alleviation and for mainstreaming gender in poverty alleviation policies and programmes.

Source: UNNews, Vol. 60, No. 7, July 2005

2. STATE INITIATIVES

2.1 DEWATS: a success story from Bangalore in Wastewater Treatment

The Decentralised Wastewater Treatment System (DEWATS) project encourages the use of alternative low-cost sewage treatment technologies that can help in reducing the impact of polluted wastewater on the environment and human health.

Pollution Free Wastewater Treatment Option - The inhabitants of Ullalu Upanagara, a slum on the periphery

of Bangalore city, lived without toilets since the beginning. Women in particular had to suffer the humiliation and inconvenience of defecating in the open. To make a bad situation worse, the space that used to be available to the inhabitants to answer nature's call began to shrink because of land development in the area.

Today, the residents of Ullalu Upanagara are the proud users of 44 new toilets, 4 bathrooms and 24 washing stones. This happened due to a successful partnership between Grama Swaraj Samithi, a local NGO, the Bremen Overseas Research and Development Association (BORDA), the Gram Panchayat and an energetic group of women from the slum wrought the magic with the technical and financial support of the European Commission funded project: **Capacity Building for Dissemination and Implementation of Decentralised Wastewater Treatment Systems in India (DEWATS)**.

The new eco-friendly sanitation facility in Ullalu, consisting of two treatment plants, converts the sewage to an effluent that is safe to use for irrigation. The collection of rainwater reduces dependence on the public water supply system. A biogas shelter converts human waste into cooking gas.

DEWATS, an eco friendly and cost effective technology for sewage management - since, 2001 DEWATS project has fulfilled its main goal to develop and implement environmentally compatible and socially acceptable sewage systems. In 2002, a Consortium for Dissemination of DEWATS (CDD) was constituted in Bangalore to hasten the propagation of DEWATS. It comprises of a network of institutions, authorities and organisations concerned with wastewater treatments.

Recognition of DEWATS technology - this EC-funded project is already showing promising results. The decentralized wastewater treatment technology seems to have been well recognized and accepted by relevant Government agencies and private sector, as indicated by a number of countrywide initiatives:

- The Central Pollution Control Board (CPCB), the premier environmental protection authority in India, has recognised DEWATS as an effective means of pollution control. In collaboration with the CPCB, the Coordination Office is currently building a DEWATS unit in a low-income housing colony in Bangalore.

- The Government of Karnataka has issued instructions to all its districts to integrate DEWATS into all future sanitation projects under the Nirmala Nagara scheme.
- Renowned companies like the "India Tobacco Company" are discussing DEWATS for the wastewater management of their hotels while institutions such as the Aravind Eye Hospital, Pondicherry, are highly satisfied users since the last two and a half years.
- Local universities are assigning topics related to DEWATS technology as research projects, theses and dissertations and "Decentralisation Wastewater Treatment" has become a part of the curricula for civil engineering courses.

Source: EU-India Update, Vol. 5, No. 3, May-June 2005

2.2 MPC in Chennai

The second State Finance Commission of Tamil Nadu has recommended that the Chennai Metropolitan Planning Committee be constituted with the Minister of Local Affairs as Chairman of the Metropolitan Planning Committee (MPC) as well as Chennai Metropolitan Development Authority (CMDA), to ensure proper coordination. CMDA may be used as the secretariat of MPC. The commission has also recommended that CMDA's tasks should be goal-setting, resource allocation, determining priorities, capital budgeting, coordination and monitoring and it should not take upon itself any execution role or the task of a line agency. It has further suggested that the authority should not deal with individual planning permission granting of licenses.

District Planning Committee (DPC): The second State Finance Commission has also recommended that the collector may be nominated as co-chairman instead of vice-chairman of the District Planning Committees (DPCs). The composition of DPCs should be in accordance with the provision of Article 243 ZD of the Constitution. The Commission also recommends that the officers and staff in the office of the district panchayat and office of the RDD of Town and Country Planning may be made the secretariat of the District Planning Committee. The District Plan so drawn needs to be dovetailed into the State Plan and the budgets of local bodies.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.



2.3 TASK FORCE TO HANDLE TRANSPORT PLAN

The Union Urban Development Ministry has decided to form a unified transport authority for Delhi to take in views of all agencies – the Centre, state, civic bodies and the Metro. A task force has been put up for the job.

The seven-member task force headed by the Secretary, Urban Development Ministry was formed on the recommendation of the standing committee of Parliament on Home Affairs. The task force is being formed in the run up to the preparations for the 2010 Commonwealth Games and also amid the several initiatives being considered at the state-level for improving public transport.

The task force would address traffic and transportation issues related to policymaking, planning, coordination, regulation and implementation. The terms of reference of the task force will include suggesting institutional mechanisms such as unified metropolitan transport authority (UMTA), independent regulators, traffic management body for better coordination in policy formulation, planning and regulation of traffic and transportation in the national capital territory. Other terms are defining powers and duties of institutional bodies, suggesting suitable legislative framework for setting up of these bodies, drafting legislation and orders.

Source: IIPA Newsletter, Vol. XLIX, No. 6, June 2005.

2.4 URBAN PEOPLE'S PARTICIPATION SCHEME

The Rajasthan government has decided to directly involve Municipal Corporations in the execution of the urban people's participation scheme (UPPS) launched in the state on 8 December 2004, for utilising the funds for urban development. The first phase of the UPPS is currently being implemented in divisional towns of Ajmer, Bikaner, Jaipur, Jodhpur, Kota, Bharatpur and Udaipur in Rajasthan. Under the scheme, money sanctioned would be transferred to the Municipal Corporations' accounts and the urban bodies would be authorised to formulate actions plans for implementing the scheme in their respective areas. The state government would contribute 50 percent of the total cost of development works, the Municipal Corporations 20 percent, and the donors, the remaining 30 percent.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

Rural Infrastructure Development Fund

NABARD has recently sanctioned a project to the Haryana government for the improvement of rural roads under the Rural Infrastructure Development Fund (RIDF). The project is aimed at strengthening, widening and reconstruction of 64 rural roads in Haryana state, covering a length of 630.55 km. The total project cost is estimated at Rs.2.61 billion. Of this, Rs.1.97 billion will be contributed by NABARD. The Haryana PWD will be the implementing agency for the project, which is targeted to be completed by March 2008.

Source: Indian Infrastructure, Vol. 7, No. 12, July 2005.

2.5 MUNICIPAL LAWS FOR DELIMITATION OF WARDS

The Assembly passed the Andhra Pradesh Municipal Laws (Amendment) Bill 2004 on 23 March 2005. The Bill provides for delimitation of wards in municipal corporations and reservations for SCs, STs, BCs and women on the basis of the 2001 census figures. It also amends the Visakhapatnam and Vijayawada Municipal Corporation Acts providing for reservations for SCs, STs, BCs and women on similar lines, as obtaining in the amended Hyderabad Municipal Corporation (HMC) Act, 1955. The Bill also provides for disqualification of the mayors of Visakhapatnam and Vijayawada for having more than two children on the lines of the HMC Act and the AP Municipal Corporations Act.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

2.6 WIDENING OF ROADS IN PUNJAB

In Punjab, the union government has recently approved the four laning and widening of Punjab highways. These include the Ambala-Zirakpur, Chandigarh-Kiratpur, Jalandhar-Amritsar and Amritsar-Pathankot stretches under Phase III A of the NHDP. Under these projects,

'RAFT' for 'ULB'

Andhra Pradesh has introduced Rapid Assessment Feedback of Towns (RAFT) to identify the missing gaps in infrastructural facilities like water supply, sanitation and other civic amenities and to prepare a development action plan for each Urban Local Body (ULB). The RAFT team working under the overall control of the Chairman, District Urban Development Authority/ District Collector would visit various areas of an ULB to assess the needs and submit a report to the government.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

widening of around 250 km will be undertaken. The 31 km portion of Ambala-Zirakhpur road (NH-22), which falls in Punjab, besides 49km of the Jalandhar-Amritsar road (NH-1) and 73 km of Chandigarh-Kiratpur road (NH-21) will be four Laned and the require contracts will be awarded soon.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

2.7 JAIPUR AGENDA ACTION GROUP

Rajasthan Chief Minister, Vasundhra Raje has set up a *Jaipur Agenda Action Group* for monitoring the special projects for development of Jaipur as a modern city. A Sabbhaagita (participation) cell assists in promoting the partnership of various sections of society. There are multiple stakeholders, among them a strong representation for heritage conservation and habitat improvement of Jaipur. The outer walls of Amer Fort, a major skyscapes of the city will hopefully find some restorers in the near future.

Source: INTACH Virasat, Vol. 1, No. 4, April-June 2005.

2.8 FOUR MORE PORTS IN ANDHRA PRADESH

The Andhra Pradesh government has initiated steps to develop four more ports as part of its plan to build maritime economy along the 1,000 km long seacoast. These ports include Bheemunipatnam in Visakhapatnam district, Machilipatnam in Krishna district, Nizampatham in Guntur district and Vodarevu in Prakasam district. The state government has also decided to set up a maritime board similar to that in Gujarat. Apart from this, the government is also exploring the possibility of establishing a shipbuilding unit at Bheemunipatnam. L&T has been entrusted with the task of preparing a roadmap for the development of Machilipatnam port. While CRISIL has been entrusted to prepare a report

for Bheemunipatnam port, Rail India Technical and Economic Services Limited will be in charge for the other two ports.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

2.9 ROAD DEVELOPMENT IN RAJASTHAN

The Jaipur-Kotputli stretch of NH-8 connecting New Delhi with Mumbai will get a major facelift. The National Highways Authority of India (NHAI) will provide a grant to the Rajasthan State Road Development Corporation for the renovation. The decision was taken at a meeting between the union minister for road transport and highways and the Rajasthan public works department (PWD). The PWD minister has asked the centre to declare the 17 state highways as national highways and give sanction o the proposals for the repair of the 18 interstate roads.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

2.10 DEVELOPMENT OF MINOR PORT IN TAMIL NADU

The Asian Development Bank (ADB) has sanctioned Rs. 500 million for the development of the Nagapattinam minor port in Tamil Nadu. The assistance will be utilized for reconstruction of the wharf and relaying of the port road, reconstruction of the perimeter wall, sunken southern breakwater and caisson wall, dredging of the Kaduvaiyar, reconstruction of the shipway and dry dock, procurement of a dredger, etc. As per its policy on ports, the Kerala government also proposes to develop seven ports in the first phase and 10 more later. In the first phase, Vizhinjam, Thangassery, Alappuzha, Munambam, Ponnani, Bepore and Azhikkal will be developed.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

New Towns in Haryana

Three new modern towns would be set up in Haryana between Ganaur and Samalkha as well as Badli and Jahangirpur and Sampla to ease congestion in the National Capital. A Rajiv Gandhi Education City would be set up at Kundli to provide world class educational facilities and 25 percent of seats would be reserved for the students of Haryana. An Industrial Model Town would be set up at Kharkhoda. This was announced by the Chief Minister of Haryana, Mr. Bhupinder Singh Hooda in Karnal.

Source: The Hindu, New Delhi Edition, July 25, 2005.

Protection of Cultural Heritage

The directorate of Panchayat and Social Justice, Madhaya Pradesh has addressed all District collectors, CEOs and District Panchayats of Madhaya Pradesh to take action and issue necessary instructions for the protection of unprotected cultural heritage under the powers vested vide 73rd Amendment of the Constitution. A number of such buildings, under the control of individuals, private parties and public trusts have been undertaking repairs and painting without expert advice.

Source: INTACH Virasat, Vol. 1, No. 4, April-June 2005.

3. CITY INITIATIVES

3.1 BANGALORE MRTS: ALL SET TO TAKE OFF

After many years of planning and much delay, the Karnataka government is finally displaying the political will to develop the Bangalore Mass Rapid Transit System (BMRTS). The Karnataka government has established a special purpose vehicle (SPV), Bangalore Mass Rapid Transit Limited (BMRTL), to take charge of the project. This SPV is wholly owned by the Karnataka government.

The plan for the BMRTS is based on the detailed feasibility report prepared by the Delhi Metro Rail Corporation (DMRC) along with Rail India Technical and Economic Services Limited. It is proposed to undertake the project in several phases. The first phase would link most major parts of the city while future phases would involve extensions.

The project is thus modeled on the lines of the Delhi Metro System. The key technical difference is that BMRTL is opting for standard gauge (1.435 metres), with a turning radius of 120 metres. The Delhi Metro on the other hand, runs on broad gauge (1.676 metres), which has a turning radius of 200 metres. Opting for a narrower gauge will enable BMRTL to execute the project while acquiring comparatively less land.

The present focus is on the completion of phase-1, while surveys are being undertaken to map out future phases. The first phase of the BMRTS is likely to be fully operational by October 2010. The plan includes setting up 32 stations spanning over 33 km across two busy corridors, the north-south (Jayanagar to Yeshwanthpur) and east-west (Mysore Road to Byappanahalli). The two sections would meet underground beneath the existing Bangalore bus station at Majestic. The length of the north-south corridor would be 14.9 km while that of the east-west corridor would be 18.1 km.

Of the 33 km route of phase-1, 26.3 km would be elevated while 6.7 km would be constructed underground. The first section of phase-1 is expected to be operational from October 2008. This would be the 7 km elevated stretch joining Cubbon Park (near the cricket stadium) and Byappanahalli.

BMRTL expects to carry about 0.82 million commuters daily once the 33 km phase-1 is fully operational in 2010. The carrying capacity would increase to around 1.75 million commuters by 2021. Phase-II involves extending the length of existing tracks to areas such as Bangalore University, Electronic City, Koramangalam, the International Technological Park at Whitefield and Bellary Road.

BMRTL also intends to explore the possibility of real estate development along the metro corridors as the DMRC has done. This would help it augment revenues from ticket collections to service the debt component. However, given the paucity of land in Bangalore, it will not be possible to venture into real estate development as extensively as has occurred along the Delhi Metro route.

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005.

3.2 MCD CIVIC COMPLAINTS ONLINE

Delhi Chief Minister Sheila Dikshit has inaugurated to computerised public grievances redressal system of the Municipal Corporation of Delhi (MCD). The system has been developed by eGovernments Foundation, Bangalore. Citizens of Delhi can now lodge complaints by logging on to the MCD website www.mcdonline.gov.in or sending on e-mail to complaints@mcd.com. Every complaint would be provided with a number through which the complainant can track the status of his complaint.

Source: Nagarpalika Update, Vol. 3, No. 2, March-April 2005.

3.3 LINKAGE BETWEEN 'AAI' and 'DMRC'

According to a new proposal, the Indira Gandhi International Airport, Delhi will be connected to the Delhi metro through a high-speed dedicated corridor. The entire distance will be covered in less than 15 minutes. This follows a request from the Airport Authority of India (AAI) to the Delhi Metro Rail Corporation. As per the DMRC plan, there will be few halts on this dedicated corridor. The route will have access points in Dwarka and south Delhi. AAI believes the project will be economically viable, considering nearly 12 million visitors pass through the airport annually. AAI has also offered to share the construction costs.

Source: Indian Infrastructure, Vol. 7, No. 12, July 2005.

Airport in Greater Noida

The Ministry of Civil Aviation is considering a change in policy to make room for a second airport near Delhi at Greater Noida. This airport would be located within 75 km radius of the Indira Gandhi International Airport, thus contravening existing rules, which prohibit a second airport within 150 km radius of an existing airport. This move, according to ministry officials, would help redistribute air traffic and allow smaller, or single-aisle planes operating on domestic routes to land at the new airport. Once that happens, the improved and expanded IGI airport could accommodate the ever increasing international and premium national carriers.

Source: *Indian Infrastructure*, Vol. 7, No. 12, July 2005 and *Hindustan Times*, Delhi edition, August 6, 2005.

3.4 CITIZENS TO PAY INFRASTRUCTURE & SWM CESS

As a follow-up exercise to the amendments made in the Karnataka Municipal Corporations Act by the state government, the Bangalore Mahanagara Palike (BMP) Council, in its budget session, has approved the proposals to levy an annual 'basic infrastructure cess' on vehicles and a monthly cess on solid waste management (SWM). The state government has decided to impose these taxes in six corporations including Bangalore. The annual basic infrastructure cess is on vehicles registered in BMP limits. The cess on vehicles is to generate resources for construction of transport infrastructure like roads and flyovers, while the cess on waste on all property owners will pay for disposal of waste. For the SWM cess, varying slabs have been fixed for residential units, commercial establishments, industries, hospitals, hotels, kalyan mantaps and others. The responsibility for collection of SWM cess will be entrusted to the contractors who manage the waste collection or to resident welfare associations (RWAs).

Source: *Nagarpalika Update*, Vol. 3, No. 2, March-April 2005.

3.5 REJUVENATION OF COTTON MILLS

The INTACH Mumbai Chapter, International Network for Traditional Building, Architecture and Urbanism (INTBAU), several Directors of Prince of Whales Trusts, architects and others conducted a five-day *Charette* for rejuvenation of a cotton mills, of Mumbai. The *Charette* included an onsite visit to the mills; a public forum on the inherent political, social and economical

Dedicated Bus Lane

A three kilometre long dedicated bus lane from CST to Mantralaya is being operated by Brihan Mumbai Electric Supply and Transport Undertaking (BEST) on pilot basis. There is no lane separation by grade differential or barricading; priority of use for BEST is being enforced by BEST personal employed at several points enroute. The idea seems to be working. Bombay Municipal Corporation is willing to extend the experiments to other routes, depending on its final assessment.

Source: *Indian Infrastructure*, Vol. 7, Issue No. 11, June 2005.

concerns underlying the project; a two-day extensive strategizing workshop; and the final presentation of the proposed plans for the revitalization of Mumbai's mill lands. The Chief Secretary emphasized the need for a dialogue in such large projects. INTACH has submitted petitions to the *Deepak Parikh Committee* set up by the Government, other like-minded organizations and eminent personages in the field, stressing the need to conserve mills as a unique heritage of the city.

The chapter has also filed a write petition in the High Court requesting recognition of the heritage value of these grand mill buildings before deciding their fate. The petition further urges that an immediate listing be undertaken of both public and private mill structures to ensure their protection under the *Mumbai Urban Heritage Regulation*. It is hoped that the court will take cognizance of the historical and architectural significance of these buildings, and render judgment that will prevent the brazen demolition of these landmarks of the city, closely associated with the earlier growth of Mumbai as the commercial capital of the country.

Source: *INTACH Virasat*, Vol. 1, No. 4, April-June 2005.

4. NEWS IN BRIEF

4.1 SUB-GROUP ON LAND MANAGEMENT TO BE SET UP

The National Advisory Council (NAC) has decided to set up a sub-group to swiftly draw up a set of recommendations for implementation of land management and reforms in a mission-mode approach. The council discussed policy and governance issues in land management that cover the establishment of land



titles, tenancy reforms and modernisation of revenue administration. The current issues relating to land reforms and the need to urgently improve, update and fully computerize the maintenance of land records as also facilities ready access, were reviewed.

Source: IIPA Newsletter, Vol. XLIX, No. 6, June 2005.

4.2 PLANET'S DEGRADATION THREATENS POOR

The most comprehensive survey ever into the state of the planet concludes that human activities threaten the Earth's ability to sustain future generations and has seriously damaged efforts to address hunger, poverty and improve healthcare.

The Millennium Ecosystem Assessment (MEA) which took 1,300 researchers from 95 nations over four years to complete states that in a dramatically short of time humans have changed most ecosystems beyond recognition. The human beings have sourced their food, fresh water, timber, fibre and fuel over the past 50 years has seriously degraded the environment. The way resources are obtained caused irreversible changes that are degrading the natural process that support life on earth.

This degradation represents a serious obstacle to achieving the Millennium Development Goals. The report concludes that any progress achieved in addressing the goals of poverty and hunger eradication, improved health, and environment protection is unlikely to be sustained if most of the ecosystem 'services' on which humanity relies continue to be degraded.

Source: Developments, Issue 30, Second Quarter 2005.

World Day against Child Labour, 12 June

The plight of children who work in mines and quarries that are often dangerous, dirty and can post a grave risk to their health and safety was the focus of the fourth World Day against Child Labour, observed on 12 June 2005.

ILO estimates that some one million children work in small-scale mining and quarrying around the world. ILO studies show that these children work in some of the worst conditions imaginable, where they face serious risk of dying on the job or sustaining injuries and health problems that will affect them throughout their lives.

ILO launched the World Day against Child Labour in 2002 as a means of raising the visibility of the problem and highlighting the global movement to eliminate child labour, particularly its worst forms.

Source: UNews, Vol. 60, No. 3, June 2005.

4.3 WORLD POPULATION DAY, 11 JULY

UN Secretary-General Mr. Kofi Annan's message on World Population Day (11 July, 2005) - "World Population Day 2005 is an occasion to stress the empowering effect of gender equality, and the fact that respect for this human right benefit everyone – men, women, boys and girls alike. Equality goes hand-in-hand with investments in education, economic, opportunity and reproductive health, and taken together, these are a powerful force for lifting millions out of poverty. On this World Population Day, let us resolve to empower women and girls by our commitment to gender equality."

Source: UNews, Vol. 60, No. 7, July 2005.

4.5 THINK TRANSPORT

A new global transport is helping poorer countries gain access to transport know-how in order to develop sustainable transport systems. The Transport Knowledge Partnership (TKP), launched in March, 2005 with funding from DFID, will embrace all land-transport-initially focusing on road transport in both urban and rural areas. Part of the role of this 'knowledge sharing partnership' will be to increase understanding about how transport systems can be made to work better for the poor-and so help developing countries reach their national targets for fighting poverty.

Through, TKP, poor countries will have a say in policy and technical developments in transport. They will be encouraged to tackle local problems and capitalise on existing knowledge. TKP's partners are leaders in the field such as UN-Habitat, Roadsafe and the FIA Foundation for the Automobile and Safety.

Source: Developments, Issue 30, Second Quarter 2005.

Silk Route

The Silk Route between India and China via the Nathula Pass in Sikkim will open in September – after 43 years. The Army and the civil administration are working overtime to repair the 7 km road from Shere Thang to Nathula, which remained closed ever since the war of 1062. The Chinese have already completed their task on the other side of the border. The road also opens up economic prospects for the local people.

Source: INTACH Virasat, Vol. 1, No. 4, April-June 2005.

5. BOOK REVIEW

5.1 ENVIRONMENT LAW IN INDIA

Author : S.C. Shastri, Lucknow

The book is an outcome of author's deep interest and in-depth study of various environmental issues especially the environmental protection laws as obtaining in India. The work begins with the study of Ancient Indian Environmental law, proceeds with the study of different environmental problems and related laws. Basic concepts and legal provisions have been explained in a lucid language with the help of important case laws to maintain interest of readers. It deals with the legislations in India having implications directly or indirectly with curbing environmental pollution. Each chapter is devoted to a specific kind of pollution, viz., water pollution, air pollution, noise pollution, etc. An account of various factors national as well as international like UN Conference on Human Environment, 1972; World Commission on Human Environment, 1987, etc., which generated a consciousness for sustainable environment and became the guiding force for the Indian Parliament to legislate on various aspects of environment have also been considered and analyzed. A number of recent legislations like Biological Diversity Act, 2002; Wildlife Protection (Amendment) Act, 2003 have also been incorporated in the book. Significant changes and updating has been brought in the light of recent significant courts' pronouncements.

A detailed study of the book will certainly provide an idea about various laws having implications on environment protection and sustainable development. The Environment (Protection) Act, 1986 (EPA) was enacted to implement the obligations of Stockholm Declaration and to fulfill the objectives of Article. A number of rules have been framed under EPA, which deal with hazardous waste management like Hazardous Waste (Management and Handling) Rules, 1989; Storage and Import of Hazardous Chemical Rules, 1989; Bio-Medical Waste (Management and Handling) Rules, 1998 etc. The main legislations to deal with water and air pollution are Water (Prevention and Control of Pollution) Act, 1974 and Air (Prevention and Control of Pollution) Act, 1981. To deal with noise menace there are provisions under Aircraft Act, 1934; Railway Act, 1890; Motor Vehicle Act, 1988. To understand the concerns for environmental protection in a holistic manner, it is necessary to approach the problem from socio-political, economic and managerial in addition to legal perspective.

Source: *The Indian Journal of Public Admin., Vol. I.I, No. 2.*

6. FORTHCOMING EVENTS

- **Green Building Congress 2005**
New Delhi, India
14-17 September 2005
Write to the Jt. Hony. Secretaries IIA at iaa@vsnl.com
- **Programme on Urban Management**
Indian Institute of Management, Ahmedabad
19-23 September, 2005,
Organised by IIM, Ahmedabad
For details visit: www.iimahd.ernet.in/mdp
- **Architecture: Regional Identities in a Global Environment**
Karachi, Pakistan
30 September – 02 October 2005
Contact: IPEX 2005 Conference Committee
E-mail: iapex_conference@iap.com.pk
- **49th World Congress of International Federation for Housing and Planning**
Rome
2-5 October 2005
For details visit: www.ifhp2005rome.it
- **ISoCaRP Congress on Spaces for the Creative Economy**
Bilbao, Spain
17-20 October 2005
For details visit: www.isocarp.org
- **'Greentech 2005' - 6th Annual Conference on Environment**
Cidade-De-Goa, Goa,
22-24 October, 2005,
Organised by Greentech Foundation, New Delhi,
For details visit: www.greentech.org
- **Nanning International Conference on Sustainable Urban Development – from Research to Action**
Nanning, China
9-11 November, 2005
An event of the **European Union** and **UN-HABITAT** research initiative in support of sustainable human settlements
Coordinated by ICLEI – Local Government for Sustainability
For details visit: www.iclei.org/itc/relay

FACTSHEET

- ◆ Delhities are the third richest in the country as its per capita income is Rs.51,664/- as compare to Chandigarh (Rs.57,664/-) and Mumbai (Rs.56,828/-).

BRICK KILN

- ◆ Brickmaking literally strips 20,234 hectares of its topsoil per year.
- ◆ Of the 60,000 (estimated) kilns spread all over India, not even a thousand use flyash. Kiln owners avoid using it.

ENERGY

- ◆ The world is indeed not ready to aver an environmental disaster. World energy consumption surged by 4.3 percent in 2004, according to a report of the oil giant British Petroleum (BP).
- ◆ Polluting coal remained the fastest growing fuel, with its use rising by 6.3 percent globally; China accounted for 75 percent of the increase.
- ◆ On the whole, world energy consumption is projected to increase by 54 per cent from 2001 through to 2025.
- ◆ Fossil fuel burning released more than seven billion tones of carbon dioxide in 2004, an increase of at least three per cent over 2003.

FORESTS

- ◆ Rupees 59 million crore is roughly the true value of India's forest covers.
- ◆ Total estimated global forest area is nearly 3,869 million hectares; of this, 95 per cent is natural forest and 5 percent forest plantations.
- ◆ Natural forests continue to be lost or converted to other land uses at a very high rate. During 1990-2000, the world lost 16.1 million hectares of natural forest – 15.2 million hectares in the tropics.
- ◆ Factors deriving deforestation are: urbanization, extension of subsistence activities and forest fires.

SHIPPING SECTOR

- ◆ The cargo carried by Indian ships has been declining. The share of Indian Shipping has declined from 31.5 percent in 1999-2000 to 15.1 percent in 2002-03. The Indian fleet is on rise (7.69 million grt in 2004) again after a couple of years of stagnation (6.21 & 6.62 million grt in 2002 & 2003 respectively).

Source: Indian Infrastructure, Vol. 7, Issue No. 11, June 2005. Down To Earth, Vol. 14, No. 3, 4, & 5 June 30, July 15 & July 31, 2005 and Hindustan Times, Delhi Edition, 26 July 2005.

CURRENT PUBLICATIONS OF AMDA

1. Urban Services Delivery in India : Toolkit for Contract Management. (Rs. 250/-)
2. Simplification of Urban Development Control Regulations and Incorporation of Heritage Regulations in Urban Development Plans; AMDA Annual Councference 2000. (Rs. 500/-)
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7. States/UTs of India - a Profile - an AMDA in house research study (Rs. 1,000/-)
8. Catering to a Metropolitan Area Vision - 2021 - AMDA Annual Conference 2003 proceedings (Rs. 300/-)
9. The Municipal Ward as the basic Urban Planned Development Area - an AMDA seminar proceedings (Rs. 200/-)
10. The Municipal Ward as The Basic Platform for The Integated and Participatory Planned Development of The Urban Settlement - an AMDA Proceedings of The Brainstorming Session (Rs. 125/-)

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