



AMDA NEWS

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EDITORIAL

AMDA NEWS, the newsletter of Association of Urban Management and Development Authorities (AMDA), disseminates information to our members and several professional organisations and others in the field of urban development on current and emerging issues. This is the third issue of AMDA NEWS programmed for the year 2006. Our esteemed members are requested to send us information which they wish to share for the next AMDA issue of July-August, 2006.

This issue, in the first section on policy and strategy, reports the recommendations of Tejendra Khanna Committee and the Delhi Laws (Special Provisions) Act, 2006. The Act halts the demolition of illegal construction and sealing of commercial establishments in Delhi. A brief on National Disaster Risk Management Programme of Government of India-UNDP Country Programme (2003-07) is reported and a note on National Urban Transport Policy-2006 and new indicators of below poverty line (BPL) and urban local bodies (ULBs) action on water supply are some of the features appearing in this issue.

In the section dealing with initiatives by the state governments of Gujarat and Haryana by setting up of special economic zones (SEZs) and the efforts to encourage industrial growth are highlighted. The status of industrial sector in Tamil Nadu and the action undertaken by the West Bengal government for industrial and infrastructure development is also reported in this section.

The drive against demolition of illegal constructions and violation of building regulations in Delhi, the key MRTS projects in Delhi, Mumbai, Bangalore and Hyderabad, and launching of Metro Rail Project in Mumbai and Bangalore by the Prime Minister are mentioned. His advice on reforms in Mumbai's urban governance and unified transport authority are incorporated. This section highlights reports on Ghaziabad, as being the world's 10 most dynamic cities; the development plan 2021 of Gurgaon, Commonwealth games in Delhi and emerging Meta Cities of India as well as the solution to stop flood in Mumbai and the on-going hi-tech flyover in Bangalore.

The concluding section highlights news on the upgradation of non-metro airports, loan for infrastructure and proposed road corridors of Punjab and some forthcoming events.

We hope this issue will provide our members and other readers with valuable information pertaining to current issues of urban development. 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

AMDA has a new Director

B.N. Singh took over as Director, AMDA on 15 May, 2006 (afternoon). Prior to joining AMDA, he has been the Fellow of the Institute of Social Sciences, New Delhi.

He has held positions of Chief Regional Planner, National Capital Region Planning Board, and Consultant (Urban Development), Planning Commission, Government of India. Prior to these assignments, he was Joint Secretary to Government of Uttar Pradesh, Housing and Urban Development Department, preceded by senior positions in Uttar Pradesh Town and Country Planning Department.

He served as Project Coordinator of the 'Capacity Building for the Urban Environment Project' – a collaborative project between Human Settlement Management Institute (HSMI) and Institute for Housing and Urban Development Studies (IHS), Rotterdam.

He has been Consultant to the World Bank on several national and international urban development projects. He was also a National Consultant to UN-HABITAT for 'Water for Asian Cities Programme'.

He has been a visiting faculty at the School of Planning and Architecture, New Delhi and also served as a member of the Departmental Research Committee of the Department of Urban Planning.

Trained in Town and Country Planning from the School of Planning and Architecture, New Delhi and in Development Planning from the University of London, he is a Fellow Member of the Institute of Town Planners, India. He has written and contributed large number of technical papers relating to urbanization, urban and regional development, urban environmental management and urban governance. As a member of the Study Team and Principal Consultant, he carried out a Study on the 'Future of Urbanisation - Spread and Shape in Selected States' for the Centre for Policy Research, New Delhi. He co-authored a book titled 'Handbook of Urbanization in India' published by the Oxford University Press in 2005.

1. POLICY AND STRATEGY

1.1 Recommendations of Tejendra Khanna Committee

On 14 February, 2006, the Ministry of Urban Development, Government of India, constituted a Committee of Experts under the Chairmanship of Shri Tejendra Khanna, IAS (Retd.) former Lt. Governor of Delhi to look into the various aspects of unauthorized constructions and misuse of premises in Delhi. The other members of the committee are: Syed S. Shafi, former, Chief Planner, TCPO, Prof. E.F.N. Ribeiro, Director, AMDA, Dr. S.C. Vats, MLA, Delhi, and Dr. Harsh Vardhan, M.L.A., Delhi. The Committee submitted its report to the Ministry of Urban Development on 15 May, 2006.

The major recommendations of the committee, inter alia, are as follows:

- Provide a fool-proof system, on a zero-tolerance principle, for checking all unauthorized constructions in future. The climate of laxity in enforcing urban laws and regulations should not be allowed to continue.
- Necessary changes to be made to the Delhi Development Act, 1957 for addressing various

Master Plan issues, including providing for a differentiated land use policy to deal with the diverse socio-economic realities of Delhi.

- Delhi Urban Regulatory Authority should be constituted and empowered to deal with various issues of unauthorized constructions.
- Future construction and land use in Lal Dora and extended Lal Dora areas be brought within the purview of regulations, to accord with public safety and convenience.
- Individual Micro Plan (Local Area Plans) should be framed in consultation with village community for proper development of urban villages.
- Complete property ownership records should be developed and maintained on a digital data base.
- Commercial activity may be permitted on streets below 9 metres or 6 metres width provided such streets are designated as pedestrian shopping streets.
- All existing show rooms or guest houses abutting on major roads may be regularized in view of the general policy recommendation to allow non-residential activity along such roads, subject to the availability of service road and some additional parking facilities.
- The High Power Enforcement Agency to be

brought into operation by providing logistical support to the executive wing of the administration.

- Set up Empowered Special Task Forces for key urban infrastructure projects.
- A legal framework for establishment of Delhi Real Estate Commission should be put in place. The Commission constituted will prescribe regulations and a code of conduct for the property dealers/real estate agents and issue them licenses.

Source: Tejendra Khanna Committee Report, Urban Development Ministry, Government of India.

1.2 The Delhi Laws (Special Provisions) Act, 2006

The Ministry of Law and Justice (Legislative Department) published the Delhi Laws (Special Provisions) Act, 2006 on 19th May, 2006. This Act is to make provisions for National Capital Territory of Delhi except the Delhi Cantonment for a period of one year and for matters connected therewith or incidental thereto. The background of this Act is as follows:

The phenomenal increase in population owing to migration has put tremendous pressure on land and infrastructure in Delhi resulting in development which are not in consonance with the Master Plan of Delhi 2001 and the building byelaws. Keeping in view the perspective for the year 2021 and emerging new dimensions in urban development, the Central Government has proposed extensive modifications in the Master Plan of Delhi, which have been published and suggestions and objections have been received in respect thereof from the public, and the finalization of the Plan is likely to be delayed. The Central Government has constituted a Committee of Experts to look into the various aspects of unauthorized construction and misuse and suggest a comprehensive strategy to deal with them. A revised policy for relocation and rehabilitation of slum dwellers in Delhi is under consideration of the Central Government and a strategy is proposed to be prepared by the local authorities in accordance with the National Policy for Urban Street Vendors. Action for violation of the provision of the Master Plan 2001 and building byelaws, before a final view is taken in the matter by the Government, is causing avoidable hardship and irreparable loss to a large number of people.

Hence it was considered expedient to have a law to provide temporary relief to the people of Delhi against such action for a period of one year within which various policy issues referred to above are expected to be finalized.

As per the sub-section(1) of Section 3 of the Act, the Central Government shall within a period of one year of the coming into effect of this Act, take all possible measures to finalise norms, policy guidelines and feasible strategies to deal with the problem of unauthorized development with regard to the under-mentioned categories, namely:

- (a) mixed land use not conforming to the Master Plan;
 - (b) construction beyond sanctioned plans: and
 - (c) encroachment by slum and *Jhuggi-Jhompri* dwellers and hawkers and street vendors,
- so that the development of Delhi takes place in a sustainable and planned manner.

Section 4 - During the period of operation of this Act, no relief shall, be available under the provisions of Section 3 in respect of the following categories of unauthorized development, namely:

- (a) any construction unauthorisedly started or continued on or after 1st January, 2006;
- (b) commencement of any commercial activity in residential areas in violation of the provisions of the Master Plan of Delhi 2001 on or after 1st January, 2006;
- (c) encroachment on public land except in those cases which are covered under clause(c) of sub-section (1) of Section 3;
- (d) removal of slums and *Jhuggi-Jhompri* dwellers and hawkers and street vendors, in accordance with the relevant policies approved by the Central Government for clearance of land required for specific public projects.

Section 5 - The Central Government may, from time to time, issue such directions to the local authorities as it may deem fit, for giving effect to the provisions of this Act and it shall be the duty of the local authorities, to comply with such directions.

In exercise of powers conferred by Section 5, the Central Government issued the following directions to the local authorities to give effect to the provisions of the said Act, namely:

- (1) The premises sealed by any local authority in pursuance of a judgment, order or decree of any court after the 1st day of January, 2006, shall be eligible to be restored, for a period of one year, with effect from the 19th day of May, 2006, to the position as was obtaining as on 1st day of January, 2006.
- (2) All commercial establishments which are required to cease carrying out commercial activities at their premises by the 30th day of June, 2006, may continue such activities at such premises, as they were carried out on the 1st day of January, 2006, for a period of one year, with effect from the 19th day of May, 2006.

Source: www.urbanindia.nic.in/moud

1.3 National Disaster Risk Management Programme

“Vulnerability Reduction and Sustainable Environment” is one of the thematic focus areas of the Government of India-UNDP Country Programme (2003-2007). Within this framework, Government of India and UNDP launched the *National Disaster Risk Management Programme (NDRM)* to reduce vulnerabilities of communities at risk to sudden disasters in 169 of the most multi-hazard prone districts spread over 17 most multi-hazard prone states of India (Gujarat, Orissa, Bihar, Tamil Nadu, West Bengal, Maharashtra, Delhi, Uttar Pradesh, Uttaranchal, Assam, Meghalaya, Sikkim and five

north-eastern states). One of the components of the programme focuses on *Urban Earthquake Vulnerability Reduction* in 7 north-eastern state capital cities, 38 cities with over half-million people in seismic zones 3, 4 or 5 and 250 urban centers located in multi-hazard prone regions in the country. The programme envisages strengthening the decentralization processes (strengthening of the capacities of the states and local self governments) and promoting gender equality, which are the two UNDAF (United National Development Assistance Framework) objectives. The programme fits well within the *National Disaster Management Framework* which promotes integration of disaster management in the development agenda, creation of enabling institutional arrangements as well as awareness for risk reduction, enhancement of the capacities and civil society to mitigate disasters

The four main objectives of the programme include capacity building to institutionalize the systems for disaster risk management (DRM) in the government; creating an enabling environment for disaster prevention, preparedness and multi-hazard preparedness for DRM at state, district, block, village and ward levels; and Knowledge-Networking on effective approaches, methods and tools for disaster risk management.

Source: *UN News*, Vol. 61, No. 6, June 2006

1.4 New Indicators of BPL

The Central Government recently adopted a new approach to identify people in the below poverty line (BPL) category. While the earlier criterion was based on calorific consumption or annual earnings, the new methodology will evaluate as many as 13 parameters. Each indicator has been assigned scores from 0 to 4. The total score for each family can range between 0 and 52, and will be the deciding factor in identifying poor households. According to the Planning Commission the government plans to reduce poverty to 10 per cent by the Eleventh Five-year Plan, which begins in 2007.

The 13 indicators, among others, include operational landholding, type of house, clothing, food security, sanitation, capacity for buying/ownership of consumer durables, literacy, minimum wages earned by the household and education of children.

National Urban Transport Policy - 2006

The Cabinet on April 5, 2006 gave its approval for the adoption of the National Urban Transport Policy (NUTP). The objective of the policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education and recreation. The salient features of the policy include incorporating urban transportation as an important parameter at the urban planning stage, rather being a consequential requirement. Apart from this, the NUTP will encourage integrated land use and transport planning in all cities, so that travel distances are minimized, and access to livelihood, education and social needs, especially for the marginal segments of the urban population, is improved.

Source: www.ibef.org

This is not the first time that the government has changed the characteristics to define the country's poor. In 1979 the BPL was based on caloric intake. In 1991-92, the criterion became economic: a household below an annual income of Rs.11,000 was poor. In 1997, the income limit was raised to Rs. 20,000 per annum.

The new approach is easy to implement and draws on local knowledge. But it has its limitations, too. All the parameters are proxies of income and expenditure. At present, no environmental parameters have been identified to estimate BPL category. Also, there appears to be a lack of clarity on the cut-off score that will demarcate the poor. The question is whether the new approach will deliver to the poor. The government says the new approach will work better because it does not evaluate a household on merely one or two factors as was done earlier.

Source: *Down to Earth*, Vol. 15, No. 1, May 16-31, 2006

1.5 ULB's Action on Water Supply

Water supply is essentially in the domain of state governments. Most states have water supply and sewerage/drainage boards to cater to water supply needs and to resolve sewerage-related problems. Such boards have also been set up at the city level to meet the specific water requirements such as Bangalore, Chennai, Hyderabad. Apart from water boards, city municipal corporations also undertake water supply schemes. The municipal corporations of Ahmedabad, Visakhapatnam, Nashik and Mumbai have all undertaken major water supply schemes.

A brief profile of some active water boards are discussed below:

Water boards at the state/UT level

1. Karnataka Urban Water Supply and Drainage Board (KUWSDB)

- KUWSDB has been operational since August 1975. It serves 208 urban areas of Karnataka and eight urban local bodies.
- Since its inception, the KUWSDB has commissioned 415 water supply schemes and 33 underground drainage schemes at a total cost of Rs.13.52 billion. Under these schemes, water has been supplied to 78

per cent of the population and drainage facilities to 28 per cent of the population.

- KUWSDB is presently executing two projects with the assistance from multilateral agencies. One is an Asian Development Bank (ADB)-funded Comprehensive Water Supply Scheme in Karwar and Ankola towns under the Karnataka Urban Development and Coastal Environment Management Project. The other is a World Bank-funded augmentation of water supply project to the Hubli-Dharwar, Belgaum and Gulbarga areas under the Karnataka Urban Water Sector Improvement Project.

2. Delhi Jal Board (DJB)

- DJB was constituted in 1998. It is the capital's primary provider of piped water supply and sewerage services. The bulk of DJB's water is provided to the New Delhi Municipal Council and cantonment areas.
- At present, DJB is implementing 15 water supply schemes, 22 sewerage schemes and nine rainwater harvesting schemes across Delhi.
- One of its noteworthy projects is the commissioning of a 40 million gallons per day (mgd) water treatment plant at Nangloi. Work on the construction of a 20 mgd water treatment plant at Bawana is in the final stage of completion while work on a 140 mgd water treatment plant at Sonia Vihar is ongoing.
- DJB suffers from a faulty distribution system often resulting in the supply of contaminated water. The board's physical and commercial losses are currently estimated at 40 and 15 per cent respectively of the water produced. DJB is also dependent on the state government for financial support as the revenues generated cover only 60 per cent of the operating costs.
- To overcome the above problems, DJB has proposed a mega project called the Delhi Water Supply and Sewerage Project. This will ensure 24x7 supply of water in two operational zones of Delhi - South-II and South-III. The project spans 11 years and its total cost is estimated at \$250 million.



The World Bank has proposed to provide a loan of \$140 million for this project.

- The board revised its tariffs upwards in December 2004.

3. Tamil Nadu Water Supply and Drainage Board (TWAD)

- TWAD, formed in 1971, provides water supply and sewerage facilities to the entire state of Tamil Nadu except Chennai.
- Besides catering to the urban water supply, TWAD has also given special attention to rural water supply schemes. Such schemes are implemented by the board on a full grant basis under the state-aided Minimum Needs Programme and the centrally-sponsored Accelerated Rural Water Supply Programme.
- The board has also implemented some projects with the assistance from multilateral agencies. One of its key World Bank-funded projects benefited three major towns of Coimbatore, Madurai and Salem, seven municipal towns, 76 medium/small towns and 955 rural habitations and also provided low-cost sanitation facilities to 14 municipal towns and urban town panchayats.
- Apart from multilateral projects, 20 towns and 523 rural habitations have benefited from the Coimbatore Water Supply Scheme.

Water boards at the city level

1. Bangalore Water Supply and Sewerage Board (BWSSB)

- BWSSB looks after water supply and sanitation for Bangalore.
- BWSSB was formed in 1964. It happens to be the only water board in the country which sources water from a distance of over 100 km from the city.
- In the recent past, the board has emerged a frontrunner. It has many firsts to its credit and has been a pioneer in areas like e-governance activities, innovative customer-friendly initiatives, recycling waste water through mega tertiary treatment plants and ushering in of a GIS-based culture.
- Having commissioned four stages under the

Cauvery Water Supply Scheme, it is currently supplying nearly 810 million litres per day (mld) of water to the city of Bangalore with a per capita availability of 100 litres per day. The project has been implemented with the assistance from the Japan Bank for International Cooperation (JBIC).

2. Hyderabad Metropolitan Water Supply and Sewerage Board (HWSSB)

- HWSSB was formed in 1989 with the primary responsibility to meet the growing demand for water supply and sewerage facilities in Hyderabad city.
- One of the main ongoing projects of the board is the Krishna Water Supply Project Phase-II. The project involves a total cost of Rs.10.82 billion. Prior to this, the board completed Phase-I of the project at a cost of Rs.8.7 billion. A highlight of this project is that it has been completely funded by the Andhra Pradesh government without any support from multilateral agencies or the union government.
- Other ongoing initiatives include improving the water supply and sewerage facilities in Hyderabad municipal area (Rs.1.5 billion), the Third Mega City Project (Rs.2.16 billion) and the provision of water supply and sewerage infrastructure in slum areas (Rs.546 million).
- In addition to the above projects, the board is also exploring the possibility of drawing additional water from the River Godavari. A feasibility study in this regard is presently under preparation.

3. Chennai Metropolitan Water Supply and Sewerage Board (CWSSB)

- CWSSB was formed in 1978 for the Chennai metropolitan area. The present operational area of CWSSB is 170 sq. km in the city and about 10 sq km in the adjacent urban areas.
- Two water supply projects taken up by the board have made a big difference to the water sector of Chennai. These are the Chennai Water Supply Augmentation Project

(CWSAP)-I and the Second Chennai Water Supply Project.

- The Second Chennai Water Supply Project has been implemented at a cost of Rs.7.78 billion with World Bank assistance of \$86.5 million. The project increased piped water supply availability and reduced the level of unaccounted water from 35 percent to 11 percent.
- Following the success of these two projects, the board proposed to take up two other projects - the CWSAP-II and the Third Chennai Water Supply Project. For the latter the board has forwarded a proposal to the World Bank for loan assistance.

A Comprehensive Approach for Water Supply through JNNURM

A comprehensive approach for water supply through recently launched Jawaharlal Nehru National Urban Renewal Mission (JNNURM) is under way. One of the objectives of JNNURM is: 'provision of basic services to the urban poor including security of tenure at affordable prices, improved housing, water supply and sanitation, and ensuring delivery of other existing universal services of the government for education, health and social security'. The Mission envisages significant amounts of grant funding for investment with a thrust on implementing identified reforms categorized as mandatory and optional. The reforms relevant for the water supply, sewerage and sanitation are:

- Adoption of modern accrual-based double entry system of accounting in ULBs and parastatal agencies.
- Introduction of a system of e-governance using IT applications, such as GIS and MIS for various services provided by ULBs and parastatal agencies.
- Reform of property tax with GIS. It becomes a major source of revenue for ULBs and arrangements for its effective implementation so that collection efficiency reaches at least 85 per cent within the next seven years (since water/sewerage/ etc., form part of it).
- Levy of reasonable user charges by ULBs and parastatal agencies with the objective that the full cost of O&M or recurring cost is collected within the next seven years.

- Internal earmarking, within local bodies, budgets for basic services to the urban poor.
- Provision of basic services to the urban poor including security of tenure at affordable prices, improved housing, water supply and sanitation.
- Revision of by-laws to make rainwater harvesting mandatory in all buildings and adoption of water conservation measures. Byelaws for reuse of recycled water.

The JNNURM provides an opportunity for creation and improved delivery of urban services, especially water supply and sanitation being thrust areas. Private sector participation should be seen not only as a means to mobilize investments but more importantly for introducing cost reduction and efficiency improvement measures.

Source: Indian Infrastructure, Vol. 8, No. 7, February 2006

1.6 "Don't Desert Drylands"

World Environment Day, commemorated each year on 5 June, is one of the principal vehicles through which the United Nations stimulates worldwide awareness of the environment and enhances political attention and action.

The day's agenda was to give a human face of environmental issues; empower people to become active agents of sustainable and equitable development; promote an understanding that communities are pivotal to changing attitudes towards environmental issues; and advocate partnership to ensure all nations and peoples enjoy a safer and more prosperous future. The World Environment Day theme selected for 2006 was **Deserts and Desertification** and the slogan was **Don't Desert Drylands**. The slogan emphasized the importance of protecting drylands, which cover more than 40 per cent of the planet's surface. This ecosystem is home to one-third of the world's people who are more vulnerable members of the society.

In India, 127 million hectares of land is under arid and semi arid regions, constituting nearly 39 per cent of its geographical area spread over 10 states. **The National Environment Policy (NEP), 2006 which is approved by the Cabinet, is the first initiative in strategy-formulation for environment protection in a comprehensive**



manner, undertakes a diagnosis of the causative factors of land degradations. The NEP, 2006 recognises that the relevant fiscal, tariffs and sectoral policies need to take explicit account of the unintentional impacts on land degradation in order that the fundamental basis of the livelihoods for the vast majority of our people, i.e., land is not irreparably damaged. The complexity of the problem warrants recourse to multi-pronged strategies. These comprise adoption of both scientific-based and traditional land-use practices, pilot-scale demonstrations, large scale dissemination, adoption of multi-stakeholder partnerships, promotion of agro-forestry, organic farming, environmentally sustainable cropping patterns and adoption of efficient irrigation techniques.

Source: UN News, Vol. 61, No. 5, May 2006 and <http://pib.nic.in>

2. STATE INITIATIVES

2.1 SEZs in Gujarat and Haryana

With the state government's vision to convert Gujarat into the country's Special Economic Zone (SEZ) capital, the state may emerge as a global hub for manufacturing. Out of the 150 approved SEZs, 9 will be in Gujarat. **The Board of Approval on investment in special economic zones has recently cleared Rs. 100,000 crore investment in special economic zones.**

The nine upcoming SEZs in Gujarat are expected to draw as much as 40 per cent from the total projected investment of Rs.100,000 crore. The Gujarat government has also planned investment of thousands of crore to develop all the SEZs (around 11) and has announced more concessions for SEZ units. For the first time, the government has done away with the Industrial Disputes Act from being applicable to the SEZs.

Some of the concessions applicable to investors operating in SEZ are on sales tax and other levies, there would be complete exemption on payment of stamp duty and registration fees on transfer of land meant for industrial use in SEZ area, as also complete exemption on payment of stamp duty and

registration fee for loan agreements, credit deeds, mortgages pertaining to SEZ units which will be executed within the SEZ area. The SEZ authority would ensure it continues quality power supply to SEZ units. As a result, Gujarat will see an upsurge in the overall project investment in the manufacturing sector.

The Haryana government signed a landmark deal with Reliance India Limited (RIL) on June 19, 2006 for setting up a Special Economic Zone (SEZ) over 25,000 acres in Gurgaon and Jhajjar districts and promising an investment of Rs. 40,000 crore and creating 10 lakh jobs. Calling it a significant foray for the RIL outside the states of Maharashtra and Gujarat, the RIL Chairman hoped that it will bring the country to the centrestage of the global economy. It is the first public-private partnership of RIL that would translate into unique infrastructural facilities in the northern region.

Source: Project Monitor, Vol. 6, Issue 6, June 5, 2006 and The Indian Express, June 20, 2006

Special Education Zones

The government is setting up special economic zones to encourage industry. But if the focus was to change to making India's large population, her biggest strength, a different category of SEZs is needed: Special Education Zones, university towns where there is a single window clearance system for opening colleges and universities. States with abundant natural beauty like Himachal Pradesh, Uttranchal and Goa would do much better if instead of inviting industry, which is costly and polluting and for which they do not have adequate infrastructure or access, they set up university campuses. By encouraging private universities, both income and employment can be created. By allowing flexible fees and compensation to staff, the best brains in the world can be attracted. If the government allowed entry to universities like Harvard, MIT and Stanford, which are reported to be interested in opening campuses in India, with lakhs of seats at a cost much lower than what it takes to send a child abroad, higher education would be accessible to middle class children who cannot afford to go abroad today.

Source: The Indian Express, Editorial, June 27, 2006

2.2 Tamil Nadu – most industrialised state

According to the fifth Economic Census, Tamil Nadu has the highest number of industrial units in the country. Among the surprise thrown up by the document, the figures for Gujarat, often believed to be among the most economically advanced states, it failed to find place in the top five – overtaken even by the likes of Uttar Pradesh and West Bengal. The census says Tamil Nadu has 44.5 lakh industrial units, followed by Maharashtra (43.74 lakh), West Bengal (42.85 lakh), Uttar Pradesh (40.59 lakh) and Andhra Pradesh (40.23 lakh). Gujarat has 24.18 lakh industrial units. The same states made it to the top five in terms of employment – although Maharashtra pushed Tamil Nadu to the second position by offering 1.18 crore jobs as against the latter's 98.6 lakh. The big surprise is that there is more industrial activity in rural areas than in urban areas, as 61.30 per cent of industrial units are located in the countryside. The average annual growth in employment is higher in rural areas (3.33 per cent) than in urban areas (1.68 per cent). 51 per cent of employed people in the country are in rural areas.

Source: *Hindustan Times*, June 13, 2006

2.3 West Bengal to acquire land

The West Bengal government has proposed to acquire around 38,000 acres of land for industry and infrastructure. The state government has announced the acquisition of 25,000 acres at Haldia; 1,000 acres at Singur for the Tata small car project; 850 acres for a knowledge city, health city and biotech park near the airport; 500 acres for Eastern Expressway from Barasat to Raichak; 500 acres for a food park at Uluberia; 250 acres for a Telecon (Tata) pay-loader unit at Kharagpur; 3,000 acres for a minor port and SEZ at Kulpi; 150 acres for a cement factory at Sagardighi in Murshidabad; and 1,100 acres for a garment park at Sankrail. The Cabinet also approved West Bengal Industrial Development Corporation's acquisition of 750 acres at Kharagpur for an industrial estate.

Source: *Project Monitor*, Vol. 6, Issue 6, June 5, 2006

3. CITY INITIATIVES

3.1 Halt to Demolition Drive in Delhi

Illegal construction and violation of building regulations in cities have reached alarming proportions. In Delhi, Mumbai and Chennai, the courts have taken cognizance of public interest litigations against defiance of municipal laws.

Delhi witnessed a large scale demolition and sealing drive ordered by the Delhi High Court and Supreme Court. In view of Delhi High Court order, the demolition work against illegal construction was started on December 17, 2005 by the Municipal Corporation of Delhi (MCD) primarily targeting 18,000 unauthorised or illegal commercial establishments functioning in residential areas. The Supreme Court passed an order on February 16, 2006 for sealing of illegal commercial establishments operating in residential areas. On the expiry of March 28, 2006, the deadline set by the Supreme Court for filing of affidavits by those who were running illegal shops and other commercial establishments in residential areas, the MCD started sealing such premises located in various zones from March 29, 2006. A monitoring committee was also set up by the Supreme Court to oversee the implementation of its sealing orders. A Supreme Court bench instructed the MCD to continue the demolition alongside sealing of commercial establishments operating from residential areas, as per recommendations of the said monitoring committee. By May 19, 2006, the civic body had sealed about 15,000 commercial establishments functioning in the residential areas. The Union Urban Development Ministry withdrew its application seeking a moratorium on sealing operations for a period of six months. However, they moved a bill providing for one year moratorium.

The Union Urban Development Ministry also came out with a notification on March 28, 2006, permitting mixed land use on ground floor of residential plots facing 18-metre right-of-way, 13.5-metre in rehabilitation colonies and 9-metre in special areas and villages by amending the Master Plan – 2001.

The demolitions and sealing drives came to a halt in the capital on May 19, 2006 as the centre notified the Delhi Laws (Special Provision) Bill, 2006, suspending the action of Municipal Corporation against illegal structures and commercial

establishments in residential areas for a period of one year. The Act provides de-sealing of properties already sealed by Municipal Corporation of Delhi for a year permitting commercial activities under mixed land use scheme. However, no exemption will be permitted if illegal activity started after January 1, 2006. The government expects that Master Plan-2021, under finalization, will be able to incorporate the necessary policies of mixed land use after assessing the situation during this one year period.

In the face of large-scale protests against the MCD drive, the Union Urban Development Ministry set up the Tejendra Khanna Committee on 14 February, 2006 to study, inter alia, the problem of illegal constructions and large scale commercialization of residential areas, and offer its recommendations. The Tejendra Khanna Committee submitted its

report on 15 May, 2006 prescribing the policies to deal with unauthorized constructions and mixed land uses. The recommendations of the said Committee will hopefully help in dealing with the vexed issue of unauthorized constructions under the Master Plan-2021.

Source: www.liveindia.com; www.headlinesindia.com; www.indlawnews.com; www.outlookindia.com; Times of India, May 17, & 19, 2006; The Hindu, May 12 & 19, 2006; The Indian Express, May 4 & 19, 2006.

3.2 Key MRTS Projects

Rail-based mass transport systems provide higher carrying capacity, offer faster and safer travel options, occupy less space and are relatively non-polluting and energy efficient compared to the alternative modes of surface transport. The success of the Delhi metro has been notable and even inspirational. Very soon, several non-metro cities will boast of intra-city rail networks cities. While mass rapid transport system's (MRTS) rail projects are under various stages of implementation in Hyderabad and Bangalore, feasibility study reports on MRTS are being conducted in Ahmedabad, Kochi, Noida, Ghaziabad and Gurgaon.

The Delhi MRTS project has already helped to substantially alleviate the capital's transportation problems since it commenced operations in 2004. It is now being extended outside Delhi into nearby areas in the National Capital Region. The MRTS projects of Bangalore, Mumbai and Hyderabad have been approved by the cabinet in March 2006 and construction is expected to begin soon. These three projects were delayed due to technical debates relating to gauge as well as legal issues.

Delhi MRTS project

- The Delhi MRTS project is being developed and operated by a special purpose vehicle (SPV), the Delhi Metro Rail Corporation (DMRC), which is equally owned by the Union government and the Delhi state government. The plan for the project is based on the detailed feasibility report prepared by Rail India Technical and Economic Services (RITES). Work on the project began in May 1995, almost 90 per cent of the first phase of the project is complete.

Ghaziabad – World's 10 most Dynamic Cities

Ghaziabad is in Newsweek magazine's list of 10 most dynamic cities in the world. For good measure, it has also been billed "India's hottest city". Based on an advance copy of the latest UN forecast for cities with populations greater than 7,50,000, Newsweek's list encompasses the fastest-growing cities in each of the world's 10 most important economies. Only two major capitals – Moscow and London, which continue to outpace smaller rivals for unique national reasons – figure on it while the rest are aspiring middleweights like Toulouse, Munich and Las Vegas or unknowns like Florianopolis (Brazil), Goyang (South Korea) and Fukuoka (Japan).

The joint managing director of Cushman & Wakefield, attributes the rapid growth to Ghaziabad's excellent connectivity with Delhi, which creates more new jobs per year than Bangalore and Hyderabad, as well as an established IT destination like Noida. It's very strategically located on the old Grand Trunk Road. Not only does it attract a sizeable IT workforce from Noida, it is affordable for those who can't manage Delhi prices.

An industrial town of Ghaziabad, has 80 per cent literates and over 2,660 km of paved roads is bound to emerge as the second city. The current spate of constructing residential apartments and buildings to accommodate the service sector explains the boom.

Source: The Times of India, 29 June and 5 July, 2006

- Phase-I of the project consists of three lines. In all, 62.19 km of the metro is now fully operational. This includes all of Line 1 and Line 2 and a part of Line 3. Line 1 (Sahadra-Tri Nagar-Rithala) spans 22.06 km and covers 18 stations and Line 2 (Vishwavidyalaya-Central Secretariat) covers 10.84 km and involves 10 stations. While Line 1 got commissioned in March 2004, Line 2 commenced commercial operations in July 2005. Line 3 (Indraprastha-Barakhamba Road-Dwarka sub-city) of phase-I spans 32.10 km and covers 31 stations.
- Phase-II of the project will expand the 65 km network involved in phase-I by an additional 53 km. This phase will cover six stretches, namely Vishwavidyalaya-Jahangirpuri, Central Secretariat-Qutab Minar, Shahdara-Dilshad Garden, Indraprastha-New Ashok Nagar, Yamuna Bank-Anand Vihar ISBT and Kirti Nagar-Mundika. Construction work on the bridge over the Yamuna river in phase-II has already started.
- DMRC is now planning to expand its network outside Delhi. Recently, DMRC signed an agreement with the Uttar Pradesh government for a Rs.7.36 billion project in Noida.
- It is also paying attention to the development of associated real estate assets. DMRC deserves credit for being responsible for the construction of Delhi's first information technology park at Shastri Park, which was inaugurated in April 2005. DMRC is also developing residential and commercial complexes adjoining its station areas.

Mumbai MRTS project

- The implementing agency for the Mumbai MRTS project is the Mumbai Metropolitan Regional Development Authority (MMRDA). Construction work of the first phase of the project will start in October 2006 and it is estimated to cost Rs.105.87 billion.
- The project will be implemented in phases on a build operate and transfer (BOT) basis. In all, there will be nine lines which will span

a length of 146.5 km. While Phase-I will cover three lines and 63.8 km, the remaining six lines of length, 82.7 km, will be undertaken in other phases. The entire project is expected to be completed by 2021 at an estimated cost of Rs. 195.25 billion.

- Phase-I, which consists of three lines, will be a mix of elevated and underground rail network, Line 1 (Versova-Andheri-Ghatkopar) will span 12 km and over 12 stations.
- Line 2 (Colaba-Mahim-Charcop), which will be both elevated and underground, will cover a stretch of 36km. There will be 36 stations, of which 11 will be in underground tunnel and 25 at elevated positions. Line 3 (Mahim-Kurla-Mankhurd) will span 12.8 km and 11 stations will be fully underground. Line 2 and Line 3, are estimated to cost Rs.74.32 billion and Rs 16.55 billion respectively.
- Several companies, notably Reliance Industries Limited (RIL) and infrastructure Leasing and Financial Services (IL&FS), have evinced interest in the project. At present, MMRDA is evaluating the financial bids of the interested companies.

PM launches Mumbai Metro Rail Project

The Prime Minister launched the ambitious Mumbai Metro Rail Project on June 21, 2006 by laying the foundation for the first phase of Rs. 2,356 crore, Versova-Andheri-Ghatkopar corridor at the Godrej Lands in the northeast. The existing railway system provides north-south connectivity, but this new 11.07 km long corridor will meet the long-felt need for east-west connectivity. The construction for the first phase will commence by October, 2006 and is likely to be completed by 2009-10.

The Metro Rail Master Plan covers 146.5 km, it includes nine lines of which 32.5 km will be underground and 114 km on elevated rails. The first phase will be functional by 2011, the second phase by 2016 and the third by 2021.

The Maharashtra Government has passed a resolution to form Mumbai Metro Rail Corporation. The state government has authorized the Mumbai Metropolitan Region Development Authority to be the project implementing authority.

Source: The Hindu and Indian Express, June 22, 2006 and Project Monitor, Vol. 6, Issue 6, June 5, 2006.

Bangalore MRTS Project

- The Karnataka government has already established an SPV, Bangalore Mass Rapid Transit Limited (BMRTL), to implement the Bangalore MRTS project. The SPV is wholly owned by the state government.
- The 63.5 billion project is proposed to be implemented in several phases. The first phase will link most major parts of the city and is estimated to cost around Rs.56 billion. The other phases will involve extensions. Phase-II involves extending the length of existing tracks to areas such as Bangalore University, Electronic City at Koramangalam, the International Technological Park at Whitefield and Bellary Road
- The first phase of the project includes setting up 32 stations spanning over 33 km across two busy corridors, the north-south (Jaynagar-Yeshwanthpur) and east-west (Mysore Road-Byappanahalli) corridors.
- In March 2006, the union government signed an MoU with JBIC for a Rs.17.95 billion loan for implementing the project.

PM launches Bangalore Metro Rail Project

The Prime Minister laid down the foundation stone for Rs. 64 billion Bangalore Metro Rail Project on June 24, 2006, hoping it would improve the public transport system in this city of seven million and ease pressure on its traffic-choked roads. Construction work on the 33 km metro rail will commence in October, 2006 and is scheduled for completion by 2011. The first phase is expected to open in December 2009. More than 6 km of the route will be underground, with the rest on the ground level elevated tracks of standard gauge weaving through commercial and residential areas of the city. The project will be executed by the Bangalore Metro Rail Corporation Ltd.

Declaring that public transport had become a national priority, the Prime Minister said that an efficient and well-functioning public transport system had the advantages of cost, energy and environmental conservation.

Source: <http://in.news.yahoo.com>

Hyderabad MRTS Project

- The Hyderabad MRTS project will be undertaken as a joint venture between the Union government and the Andhra Pradesh government. The feasibility study report for the Rs.63.66 billion project was prepared by DMRC. In November 2005, the government received bids from seven international consortia for providing consultancy services for project implementation. In January 2006, the government short listed a five-member consortium to help the government in bid process in an agreement and financial closure. Construction work of the first phase is expected to begin in May 2006.
- Phase-I of the project will involve development of three corridors at an estimated cost of Rs.43 billion. Around 40 per cent of the cost will be equally shared by the Union and the state governments.
- According to the DMRC plan, while corridors 1 and 2 will be completed by 2008, corridor 3 is expected to be completed by 2010.
- Corridor 1 (Miyapur-Chaitanyapuri) will span 26.27 km and cover 25 stations. Corridor 2 (Tarnaka-Palaknuma via Charminar) will cover 13.18 km and 14 stations.

Source: *Indian Infrastructure*, Vol. 8, No. 9, April 2006, *Hindustan Times*, May 25, 2006, *The Hindu* and *Indian Express*, June 22, 2006

3.3 Reforms in Mumbai's Urban Governance

The Prime Minister called for reforms in the urban governance of Mumbai and described the city as "caring and efficient". Speaking after inaugurating the Mumbai Metro Project, Prime Minister said that a humane strategy to deal with urban poverty, homelessness and squalor in Mumbai was necessary. Basic amenities have to be provided in slums and ensure modicum of urban governance in these areas. Mumbai has had an active municipal corporation for a long time. However, there is need for reforms in municipal administration. People need better governance, a more responsive and transparent urban administration. The Prime Minister also said that municipal administration

should be freed from the cancer of corruption and stranglehold of land mafias. New innovative mechanism must be explored to raise resources for efficient and equitable financing of municipal public services in the states. New technologies must be put in place for management and disposal of urban waste. Every citizen must feel that their municipality belongs to them, he added.

Source: [Http://sify.com/cities/mumbai](http://sify.com/cities/mumbai)

3.4 “Hi-tech” Flyover in Bangalore

The 10 km elevated “Hi-tech” flyover to **Electronics City**, the IT hub on Bangalore’s outskirts, will be the **first of its kind in the country**. The four-lane flyover will be Bangalore’s highest flyover at 17 metres (56 feet) from the ground. It will be constructed in 24 months by a Hyderabad based consortium on BOT basis. The consortium will recover the cost through toll charged for all types of vehicles that drive through the road. The road below the elevated highway will be turned into a six-lane by pass for traffic on the Bangalore-Hosur sector with service road on either side.

Source: *Hindustan Times*, June 23, 2006

3.5 Gurgaon Development Plan

The draft of the Integrated Development Plan 2021 for Gurgaon and Manesar was approved by the Haryana government on 26 June, 2006. The plan is to go through some legalities, after which it will be released. Initially the plan was concentrating on Gurgaon, later, Manesar was also added to it. The area of the plan is 32,000 hectares, of which, 13,500 hectares would be residential, and 2,200 hectares for organized green areas. This includes existing areas as well. Some commercial areas designated as owned solely by the government, will now be given 50 per cent share to private players to develop upcoming government-owned commercial areas in the revised plan.

For Gurgaon, the development plan 2021, was indeed the need of the hour. The previous plan of the city was published in 1996, with perspective up to 2001. The past five years, without revised development plan, exposed Gurgaon’s fragile infrastructure. The city faced problems like presence of villages on the periphery of newly-established colonies, faulty sewerage system, poor

connectivity of the sector roads to the main road and rampant unauthorized commercialization. The development charge levied on the developers will be increased to give villages a more urban look and improve connectivity between Gurgaon and Delhi.

Source: *The Times of India*, June 28, 2006

3.6 Unified Transport Authority in Mumbai

The Prime Minister advised the Maharashtra government to set up a Unified Metropolitan Transport Authority for better coordination among the different modes of public transport which will coexist in the city after the introduction of metro rail in Mumbai. Creation of such an Authority will help integration of all modes of transport in an efficient manner.

Source: www.business-standard.com

3.7 Commonwealth Games in Delhi

The Commonwealth Games, the mega event Delhi has been waiting for is only three and half years away. Delhi has much to learn from the last three Olympics that took place in Barcelona, Athens and Sydney. Each of these cities conceived their events with a specific theme. Barcelona used the Olympic to do urban renewal and sea-front developments in a urban design framework. Athens aimed at rejuvenating their cultural heritage, and Sydney in a farsighted move, declared their Olympics “Green Olympics” with Green Peace as lead consultants. All these three cities also geared up to meet the massive demand on entertainment tourism that followed the sport events. However, Delhi is yet to conceive its event with any specific theme.

The Commonwealth Games will completely change the way Delhi looks. The Delhi government would construct 24 new flyovers in the next four years for this game. With the construction of these flyovers, **Delhi would become perhaps the first city in the world to have 100 flyovers by the year 2010**. The government is planning signal-free intersections in all major and medium road junctions.

Getting clearance for constructing flyovers is a long process in Delhi. The Delhi government first approves a proposal, then it goes to the sub-



Mumbai and Delhi - Meta Cities

Two Indian cities, Mumbai and Delhi come in for special mention as future "Meta-Cities" in the "State of the World's Cities 2006/07" report released on June 19, 2006 by UN-HABITAT at the World Urban Forum – III meeting at Vancouver, Canada. The meta-city, or hyper-city, an epithet that refers to massive sprawling conurbation of more than 20 million people. Tokyo became the first hyper-city in the mid 1960s when it crossed the 20 million threshold. By 2020, Mumbai, Delhi, Mexico City, Sao Paulo, New York, Dhaka, Jakarta and Lagos all will have achieved meta-city status.

These metropolises are so huge that they have changed the dynamics of urbanization. People commute to work in megacities from densely populated outlying villages or suburbs. City centres stagnate as the economic base shifts outwards to periurban areas that are more attractive but less well regulated. Mega-cities call for a reassessment of urban governance. For instance, areas that once were suburbs have themselves become small cities, but tend to still be subjected to suburban regulations. Sustainable governance can be achieved devolution of decision-making and responsibilities down to municipalities, boroughs and civil society

Source: *The Hindu*, June 21, 2006 and www.unhabitat.org

committee of the DDA. This committee refers the proposal to the technical committee. It is only after the clearance from the technical committee the proposal is sent to the Delhi Urban Art Commission (DUAC) for mandatory clearance. After these clearances, the Delhi government undertakes the actual construction. The process normally takes two to three years..

Source: *Hindustan Times*, June 16 and 17, 2006

3.8 Open floodgates of Mumbai

On April 17, 2006, the Municipal Corporation of Greater Mumbai (MCGM) moved into Mahakali Nagar, near Powai, with a police contingent and razed 276 slum units that were 'obstructing the flow of Mithi river'. Authorities believe the obstruction was responsible for the massive flooding in July 2005. The residents protested against the demolition that soon followed. The bulldozers then moved on towards Shanti Nagar to remove encroachments there. The slum dwellers pointed

out that the MCGM did not take any action against a nearby seven-storey building under construction, because it was 'sanctioned'. If the state government is serious about flood control, it should demolish all the buildings, so that Mithi gets back its original width.

City activists and environmentalists are appalled at the manner in which the state government is carrying out the much-hyped Mithi cleaning operation. Massive construction is still under way in G-Block of the Bandra-Kurla Complex (BKC). According to an official report, this is directly affecting the Mithi river. The government is tight-lipped on large encroachments such as Mumbai airport that have forced the river to flow at a right angle. By forcibly demolishing slums, the government is only creating a facade of a flood-proof Mumbai. All encroachments both small and large must be removed. Environmentalists strongly believe that flooding in Mumbai is directly linked to the concretization of its suburbs. Another reason is the reclamation of Mahim Creek, where water from the suburbs drains flows into the sea.

Recently three associations of slum dwellers around BKC have issued a legal notice to Mumbai Metropolitan Region Development Authority (MMRDA) claiming that the entertainment complex coming up at the drive-in theatre abutting the MMRDA office in BKC is constricting the Mithi river, The notice claims this place is several times more vulnerable than the place where the slum dwellers reside. MMRDA is tight lipped on this issue.

Source: *Down to Earth*, Vol. 15, No. 1, May 16-31, 2006

4. NEWS IN BRIEF

4.1 Upgradation of 25 non-metro airports

The Airports Authority of India (AAI) is going ahead with the modernization and upgradation programme of 25 non-metro airports. The Economic Survey of Government of India revealed that the union government is close to finalizing the process of appointment of global technical advisers and Indian financial consultants for conducting the techno-feasibility study for 15 non-metro airports. The AAI has already received the techno-economic feasibility studies for 10 airports. Five additional airports namely Agartala, Dehradun, Imphal, Ranchi

and Raipur have also been identified for carrying out techno-economic feasibility studies and the process appointing of global technical advisers has been initiated.

Source: *Indian Infrastructure*, Vol. 8, No. 8, March 2006

4.2 ADB's loan for Urban Infrastructure

The Asian Development Bank (ADB) is likely to raise \$300-\$400 million through a bond issue in India particularly to meet growing investment requirements in urban infrastructure. The bond issue will be made in the next few months. ADB plans to continue assisting urban development projects to upgrade infrastructure in selected cities in Jammu & Kashmir, Rajasthan, Uttaranchal and the northeast. It will also assist the government in implementing the National Urban Renewal Mission. It is likely to lend India around 2.25 billion in 2005-06, \$2.45 billion in 2006-07 and \$ 2.65 billion in 2007-08. ADB had lent around \$1.2 billion in 2004-05.

Source: *Indian Infrastructure*, Vol. 8, No. 8, March 2006

4.3 Four Road Corridors in Punjab

The Punjab Road and Development Board has received approval from the Punjab Infrastructure Development Board for the development of four road corridors in the state: Hoshiarpur-Phagwara (35.5 km), Sirhind-Morinda-Ropar (43.22 km), Dakha-Raikot-Barnala (57.94 km) and Bhawanigarh-Nabha-Gobindgarh (55.42 km). The total cost of these projects is Rs.2.37 billion and they form a part of the second phase of the Punjab Roads Sector Project. All four roads will be developed on a BOT basis.

Source: *Indian Infrastructure*, Vol. 8, No. 10, May, 2006

110 km bus ride @ Rs. 10/-

On June 1, 2006, the Delhi Transport Corporation (DTC) kicked off Delhi's longest bus ride that links city's peripheral areas. The journey starts from four places: Dwarka, Hamdard Nagar, Noida and Bhajanpura at 20-minute intervals. In a day, one bus takes 2 rounds. The total distance is 110 km and the cost of journey is Rs. 10/- in 5 hours and 40 minutes time. The DTC has placed 40 buses, 20 for each direction, 5 buses from all 4 destinations go in clock (+) and anti-clock (-) directions.

Source: *Hindustan Times*, June 10, 2006

FORTHCOMING EVENTS

- **International Conference on "Urban Transport and Environment"**
12-14 July, 2006
Prague, Czech Republic
For details contact,
Senior Conference Coordinator
Urban Transport 2006
Wessex Institute of technology, Ashurst,
Southampton, U.K.
E-mail: rgreen@wessex.ac.uk
- **4th International Conference on "Urban Regeneration and Sustainability"**
17-19 July, 2006
Estonia
It will aim to address various aspects of the urban environment from transport and mobility to social exclusion and crime prevention.
- **World Congress on "Sustainable Human Settlements for a Better quality of life"**
14-15 August, 2006
Miri Sarawak, Malaysia
Organised by: Eastern Regional Organisation for Planning and Housing (EAROPH)
E-mail: secretariat@earoph.net
- **7th Annual International Conference on "Our Environment – our Responsibility to Protect & Improve"**
31st Aug – 2nd Sept, 2006
Cidade De Goa, Goa,
Organised by: Greentech Foundation,
New Delhi.
E-mail: mail@greentech.org
- **Urban Governance in the context of Jawaharlal Nehru National Urban Renewal Mission (JNNURM)**
November, 2006
India Habitat Centre, New Delhi
Organised by : Association of Urban Management and Development Authorities (AMDA)
For details contact: Director, AMDA
E-mail: india738@nda.vsnl.net.in

GUEST HOUSE AND CONFERENCE FACILITIES

AMDA has a Guest House in its building at 7/6, Sirifort Institutional Area, August Kranti Marg, New Delhi 49. The basic aim of running the guest house is to provide accommodation facilities to the officers of Member organizations who visit Delhi. The Guest House has 10 Air-Conditioned rooms i.e. 3 single bedded, 5 double bedded, 1 tripple bedded and 1 four bedded. All the rooms have attached bathrooms with 24 hour hot/cold water supply. There is one common sitting/dinning lobby where a Colour T.V. has been provided. The Guest House also has one Kitchenette to provide bed tea/coffee to the occupants. Break-fast / lunch / dinner can be arranged on request. Good quality restaurants are situated at 5-minute walkable distance. The **REVISED TARIFF** for the Guest Rooms (w.e.f. April 1, 2003), is as under :-

S. No.	Category	Charges for rooms for each 24 hours or part thereof			
		Room with Single Bed	Room with Double Bed	Room with Three Beds	Room with Four Beds
A	Guests not on duty	500	700	800	900
B	Guests on duty from member Authorities and from ASRTU.	250	350	400	450

1. For Category B, a letter of authority for room allotment from the member organisation is required.

AMDA also has a Conference Room with a seating capacity of 25. The Conference Room is compact and provided with Overhead Projector and Slide Projector. It also has a dining lobby with small Kitchenette to serve lunch / tea / coffee etc. to the users of the Conference room. The tariff for Conference room is as under:-

- | | | |
|---------------------------------------|---|---------------------|
| 1. Full Day | : | Rs. 1200/- per day* |
| 2. Half Day (pre lunch or post lunch) | : | Rs. 800/- |
| 3. For Members and ASRTU | : | 50% of above rates |

*Sunday and holidays 15% extra.

For booking of the above Guest House and Conference Room facilities, requisition can be sent to Shri S.R.Kashyap, Administrative Officer at AMDA office.

CURRENT PUBLICATIONS OF AMDA

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| 2. Simplification of Urban Development Control Regulations and Incorporation of Heritage Regulations in Urban Development Plans; AMDA Annual Counference 2000. | (Rs.500/-) |
| 3. Urban Governance and Management of Urban Environment. Proceedings of Consultation Organised by AMDA | (Rs.300/-) |
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