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EDITORIAL

AMDA NEWS, the newsletter of Association of Urban Management and Development Authorities (AMDA), is the means of dissemination of information to our members and other professional organizations on topical urban issues.

This issue, in its first section highlights the efforts of The Cities Alliance, a global coalition of cities and development partners addressing the problems of urban poor. The Union Ministry of Environment and Forests draft environment policy called the National Environment Policy 2004, has also been highlighted. The section also reports on initiatives on the potentials for revenue improvement of smaller cities, disaster reduction, role of trees in reduction of hunger and restoration of degraded lands. An interesting overview on Indian ports and view and counterview on modernity and urbanization has also been placed in this section, along with a progress statement on the implementation of the Golden Quadrilateral project.

In the section on state initiatives, prospects and constraints on the trifurcation of the Municipal Corporation of Delhi has been presented. Other topical news pertain to the, upgradation of Bihar's National Highways to four-lane, the hospital waste recycling racket and the initiative by the Madhya Pradesh government to improve the quality of roads.

In the city initiatives section, we report on the proposals given by the National Capital Region Planning Board on the integrated transportation system proposed for the National Capital Region, MCD's master plan for garbage disposal, simplification efforts of building norms by the DDA and a report on a proposed self-governance model in Delhi. Besides these there are other news and facts of various urban sector initiatives.

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. We also request members and readers to send us any information or news that they might want to share through this 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



1. POLICY AND STRATEGY ISSUES

1.1 The Cities Alliance : Coalition for Urban Uplift

The Cities Alliance is a global coalition of cities and development partners focused on addressing the problems of the urban poor. It has a very complex structure. It was conceptualized and launched in 1999 by the World Bank and UN-Habitat. It comprises a partnership of 11 governments (all the G-7, plus Brazil, the Netherlands, Norway and Sweden) with the World Bank, UN-Habitat, Asian Development Bank, United Nations Environment Program and two major global associations of cities including the United Cities and Local Governments and World Association of Cities and Local Authorities Coordination (WACLAC) and the EU, UNDP, UNICEF and the ILO. Despite being a relatively new organization, the Cities Alliance has already made an important contribution in spurring governments into action as well as engaging the private sector. City Development Strategies (CDS) are presently being implemented in more than 80 cities across 25 countries.

The Alliance acts in two key areas: CDS and citywide and nationwide slum upgrading. Its strategy is unique – it does not extend funding to individual project or sector. Instead the focus is on supporting citywide or nationwide initiatives for urban development – the underlying objective being to promote a comprehensive approach that addresses urban poverty or at least parts of this problem at the roots.

The Hyderabad City Development Strategy, the first Cities Alliance program in India, is a case in point. The Hyderabad Municipal Corporation has developed a strategic action plan (SAP) and city assistance program, with the World Bank and UN-Habitat as technical advisers and the Administrative Staff College of India as local partner institutions.

The CDS process is guided and facilitated by a steering committee representing the important stakeholders – service providing agencies, NGOs, and the private sector, with the municipal commissioner as chairman. The success of CDS depends upon city officials themselves taking the lead, while actively involving the urban poor and local business leaders.

The city consultation process is to identify key problems and formulate a vision statement for the city – involved 120 stakeholders. Working groups (of selected stakeholders) were formed to prepare the SAP, which looks at the entire range of urban development issues, including security of tenure for the urban poor, pollution control measure, strengthening transparency and civic engagement.

Parivartan, an Ahmedabad based initiative, is another interesting program supported by City Alliances. The project has been developed in response to an earlier joint initiative of the Ahmedabad Municipal Corporation (AMC), Arvind Mills and two NGOs, SEWA and SAATH, to bring water and sanitation facilities to Sanjaynagar, a slum community of 181 households, with cost-sharing by the beneficiary households. Parivartan is based on the same principle; one-third of the cost of on-site upgradation for each slum dwelling is paid by the household itself. The balance of the cost is borne equally by the AMC and the private sector. Moreover each Parivartan member household has to pay Rs. 100 towards the initial maintenance cost of the services. Future maintenance would be fully managed by the community. In addition to water supply and basic sanitation, the program provides roads and paving, street lightening, storm water drainage and solid waste management services. Parivartan also extends to upgrade the overall quality of life of the community.

Also deserving special mention is the Nirmal Bharat Abhiyan, a Cities Alliance supported

program to bring community sanitation to city slums in all mega cities and state capitals, in a phased manner during the Tenth Plan period.

The union government provided \$100 million to the program, which would also avail of a substantial loan from HUDCO. Community participation is the essence of this initiative – NGOs and Community Based Organizations would construct and maintain the pay and use toilet blocks. However, unlike charitable trusts that charge per use (of their toilet facilities), the urban poor would need to pay a small fixed charge per month for maintenance of a particular sanitation block, say Rs. 30 to 50 per family, an option far more affordable for this section of society.

On going support of Cities Alliance in India:

- **Ludhiana upgrading:** Following a direct request by the corporation, this intervention is to organize communities of slum dwellers to dialogue with the corporation for provision of basic services and land tenure security. The initiative is jointly funded and managed by the USAID FIRE project, with NIUA, New Delhi as the implementing partner, and closely involving local NGOs and consultants in the city.
- **Community-led Infrastructure Finance Facility:** An initiative jointly funded by DFID and SIDA to bridge the financing gap facing community construction of housing and infrastructure. Includes technical assistance and knowledge management, alongside a facility to support various financial instruments such as bridge loans and guarantees. Investment is under way in sub-projects in Mumbai and Solapur.
- **Tamil Nadu Land Market Assessment for Chennai and Coimbatore:** A request from the TCP department of the Tamil Nadu government for technical assistance through the World Bank to improve the access of

the poor to urban land as part of an initiative to review the policy and regularizing governing land markets.

The outcome of the existing programs will naturally influence the future scale of the Alliance's involvement in the Indian urban landscape. The initial responses appear positive and it is hoped that similar initiatives can be successfully implemented on a larger scale.

Source: Indian Infrastructure, Vol. 6, No. 11, June 2004.

1.2 Small Cities, Big Dreams

Good governance can help cash-strapped small towns access the capital markets, as has been demonstrated by their larger counterparts.

- Hyderabad raised Rs.825 million recently from the capital markets. It generated four times this amount by improving its property tax collections alone.
- Bangalore raised Rs.1.25 billion through a bond issue. It netted Rs.2.15 billion through property tax improvements.
- Between 1997 and 2002, the Indore Municipal Corporation outpaced its peer towns through revenue improvements. It now compares very favorably with such towns nationally.

So far, **only large cities - comprising the top 25 percent of the country's urban population - have accessed the capital markets.** By undertaking simple revenue improvements, these cities have generated enough additional income to repay their borrowings. And in several cases, the benefits of these internal measures have gone far beyond the borrowing program.

Now, the capital markets are beckoning local bodies, which are bogged by limited internal resources, huge capital expenditure requirements and ballooning



revenue expenses. Successful borrowing, however, requires sound financials and the ability to sustain the borrowing. Hence, smaller towns will have to learn from the experiences of their larger counterparts and take up continuous internal revenue improvement as their first agenda. Better governance can help achieve this.

Small towns have strong potential for revenue improvement:-

The potential for internal revenue generation and the magnitude of this contribution has been demonstrated in several cases. For the six years ended 2003, local bodies in Andhra Pradesh registered revenue growth, which has been far above the national average. This resulted in additional revenue of Rs.5.5 billion. The state achieved this through reassessment of properties, increased tax coverage and better collection efficiency.

The advantage that smaller cities have is that the potential for revenue improvements is generally much higher since they have weak systems and procedures. The administrative will and effort that is required to institute the same is also easier to arouse in a smaller system. This has been confirmed by a CRISIL Infrastructure Advisory study on the revenue potential in small cities.

The potential for improvement is also clear from the fact that towns in the same state have large variations in revenue. For example, in Tamil Nadu, the average per capita own revenue of towns with a population of less than 100,000 is Rs.327, while that of towns in the top 10 percent is Rs.545. This indicates that, on an average, the former can enhance their revenues by 66 percent on the back of efficiency improvements alone. Similar results have been seen in a field study in Karnataka as well.

The CRISIL Infrastructure Advisory Study in Karnataka covered 33 towns that were geographically dispersed and varied in terms of their population, size and municipal status. Their revenue generation efficiency too differed greatly. As a result, the potential for improvement varied widely. A minimum improvement of 60 percent was possible in all the towns.

Potential can be realised through better property tax coverage and assessment of exceptions:-

Administrative measures can bring about large improvements in revenue. For example, the property tax net varies widely across towns. A simple way to measure coverage is by looking at the number of assessments and comparing it with the population figure.

Another major source of inefficiency is the misuse of exemptions. Generally, a number of towns provide 50 percent reduction in property tax if the property is not rented out. This is one of the most exploited exemption clauses in the country. On an average, about 65 percent of all self-owned properties in the country or one in three properties is rented out. But the actual number of properties declared as rented in a sample town was only one in 30 properties. Such under-declarations can be easily checked by better assessment.

Political support can enhance realizations:-

The populace's unwillingness to pay higher rates and political reluctance to push for them are often cited as the reasons for not revising taxes. But the fact is that political will can effect changes in tax rates. For example, the government of Andhra Pradesh revised property taxes across the board in April 2002. This resulted in additional revenues of Rs.1.6 billion in a single year.



A comparison of per capita revenues across states reveals that administrative efficiency across states varies widely as does the political will for timely tax revisions. Hence, the difference between per capita revenues across states is large. A comparison of developed states such as Karnataka and Tamil Nadu too illustrates this - Tamil Nadu's per capita revenue from own sources is more than double that of Karnataka's. Clearly, better efficiency and a stronger local political will have contributed to this.

Unlocking the large untapped potential can enable towns to access the capital markets:-

Thus, even small revenue improvements like those cited above can have far-reaching consequences. Although several small towns and cities are not in a position to access the capital markets today, they do have a large untapped potential to improve their internal revenues. Good governance can unlock

this hidden revenue potential. This can help shore up their existing financials and prime them to tap the capital markets.

Source: Indian Infrastructure, Vol. 6, No. 12, July 2004.

1.3 Reforms in the Green Belt

The Union Ministry of Environment and Forests (MoEF) released a draft environment policy called the **National Environment Policy 2004 (NEP)**. Its preamble states that there is a need for a comprehensive policy statement in order to infuse common approach to the various sectoral, cross-sectoral, including fiscal, approaches to environmental management. The policy seeks to:

- **Identify newer areas for new legislation based on better scientific understanding while fulfilling needs of economic and social development.**

MPs Local Area Development Scheme

The Centre for Science and Environment says that, Member of Parliament (MPs) are receiving Rs. 2 crore annually under the Members of Parliament Local Area Development Scheme (MPLADS), 1993, to spend on development works in their respective constituency. Since then - as various assessments, including the government's own, have found out - close to Rs. 10, 000 crore has been spent, but there hasn't been much local area development. Instead, MPLADS has become a patronage program: MPs use the money - if at all - to maintain vote banks.

More crucially, MPLADS has emerged as a solid obstacle to local governance. Panchayati raj institutions have been especially affected: in comes the MP, selectively throws about money re-routed to him/her from the rural development kitty, and short-circuits programs - such as poverty alleviation-local bodies are supposed to implement. An MP is the arbitrator of MPLADS; the district collector is the nodal authority to implement it: between politician and bureaucrat, opens a gap that swallows local autonomy whole. Provision exists for local bodies to implement MPLADS, but which MP prefers gram sabhas to contractors?

Opposition to MPLADS is growing, at both the lowest and highest tiers of government. About time, for some states have gone ahead and created a similar program for those elected to state legislative assemblies to avoid this political lard - the dole at this level ranges from Rs. 5 lakh to Rs. 50 lakh - quickly replicating a wasteful idea that fully caters to political want. A situation has arisen when various tiers of government are beginning to work at cross-purposes.

Is there a way to avoid this political lard? Only one, MPLADS should be disbanded, and quickly. For - farce, confusion and above reasons apart - when legislators begin to humungously grow an extra arm that begins to wield executive powers, it is democracy that gets strangled.

Source: Down to Earth, Vol. 13, No. 4, July 15, 2004.



- Review the existing body of legislation in order to develop synergies among relevant statutes and regulations and eliminate obsolescence.
- Ensure accountability of the concerned levels of government in undertaking the necessary legislative changes in a defined time frame.

It acknowledges a major area of concern expressed by various committees: the procedure for obtaining environment and forest clearances as the largest sources of delay in completing projects. According to the draft, its objective is to reduce delays and levels of decision-making, decentralization of environmental functions and ensure greater transparency and accountability. It also deals with the approach to deal with violators of environmental laws and regulations. The policy calls for a judicial mix of both, Civil liability law for non-compliance and criminal processes for serious and potentially provable infringement of laws.

The draft also calls for reforms in the way environment and forest clearances are done at the Centre. It says that the regulatory authorities should be encouraged so that the Environmental Impact Assessment could be done at the planning stage itself. The draft suggests other ways to make management more effective: for e.g. clustering of industries so that clean-up mechanisms like common effluent treatment plants can be set up or prohibit diversion of dense forest land to non-forest use. It also advocates on revisiting the stringent Coastal Regulation Zone to make it more holistic and base it on scientific principles.

Environmental challenges: The NEP states the environmental challenges as:

- increased poverty because of environmental degradation;
- increased health burden; and

- global environmental concerns like climate change.

In its assessment, activities undertaken in the process of development or poverty by themselves do not cause environmental degradation; rather, it is caused by institutional failures such as lack of clarity on the rights of access and use of environmental resources, improper policies such as subsidies (direct or indirect) for the use of certain resources, market failures linked to inadequate regulation and limits on governance. Therefore, **the challenge is to balance aspirations with protection and sustainable use of natural resources, by correcting anomalies in regulations, in policies and in institutions, in policies and in institutions and practices.**

NEP's critics say that while it clearly spells out the challenges, it lacks clarity of approach on possible solutions. But the challenges are to find practical solutions and to pursue those solutions through policy and practice.

Source: The Indian Express, Delhi edition, July 30, 2004, and Down to Earth, Vol. 13, No. 9, Sep. 30, 2004.

Environmental Clearance Needed

According to the Notification of the Ministry of Environment and Forests, dated July 7, 2004, new townships, industrial townships, settlement colonies, commercial complexes, hospitals and office complexes for 1,000 persons or more or discharging sewage of 50,000 liters per day or more or with an investment of Rs. 50 crore or more shall be required to get environmental clearance from July 7, 2004 onwards. Such clearance shall also be needed for all industrial estates of 50 hectare or more area or having high pollution potential irrespective of area.

Source: Spatio-economic Development Record, Vol. 11, No. 4 July-August 2004.



1.4 Reduction of potential devastation of Natural Disasters

The United Nations has launched a report called “**Living with Risk: A Global review of disaster reduction initiatives**”, highlighting 100 examples of how people are taking steps to make their communities less vulnerable when a catastrophe strikes. More than 70,000 people died last year as result of 700 separate natural disasters, such as earthquakes, floods and cyclones, around the world, according to the Inter-Agency Secretariat of the International Strategy for Disaster Reduction (UN/ISDR). These hazards cost \$65 billion collectively and affected at least 600 million people.

Launching the report on 14 July, 2004 Under-Secretary-General for Humanitarian Affairs Jan Egeland said the number of disasters is increasing - and the disasters are becoming more severe - because of the impact of human civilization on the earth. The number of people at risk is also rising because population growth means more and more of the world's largest cities and conurbations are located in prime hazard areas.

The report also sets out strategies and priorities for countries and communities to consider when planning how to **reduce the impact of natural hazards. These include setting up early-warning systems for disasters, managing land use more responsibly to reduce potential erosion and landslides and increasing construction of disaster-resistant buildings.**

Source: UN Newsletter Vol. 59, No. 29, 17-23 July 2004.

1.5 Trees can reduce Hunger and restore Degraded Land

With about 75 percent of the world's poor – some 1.2 billion people – living in rural areas, growing trees on farms can help alleviate poverty by providing income and food as well as restore degraded land,

the United Nations Food and Agriculture Organization (FAO) said on 30 June, 2004.

Smallholder farmers are under increasing threat of food insecurity due to land degradation caused by extreme weather conditions, growing population pressure and inappropriate farming systems. But this can be tackled by growing trees on farms, helping the rural poor to improve soil fertility and providing them with fruits, leaves, nuts and spices that are important components of their diet, particularly in times of food shortages. Trees, which also provide wood products, medicine and forage, are an important source of income and energy for the rural poor, with more than 2 billion people using wood as fuel, FAO said. Diversifying income-generation from natural resources is key to the sustainability of small farms.

By addressing food security, household nutrition and income generation, FAO expects to help farmers reduce the need to open new forests and woodlands for cultivation, thus allowing the rehabilitation of degraded and deforested area. More than 60 percent of degraded land is in Asia and Africa.

Source: UN weekly Newsletter, Vol. 59, No. 27, 3-9 July 04.

India's Population set to overtake China's

The figures intimidate, shedding more heat than light – an increase of 182 million people between 1991 and 2001. And, census figures suggest that with a population of 1.46 billion, India will gallop ahead of China by 2035. The knee-jerk reaction will be to advocate harsh family planning measures, which include incentives and disincentives. However, an anaemic liberalism, beyond which our post-emergency population policy has little to offer by way of perspective. An economist like Simon Kuznets, Mahboob-ul-haq and Amartya Sen have argued, labor can be transformed into human capital through social-sector investment. The Kerala experience informs us that an improvement in education and health services brings down birth rates. Kerala is at the third stage of demographic transition – falling birth and death rates – where as the rest of India is still trapped in the second stage of high birth and falling death rates.

Source: The Times of India, New Delhi edition, July 14, 04.



1.6 Disconnect between Modernity and Urbanisation

Editorial: The Times of India, New Delhi edition, 14th September, 2004.

View: The census figure shows that the sex ratio is more skewed in cities than in the rural areas, shatters the myth that an urban mindset is necessarily more evolved. It shows that literacy and better health care facilities do not foster gender equality. In fact, technology has become a weapon with which to eliminate the girl child. To expect that city life necessarily engender a modern mindset is futile considering that what passes, as cities in India are little more than urban jungles. With migration, rural India is transferred to an urban setting. The prejudices and biases come along with this, only compressed in smaller spaces. Unlike other countries, the Indian city does not create a sense of communitarianism. The complete lack of infrastructure has led to a situation where cities cannot withstand the pressure of migration.

The average city dwellers today have no choice but to grab whatever little is on offer irrespective of the negative effects on others. For example, water scarcity in cities often leads people either to steal from others or obtain it by illegal means. Similarly, civil amenities are so few and far between

that urban life has become the survival of the fittest. Unless a person is assured a certain quality of life without having to complete daily for basic necessities, he is unlikely to evolve a tolerant and inclusive mindset. The skewed sex ratio shows that the bias against the girl child, which we normally associated with rural India, is ingrained in our psyche, irrespective of the setting. The preponderance of medical facilities with advanced sex determination technologies has made it easier for the city dweller to eliminate the girl child than for its rural counterpart. In the dog-eat-dog world of urban India, the woman is perceived to have no economic worth; she is the weakest link and, therefore, the easiest to get rid of.

Counterview: Whatever the sex-ratio statistics say, cities will always be beacons of modern and liberal values. They are open sewers, but they also peddle many a material and intellectual dreams. Dr. B. R. Ambedkar had said that urbanization would aid the process of dismantling the caste system. The city is an endearing melting pot of anonymity for those who want to shake off the stigma of their identity. For all its wickedness, it is a breath of fresh air for young women who have broken free of their cloistered homes for superior learning and healthier relationships. Karl Marx did say that, the city creates 'free labour', or a working class that is no longer chained to 'petty bourgeois' customs and

Powergrid Plans "One Nation One Grid"

Magic mantra for any power deficit country is to optimally utilize its installed capacity through efficient evacuation of power and have a nerve centre for dispatching the scarce power from surplus to deficit regions. India continues to be deficit in power availability compared to the growing demand. The mismatch between demand and supply has been further aggravated by recurring massive transmission losses and power pilferage. It is estimated that an efficient power transmission can result in 5 percent additional power, per annum. Though the need for streamlining transmission network was felt long time back, it was only in 1991 that Power Grid Corporation of India was set up. In less than 13 years of its existence, POWERGRID has come a long way and is well geared to create a National Power Grid by 2012'. The plan aims at generating additional 1,00,000 MWs of power in the next eight years and POWERGRID proposes to spend Rs. 70, 000 Crore during the period to create National Power Grid to achieve the ultimate goal of 'one nation one grid objective'.

Source: Transport Track, Volume 4, No. 1, 2004.

values. The ideal 'citizen' is then an individual who sells his labour and relates more as an individual rather than a member of a particular caste, religion or community. Indian cities are yet to arrive at this liberating stage, but there is no reason to believe they are not in their way.

Our big cities bear a resemblance to London, Paris and New York of the 19th century. Today, Charles Dickens' Bill Skyes is more real to the unauthorized and semi-authorized colonies of cities like Delhi and Mumbai, than to contemporary London. The industrialists of West are more civil today, as are their cities. It is only a matter of time before India reaches this stage, especially with globalisation increasing knowledge transfers. Retrogressive politics will enjoy sway now and then, but when centuries of history are written, they will seem like mere blips in the graph of time.

1.7 'Silent Emergency' on lack of Basic Sanitation

With more than 2.6 billion people – over 40 percent of the world's population lack access to basic sanitation and more than 1 billion drinking unsafe water, the United Nations issued a wake up call to global leaders for urgent action to meet ambitious goals set by the 2000 UN Millennium Summit.

While the world is on the track to meet the Millennium Development Goal (MDG) of cutting the number of people lacking safe drinking water to 800 million by 2015, the MDG of providing basic sanitation to 75 percent of the global population will at the present rate of progress fall short by half a billion people, allowing waste and disease to spread, killing millions of children and leaving millions more on the brink of survival. The effected areas are Africa and Asia.

While more than 1 billion people have gained access to basic sanitation services, population growth has

outstripped the global response, translating numerical gains into much smaller gains in proportional terms. In 1990, 49 percent of the world had access to basic sanitation facilities. Today, that figure has increased by only nine percentage points, way behind schedule for the 2015 MDG target of 75 percent coverage.

The consequences of inaction are severe, according to WHO and UNICEF. Diarrhoeal disease currently kills 1.8 million people each year, mostly children under five, with millions more left permanently debilitated. Over 40 billion work hours are lost in Africa to the need to fetch drinking water. And many children, particularly girls are prevented from going to school for want of latrines, squandering their intellectual and economic potential.

Source: UN weekly Newsletter, Volume 59, No. 35, 28 August-3 September 2004.

Private Sector Participation in Ports

The Central government has identified 38 projects worth Rs.7640.78 crore for creating port capacity of 123.52 million tonnes. Some 17 projects with capital investment of Rs.3246.95 crore and creating 61.53 million tonnes have been approved. Besides, 3 Container Terminals have been handed over to private operators

Major projects on the anvil include, (1) conversion of bulk terminal into a container terminal at Jawaharlal Nehru Port, (2) deepening of channel at Jawaharlal Nehru Port and (3) developing the Vallarpadam International Container Transshipment Terminal with private participation. For reviving the Sethu Samundram Project, a detailed Environment Impact Assessment is being undertaken by NEERI to reduce travel by about 400 nautical miles and 36 hours of ship time.

Source: Transport Track, Volume 4, No.1, 2004.



1.8 Indian Ports: An Overview

- There are 160-odd ports along the Indian coastline. But only a few of these are active cargo-handling installations. These include 12 major ports (controlled by the union government) and about 40 minor ports (private ports). Major ports carry about three-fourths of the traffic, while the minor ports carry the rest.
- Each major port is managed by a port trust, with a chairman appointed by the union government. These are large ports with a combination of a few dedicated bulk terminals, a few specialized container terminals and many general cargo berths. The oldest major ports (Kolkata, Chennai and Mumbai) have been operating for centuries.
- The minor ports are under the administrative control of the respective state governments. Gujarat leads in minor ports, having 20 such ports. Pipavav, Dahej and Adani in Gujarat are among the most successful minor ports.
- Indian ports are governed by the Indian Ports Act, 1908, and the Major Port Trusts Act, 1963. All major ports are under the regulatory authority of the Tariff Authority of Major Ports (TAMP), which determines tariffs. Maritime boards oversee minor ports in Gujarat, Maharashtra, and Tamil Nadu.
- Major ports have witnessed a spurt of activity in the past 20 years. Traffic grew by 61 million tonnes during 1950-80; in the next two decades, traffic growth was 71 million tonnes and 129.44 million tonnes respectively.
- Traffic throughput has grown at a CAGR of 6.47 per cent in the last five years; growth in 2003-04 was 9.91 percent with 344.5 million tonnes throughput. Vishakhapatnam was in the top slot followed by Kandla and Chennai.
- The newer minor ports have been gradually weaning away traffic. In 1998-99, the minor ports handled about 12 percent of traffic. By 2002-03, the figure was 25 percent. In 2003-04, the minor ports handled 113.41 million tonnes of cargo.
- Though containerization started late in India, it is picking up speed. In 2003-04, containerized cargo grew to 51.05 million tonnes, up around 16.9 percent over 2002-03. The Jawaharlal Nehru Port Trust (JNPT) handles the lion's share of the container traffic, while Chennai port is a distant second.
- JNPT is the most efficient port in India. In April-November 2003, JNPT had the lowest turnaround time of 1.72 days. Traffic handled grew by 15 percent.
- The major ports face several problems. These include lack of modernization, inadequate, inefficient management practices, cumbersome operational procedures and lack of a multi-modal network. Overstaffing is also a chronic problem. Operational efficiencies are low. Due to inadequate berthing, foreign lines prefer Colombo and Singapore.
- Things are improving. Modernisation of equipment and facilities has improved efficiencies, which are still nowhere near international standards. The average turnaround time for the major ports improved to 3.5 days in 2003-04 from 6.9 hours in 2002-03.
- In order to increase capacity, as well as introduce modern management practices, the port sector was opened to private participation in 1991. Private participation

was invited in leasing of berths and equipment, the licensing of operations of existing container berths and the creation of additional terminal capacity in major ports.

- Initially, the response was not very encouraging. For a long time, P&O was the only private port operator to enter the sector when it set up a BOT container terminal at JNPT. Other operators such as PSA and Dubai International Port have slowly joined in.
- The government had decided to start corporatising major ports with a view to making them accountable. The new Ennore port set up in 2001 was the first corporatised port in India. The other major ports were also to be corporatised in a phased manner. However, nothing much has happened on the ground.
- Ports connectivity is being undertaken on a fast-track basis under the National

Highways Development Project as well as the Rail Vikas Yojana.

- The Rs. 1,000 billion Sagarmala mega project has been announced with much fanfare. It envisages developing 50 new ports, upgrading existing ports, beefing up port-related infrastructure, etc. the project would be funded on a public-private basis. It also aims at integrating all forms of maritime transportation such as coastal shipping and inland waterways. If successful, the Sagarmala project could catapult India on the world maritime map.
- Cargo traffic at major ports witnessed a 7.5 percent increase during the first quarter ended June 2004 compared to the corresponding quarter in 2003-04. The major ports handled 85.7 million tonnes vis-à-vis 79.7 million tonnes during the April-June 2003 quarter.

Source: *Indian Infrastructure*, Vol. 6, No. 11, June 2004.

ONGC Makes foray in Power Generation

Till recently gas based power was considered uneconomical because it involved gas transportation hassles. Rail and road were not worthwhile options as high transport costs made such power expensive for the end user. The only way that this abundant resource could be utilized was to commission such plants en route gas pipeline network. However, the existing pipeline capacity has already been framed out between the power and fertilizer sectors. As a result the concept of generating gas-based power had been abandoned till Oil and Natural Gas Corporation (ONGC) decided to enter electricity generation. The corporation plans to set up mega power plants at Dahej (District Bharuch) in Gujarat and Mangalore in Karnataka as part of its forward integration plan. The company plans to give out its small oil and gas fields to private firms for development and production.

The first mega plant will be commissioned at Dahej, the site of the country's first LNG import terminal. It has already signed a pact with Gujarat government for setting up an SEZ, which will include a 2,000 MW power plant based on the degasified natural gas. Another 2,000 MW power plant will be set up adjacent to the corporation's subsidiary Managalore Refinery and Petrochemicals (MRPL) in Karnataka. The corporation will get into gas-to-power business (generating power from natural gas) as part of forward integration plans. ONGC proposes to set up power plants at gas fields from where evacuation of power is uneconomical. The power generated will thus be sold to either local grids or captive users.

Source: *Transport Track*, Volume 4, No. 1, 2004.



1.9 Golden Quadrilateral suffers one year overrun

The prestigious Golden Quadrilateral (GQ) project is running behind schedule. The project that the Ministry of Roads and Highways had planned to complete a year ahead of schedule - 2003 - is now stated to be completed in 2005 instead of the original schedule of 2004. Despite the government's best intentions, certain road and highway sections have been held up because of apathy of the state governments. Land acquisition and removing squatters are the two major reasons for the delay. Highly frustrated, the Ministry has now left it to the contractors to take the project full on including procuring the land and getting rid of the squatters.

The corridor runs through the states of Assam, WB, Bihar, UP, MP, Rajasthan and Gujarat and spans a length of 3300 Kms that pass through 12 national highways -54, 36, 37, 31, 57, 28, 25, 76, 14, 15, 8A and 88.

Once completed it is estimated the West Bengal corridor would benefit some 19 million people, more than a third of them classed as very poor. ADB has provided regional technical support to identify and priorities sub-regional co-operation projects and establishes and consolidates the institutional framework for economic co-operation amongst India's bordering states including Bangladesh, Bhutan, Nepal and China.

Source: *Transport Track, Volume 4, No. 1, 2004.*

High Speed Corridor

The Kerala Government has recently approved to build a 525 km. high-speed corridor project connecting the northern and the southern tips of the state. The project is a joint venture between the Kerala government and the Mumbai-based IL & FS. The first 100 km. of the corridor is likely to be commissioned by 2006.

Source: *Indian Infrastructure, Vol. 6, No. 11, June, 04.*

2. STATE INITIATIVES

2.1 Trifurcation of Municipal Corporation of Delhi (MCD)

MCD is said to be the second largest civic body in the world, but easily not the most efficient or transparent. Splitting up the agency in smaller parts is the solution offered by sundry committees. The problem can be tamed by just trimming down the size of the civic body, experts felt.

The Balakrishna Committee (1982), Virendra Prakash Committee (1999) and the Second Finance Commission have all recommended that the MCD be split into a number of smaller corporations as they felt the city is too large to be governed by a single Corporation.

MCD to be split up in three different CORPORATIONS

1. NORTH DELHI – Comprising of Civil Lines, Narela, Karol Bagh, City, Sadar Paharganj and Rohini Zones. Area - 525 sq. km.; Population -52.5 lakhs; Wards-48.
2. SOUTH DELHI – Comprising of Central, South, West and Najafgarh Zones. Area- 735 sq. km. Population -57.6 lakhs, Wards - 54.
3. EAST DELHI – Comprising of Shahdara South and North Zones, Area-135 sq.; Population - 32.2 lakhs, Wards-32 (Fig.2.1).

PROSPECTS:

- MCD is unwieldy, does not qualify as a local government. Smaller bodies will be more manageable.
- Decisions will be taken on a localized vein, unlike at present where ad hoc decisions are taken that apply to the entire city without thought to specific problems.



Fig. 2.1 Proposed Corporation of NCT of Delhi

- Residents may end up paying new taxes. Urban development department has suggested that service tax be charged from one corporation using resources like landfill sites located in another municipal body's area.

Source: *The Hindu, Delhi Edition, August 22, 2004 and The Times of India, Delhi edition, August 24, 2004.*

AMDA's Comments:

The need for reducing the size of mega Municipal Corporations in India is under serious debate. Until 1957 the NCTD comprised of several local bodies. In 1957 all these (except the NDMC - New Delhi Municipal Council and the DCB - Delhi Cantonment Board) were merged to become the Municipal Corporation of Delhi. In 2001, Delhi Administration proposed that the MCD be broken into smaller corporation. AMDA proposed that in keeping with the Master Plan (MP) Zones, the NCTD could have the following urban local bodies:

- Municipal Corporation of Delhi (MCD) comprising of MP redevelopment zones A, B and C and planned intervention zones H and G (excluding of DCB area) and H.
- Municipal Corporation of New Delhi (NDMC) comprising of MP redevelopment zone D.
- Delhi Cantonment Board (DCB) - within MP planned intervention zone G.
- Municipal Corporation of Mehrauli (MCM) comprising of MP 2001 planned intervention zone F and outlying zone J.
- Municipal Corporation of Najafgarh (MCN) comprising of MP 2001 planned intervention Zone K and outlying zone L.
- Municipal Corporation of Narela (MCNa) comprising of MP 2001 planned intervention zone M and outlying zones N and P.
- Municipal Corporation of Shahdara (MCS), comprising of MP planned intervention zone E.

The present proposal by Delhi Administration is for five local bodies namely NDMC, Delhi Cantonment Board and MCD divided into three local bodies.

- Trifurcation will encourage competition and improve efficiency. After an initial period of five years, the three corporations will have to become self-sustaining.
- E-governance will ensure that jurisdictional problems don't arise. Citizens will have access to services at the touch of a button.
- Local recruitments to be phased out move towards outsourcing, as is the pattern in London municipality.

CONSTRAINTS:

- Three corporations would mean thrice the expenditure. Proliferation of bureaucracy.
- Redtape will increase; Commissioner of one corporation will need clearance from his counterparts for using resources in other municipal areas.
- Trifurcation not based on sound financial model. South Corporation will get most of the commercial properties that rake in 65 percent of taxes. Each Corporation does not have land, funds or connectivity to catch up.



2.2 Half of Bihar's National Highways to be Four-lane Carriageways by 2007

More than 1,500 km. of National Highways (NH) – almost half of the total 3,400 km. – in Bihar will be upgraded to four-lane roads by 2007. The decision has the potential to trigger growth in the state's economy, stagnant due to infrastructural constraints. There are also plans to add 800 km. more in the four-lane category; this is in addition to what already is underway in the National Highway Development Project (NHDP).

Under NHDP, 206 km of the Kolkata-Delhi arm of the Golden Quadrilateral (GQ) passes through Bihar,

so does the 500 km Silchar-Porbandar East-West Corridor. The decision to add 800 km. to the four-lane category will cover national highways between key towns in Bihar, currently connected by dilapidated roads.

The national highways that will be converted to four-lanes are Bakhtiarpur-Nawada (240 km), Patna-Bakhtiarpur (52 km), Patna-Muzaffarpur (67 km), Motihari-Raxaul (67 km), Forbesganj-Joghani (13 km), Gopalganj-Chapra- Hajipur (93 km), Buxar-Patna (125 km), Muzaffarpur-Sitamarhi (89 km) and Mohinia-Munger (60 km). though the work on the GQ section is in progress, the East-West corridor from Purnea to UP's Gorakhpur is in its early stages, the National Highway Authority of India (NHAI) aims to finish the entire stretch by 2007.

Source: *The Indian Express, Delhi edition, June 27, 04.*

Flyovers to Screen out Noise and Dust

After water harvesting, the flyovers in Delhi will be taking another environment-friendly measure getting a noise-and-dust barrier installed along the entire length. According to PWD, the drive is going to start with the Britania Chowk flyover which is scheduled to be completed in mid-October. It would be the first flyover in the country to get such a barrier.

Plying midwife is the Centre of Transportation Engineering, IIT Roorkee, installing the barrier involves an expenditure of about 2-3 percent of the total cost of the flyover. Noise-and-dust barriers are compulsory in USA, Japan and Canada. In India research on this aspect was being conducted for the past five years. According to a study flyovers increase noise levels by as much as 80 percent. This barrier would reduce that considerably, bringing it down to 50-65 dBA, the limit set by the Central Pollution Control Board. Dust and pollutants also remain in the lower atmospheric levels once the barrier is in place. Dust will be restricted to the flyover area and can later be swept.

Source: *The Indian Express, New Delhi edition, Sept. 12, 04.*

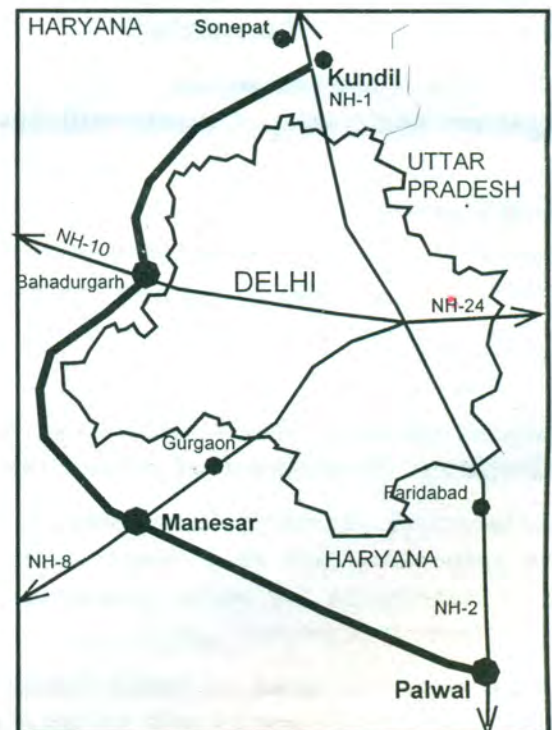


Fig. 2.2 : Alignment of Proposed 6-lane expressway

2.3 Haryana's 6-lane Expressway to ease Delhi Traffic

The Haryana State Industrial Development Corporation (HSIDC), in collaboration with the Malaysian government, envisions the construction of a 130-km. six-lane Kundli-Manesar-Palwal Expressway passing through districts Sonapat, Jhajjar, Gurgaon and Faridabad. The expressway will connect four national highways, NH1, NH 10, NH 8 and NH 2 (refer Fig 2.2). According to a HSIDC official, the expressway would serve as a significant artery by facilitating smooth flow of heavy traffic coming from west and south India and going to Haryana, Punjab and UP. The expressway will also save Faridabad and Gurgaon bound traffic the trouble of passing through Delhi. Also new opportunities for development of trade and Industry in the surrounding areas will come up.

Source: *The Indian Express*, New Delhi edition, July 2, 2004.

2.4 Hospital Waste Recycling Racket

The Allahabad High Court (HC) has issued notices to top officials of the Union and state governments

regarding mismanagement of hospital waste at Meerut in Uttar Pradesh (UP). The court's action came in response to public interest litigation (PIL) petition filed by Janhit Foundation, a non-governmental organisation (NGO).

No medical institution in Meerut is following the notification of the Bio-Medical Waste (Management and Handling) Rules, 1998. There are 14 drains in the city and medical institutions throw their wastes in them. Wastes like syringes and bottles, which can be recycled, are picked up by rag pickers and re-enter the market as cheaper products.

Recent news reports from Mumbai also suggest the existence of a huge medical waste-recycling racket in the city. Private companies have been hired to collect hospital wastes in the city and transport them safely to disposal sites. But they have been found selling these colour-coded bags to recyclers. On May 27, 2004 the vigilance cell of the Brihanmumbai Municipal Corporation (BMC) conducted a raid and caught people selling such wastes. However, no action has been taken yet. In a slum area of Wadala, it was found that bags full of hospital wastes lying in the open, with the BMC seal on them. Children had been hired to segregate the syringes.

Source: *Down to Earth*, Vol. 13, No. 4, July 15, 2004.

P&O in Developing Port and SEZ

Peninsular and Oriental Steam Navigation Company (P&O) has signed an agreement with the West Bengal government for the development of a port and a special economic zone (SEZ) in Kulpi, near Kolkata. P&O plans to invest in the port, which is the first private river port in West Bengal. The port will be developed by Bengal Ports Limited. P&O has a 44.5 percent stake in Bengal Ports Limited, while Keventer Agro and Mukand Steel jointly hold 44.5 stake. The rest is owned by the West Bengal Industrial Development Corporation. Bengal Ports.

Source: *Indian Infrastructure*, Vol. 7, No. 1, August 2004.

All Weather Ports in Gujarat

Essar Group is developing its all weather port at Vadinar in Jamnagar district in Gujarat. The port is expected to be commissioned in the next 18 months and will be used by group company Essar Oil Limited for operations in its upcoming oil refinery. The all-weather port will have a capacity to handle 34 million tones per annum of crude oil.

Source: *Indian Infrastructure*, Vol. 6, No. 11, June 2004.



Private Sector handling Hydel Projects

The Himachal Pradesh Government has allotted 22 small hydel projects of up to 5 MW to the private sector. The initiative will bring investments of Rs. 2,7 billion over the next five years. Eight out of the 21 companies are based in Himachal Pradesh. The state has an estimated hydro potential of 750 MW.

Source: Indian Infrastructure, Vol. 6, No. 11, June, 04.

2.5 Rural Road Development Authority

The Madhya Pradesh government has constituted a Rural Road Development Authority in order to ensure the quality of roads under the Pradhan Mantri Gram Sadak Yojana. A total of 2,503 roads stretching over 12,221 km. will be constructed in four phases. In the first phase, 460 roads covering 2,665 km. have been sanctioned; 728 roads with a length of 3,710 km. in the second phase; 572 roads with a length of 2,871 km. in the third phase; and 743 roads with a length of 3,573 km. in the fourth phase. So far, work has been completed on 398 road projects stretching over 1,775 km. in the first phase; 620 roads with a length of 3,123 km. in the second phase; 100 roads with a length of 396 km. in the third phase; and in the fourth phase, work is in progress on all 743 road projects.

Source: Indian Infrastructure, Vol. 6, No. 11, June 2004.

3. CITY INITIATIVES

3.1 NCRPB's Proposal on Transportation

● Integrated Rail Bus Transit System:

Gurgaon and Faridabad may soon boast of a public transport system on the lines of the Delhi Metro. Gurgaon is definitely close to securing an Integrated Rail Bus Transit System (IRBT). The proposal has already been cleared by the National Capital Planning Board (NCRPB), is on the verge of being cleared by the Union Government.

The proposal includes laying down of two railway tracks between Gurgaon and Daya Basti in New Delhi. Starting from Gurgaon railway station, the total stretch will be 30.53 km., eighteen railway stations will be set up along the route. The new railway track will be laid parallel to the existing railway line between Gurgaon and Delhi. This project involves the Government of Haryana, Uttar Pradesh and New Delhi.

● Skybus for NCR Twin City:

Another project that the NCRPB has recommended is that of sky-bus as a public transport option for the two satellite towns of Gurgaon and Faridabad. The proposal is under consideration of the state government. The NCRPB had recommended three corridors for the sky-bus, of which two are in Gurgaon and third in Faridabad. According to the officials the incurred cost on the project would be recovered in a period of eight to 10 years. In Faridabad, the corridor suggested is from Badarpur border till Ballabhgarh along Mathura Road, spanning 25 km. the corridors in Gurgaon are from Rajiv Chowk to Manesar along NH 8 and Mehrauli to Rajiv Chowk.

(The world's first Skybus test-run at the Margao junction was successful (on 25th August, 2004). This is a milestone achieved by the Konkan Railways. The Skybus Metro and Self-stabilizing Tracks are indigenous technologies developed by the Konkan Railway Corporation (KRC) and has also received the US patent. The Self-stabilizing tracks is another landmark technology which makes the track virtually maintenance free. KRC has claimed that the Skybus can solve the transportation problems in metros without using up much space).

Source: Hindustan Times, New Delhi edition, July 21, 2004 and The Indian Express, New Delhi edition, June 29 and August 26, 2004.



3.2 Assess your own Property Area

In an important decision by the Municipal Corporation of Delhi (MCD), the people of Delhi would not require to get their property plans certified by the architects. Filling a self-assessment form mentioning the total covered area of the property will be enough – and this applies to commercial and residential properties in both authorized and unauthorized colonies.

A rebate of 5 percent will also be extended to owners of commercial properties who pay their due property tax in a lump sum. The MCD's deliberative wing, the standing committee however said that under unit area method, onus of paying the tax has been given to the owners, hence it is logical that he will be allowed to self-assess the total area.

Source: The Times of India, Delhi edition, Aug. 5, 2004.

3.3 Self-Governance - the New Mantra

Filthy and unplanned unauthorized colonies of Delhi will soon be a thing of the past says the Delhi Development Authority (DDA). The new guidelines for regularization are spelling out a different self-governance model for these colonies. **More powers for the residents and less local body interventions are what is being envisaged.**

A regularized colony will have a single registered society, which will be registered with the Registrar of Cooperative Societies (RCS). This society will be the interface between the residents and the local bodies. At least two-thirds of the residents would be members of the society. A complete **list of the members with plot numbers and areas would be maintained by the society and the local body.**

The self-development model would mean that the society would collect development funds from its

residents and maintain the services inside the colony itself. **The local body would provide the main services, like water, electricity, roads and sewerage system.** According to the guidelines about 5 KW of electricity per household would be provided. The society would furnish a bond indemnifying the local body / Delhi Development Authority (DDA) in respect of all necessary measures for retrofitting against seismic requirements and for the structural stability of the buildings. About 15 percent of the land of the colony would be used for providing parks, schools and community halls.

The guidelines would be submitted to the Union Urban Development Ministry, which will put it before the Delhi High Court and the Parliament. The development would have to be completed within two years from the date of notification by the government. A technical committee under commissioner of DDA will be formed as an inter-agency technical committee for sanction of plans and handling the regularization process.

Source: The Times of India, New Delhi edition, July 31, 2004.

Regularise areas with 70% Industrial unit

The Delhi Assembly cleared the motion that Delhi's Master Plan should be amended and all areas with more than 70percent industrial unit should be regularized. The House will send this recommendation to the Union government.

However, this may not hold much steam with the Supreme Court, which has directed the Delhi government to close down all industrial units in residential and non-confirming areas set up after August 1, 1999.

Source: Lallson Properties Bulletin, Vol. VII, Issue 8, August 2004.

HARVESTING METHANE FOR POORER COUNTRIES

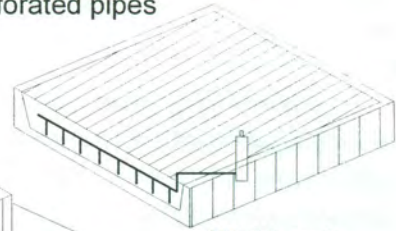
The US administration announced a plan to help transfer technology to other countries allowing them to harvest methane and use it as a clean burning fuel, it involves capturing emissions from landfills, coal mines and oil and gas systems.

Capturing methane gas

Landfill gas is a by-product of the decomposition of municipal waste.

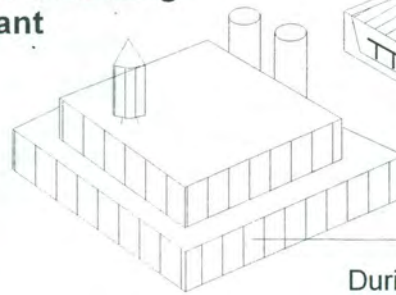
1. Landfill waste

Gas is collected through perforated pipes



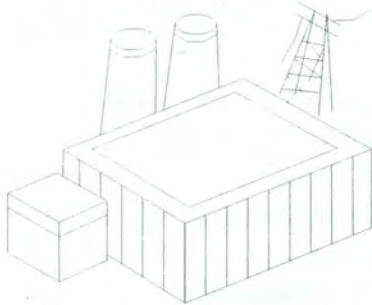
Wellhead

2. Processing plant



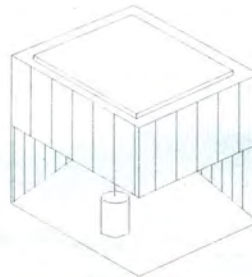
During processing, compounds are removed and gas is refined to higher grade.

3. The end product



3a. Utility companies use the gas to produce electricity.

3b. It is also used in boilers to heat buildings.



Source : Hindustan Times, Delhi edition, July 30, 2004

Water Harvesting System on Flyovers in Delhi

The Delhi High Court has asked the civic authorities to take steps and install **water-harvesting facilities on the upcoming flyovers**. Commenting on the apathetic state of affairs in the city, the Chief Justice said that the Municipal Corporation of Delhi should work towards maintaining the existing water bodies, so that water is preserved. The court also said that the water bodies, which have been encroached, should be cleared and dry water bodies should be revived.

Source: The Times of India, New Delhi edition, August 26, 2004.

3.4 DDA simplifies Building Norms

Moving towards simpler building permit procedures, the Delhi Development Authority (DDA) approved instant building sanction for residential plots of up to 500 square meters. Henceforth, owners will not have to do rounds of DDA offices as most of the powers have been vested in architects. The architects will be able to carry out construction up to the completion stage by submitting forms and certificates pertaining to structural safety, water harvesting provisions, power company clearance, for lifts and mandatory permissions where the buildings fall in zones governed by the Archaeological Survey of India or the National Airport Authority rules.

Instant sanction will be given at the DDA counter when the architect furnishes two copies of the building sanction along with other clearances and supporting documents. The interface between the public and the engineers of the building department will be minimized. The engineers will hold joint inspection with the architect when the building comes up to the plinth level and again before giving a completion certificate.

In another important decision, DDA has framed new policy to allot institutional land to schools. Since running schools is increasingly becoming a lucrative business, DDA is planning to auction off land to schools rather than allot on concessional rates, so that no particular trust or individual is favored or is able to corner plots. Policy is being changed to bring transparency in the allotment system and reduce discretionary powers of officials and to have a more stringent conditions for institutions and societies to whom the land is finally allotted.

Source: Hindustan Times and The Hindu, New Delhi edition, August 25, 2004; and The Times of India, New Delhi edition, August 6, 2004.

3.5 Master Plan on Garbage Disposal for Delhi

The Delhi Master Plan for garbage disposal and treatment has cut out some tasks for the civic agency. According to the Master Plan, the Municipal Corporation of Delhi (MCD) will have to make sure that it has a bio-methanisation plant; a construction of waste recycling unit and a fuel from refuse plant in place, by December 2006. Experts say that this will not only help the corporation dispose waste scientifically and reduce ecological damage; these steps will also help it recover part of the cost it is expected to incur. A MCD official said that if they manage to gather rupees 12.50 from each household in the city every month, then there would be no need to ask for subsidies and loans. The entire project cost would be covered.

Bio-methanisation plant: The Master Plan suggests that a bio- methanisation plant be set by December 2006 on a pilot project basis. Experts admit that garbage disposal and treatment is not a profitable business, they are of the view that part of the cost could be recovered by utilizing the resources available at landfill sites. Methane is much like gobar gas and can either be burnt at the site itself to generate energy or be compressed and used as cooking gas. Due to the rise in price of LPG, this can prove to be a viable fuel option.

Refuse derived fuel (RDF) plans: The other option is to create refuse derived fuel plants that can convert biodegradable waste into energy. This requires setting up of plants for drying the organic waste and then shredding and compacting it in pellets. These pellets can be then used in place of coal for generating energy. The exercise is carried out on a commercial scale in Hyderabad, Vijaywada and Guntur in Andhra Pradesh.

The third option is **recycling of construction waste or malba**. This is a slightly expensive proposition



initially, but in the long run this can prove to be the real revenue puller.

Source: *The Times of India*, New Delhi edition, July 3, 04

3.6 Privatization may reduce Mumbai's water woes

Under a project, distribution of water is to be privatized on a pilot basis in the K-east ward (the ward comprises Andheri East) in Mumbai. The project can have far reaching consequences for Mumbai as well as the country. The project will last for two years and, if successful, will be replicated in other wards. **Minimising losses through leakages and pilferages and improving the distribution are the main aims of the project.** On an average 20 percent of the total water supply to the city is lost through leakages and pilferages. The World Bank has sanctioned the project for privatisation of water supply distribution in K-east.

While the water distribution network is already privatized in a number of developed countries, it is the first of its kind in India.

Source: *The Times of India*, New Delhi edition, Aug. 6, 04.

Trans Harbour Sea Link Project

The Maharashtra government has given the green signal to the Maharashtra State Road Development Corporation to execute the Mumbai Trans Harbour Sea Link Project on BOT basis. The project is a four-lane highway connecting Sewree (south Mumbai) to Nhava (New Mumbai) over sea. Phase I includes construction of a bridge to link Sewree to Nhava. The estimated construction cost is Rs. 18 billion and the project is expected to be completed in 48 months. Phase II will concentrate on approach roads from Nhava to National Highway – 4B.

Source: *Indian Infrastructure*, Vol. 6, No. 11, June 2004.

3.7 Commercial Activity on 100 feet wide road in Delhi

The Delhi Development Authority is thinking of allowing commercial activity on roads that are 100 feet wide. According to sources, the DDA plans to make these roads commercial in its zonal plan and later get it ratified in the Master Plan 2021. Once this happens, ground floors of residential buildings can be put to commercial use. The other floors of the buildings, however, will remain residential.

The immediate beneficiaries of the decision, if taken, would be shop owners whose premises will get legalised. At present the shops, are illegal and the DDA, according to rules, can seal the premises. The change has been proposed because it is not possible to seal all these shops. According to officials, land-owning agencies may charge a fee from shopkeepers to regularise their establishments. The fee, however, will not be very high.

MCD and DDA have already identified over 25 roads for commercial use. Some of these are Patel Road, Jail Road and Najafgarh Road to Janakpuri. Most of the properties alongside these roads are already being used for commercial purpose. The decision will just regularise the illegal activity.

Source: *Lallson Properties Bulletin*, Volume VII, Issue 7, July 2004.

3.8 MCD's New Building By-laws

Delhi will probably have a new set of building by-laws from October 2. The roadmap for this process was completed on June 28, 2004 by an MCD (Municipal Corporation of Delhi) task force. The task force has outlined the basic issues that the new building by-laws will have to handle, such as heritage zones, earthquake resistant buildings, deemed certification system of building sanctions already implemented in Greater Noida and other issues.

The MCD has also set up a second task force, which has been given the responsibility of actually writing the by-laws. The five-member task force comprises of earthquake expert and town planner Bimal Patel from Ahmedabad, Greater Noida town planner Rekha Dewyani, AMDA Director E.F.N. Ribeiro, consultant R.N. Kapoor and architect Sudhir Vohra.

Source: Lallson Properties Bulletin, Volume VII, Issue 7, July 2004.

3.9 Bangkok Model for elevated Ring Road in Delhi

The Delhi government has signed an agreement with Infrastructure Leasing and Financial Services (ILFS) to initiate a feasibility study and to conduct a detailed project report (DPR). The public-private partnership project will be designed on the lines of the elevated ring road in Bangkok and will be built along the stretch of the existing Ring Road, using the central verge. The project is likely to be completed in three years, once work begins. The first phase involves the construction of a road connecting Dhaula Kuan and Sarai Kale Khan.

National Capital Region Planning Board (NCRPB) formulated the ring road concept in 1995. Studies

Upgradation of roads

The Tamil Nadu government is considering a program that aims at improving roads in 2004-05 in the Chennai Metropolitan Area. The proposal include widening 45.7 km of single-lane roads to double-lane; 123.7 km of double-lane roads to four-lane; 11.73 km of double-lane roads to six lane; 18.25 km of four-lane roads to six lane; and strengthening of roads, remodeling centre medians, providing grade separators and land acquisition.

Source: Indian Infrastructure, Volume 7, No. 1, August, 2004.

then had showed traffic on city roads would slow to a crawl to about 10 kmph by 2010. Though flyovers have provided some relief, the problem is far from over. If the existing ring road were to meet to the projected traffic growth of 3.5 percent to 5 percent every year, it would have to be expanded to 18-24 lanes. Impossible, considering the amount of space that would be needed. The elevated ring road is an answer to this, a statement issued by ILFS.

Source: The Indian Express, New Delhi edition, September 16, 2004 and Hindustan Times, New Delhi edition, September 17, 2004.

3.10 Air, Rail, Road to converge under New Master Plan

The Master Plan for Delhi-2021 will introduce a new concept of “confluence zone” in the city’s transport system. A separate zone would be provided to the passengers for easy access to multiple modes of transport like rail, private vehicles, Metros Rail and bus. Such zones are proposed to be established in Dwarka, Kashmiri Gate ISBT and Najafgarh. The zones will have spacious parking and park-and-ride scheme at interchange points.

The proposal gives commuters more than one option of transport and visualizes extensive use of public transport. Based on the principle of a subway, the zones will have separate entry and exits for each ‘mode’ allowing people a choice. These hubs will also include rail links in the National Capital Region (NCR) so that commuting time between Delhi and any corner of the NCR is not more than two hours. The aim is to ensure that 60 percent of the urban area is within 15 minutes of walking distance from the proposed Mass Rapid Transport System (MRTS). There is also provision to connect locations like Common Wealth Games Village and other sites of tourist interest.

Source: The Times of India, New Delhi edition, September 14, 2004.



4. NEWS IN BRIEF

4.1 Restoration of Garden of Eden

The United Nations on 23 July, 2004 announced a \$11 million project to help restore the marshlands of southern Iraq, considered by some to be the site of the Biblical Garden of Eden, after they were massively damaged by dams on the Tigris and Euphrates rivers and a vast drainage operation. The marshlands of Mesopotamia constitute the largest wetland ecosystem in the Middle East and Western Eurasia and are widely considered to be culturally significant.

The project, funded by Japan, will support sustainable development through environmentally sound technologies, safe drinking water, sanitation and pilot wetland restoration for the Marsh Arabs, heirs to the 5,000 year-old civilization of the Babylonians and Sumerians.

In 2001, UNEP released satellite images showing that 90 percent of these fabled wetlands, home to rare and unique species like the Sacred Ibis and African darter, and a spawning ground for fisheries, had been lost. Further studies released in 2003 showed that an additional 3 percent or 325 square kilometres, had gone. Experts feared the entire wetlands could disappear entirely by 2008.

The new project will initially target around a dozen settlements with small-scale water treatment systems, some of which are likely to be solar powered. Reed beds and other marshland habitats that act as natural water filtration systems will be restored, benefiting not only local residents but also providing new habitats for birds and other key wildlife.

Source: UN Weekly Newsletter, Vol. 59, No. 31, 31 July-6 August 2004.

4.2 MDG : Civil Society to take Action

On the eve of 57th Annual Conference of the UN Development of Public Information and Non-governmental organizations (NGOs) on 8 September 2004. It was felt that NGOs have a vital role to play in achieving the ambitious Millennium Development Goals (MDGs) of overhauling the world's social fabric by 2015, from extreme poverty and hunger to cutting infant mortality to curbing major diseases.

Secretary-General Kofi Annan said that, the goals were different from the unmet bold pledges of the past. First of all they are measurable; secondly they have unprecedented political support, with all world leaders having signed on to them and NGOs having a key role to play in sustaining that political will; and thirdly, with requisite national action and international support, almost every country can reach the goals by the target date.

Source: UN weekly Newsletter, Volume 59, No. 37, 11-17 September 2004.

4.3 Cauvery Water Supply Scheme

The new **Dhram Singh-led congress-JD (S) coalition regime** in Karnataka has **proposed a massive investment** of Rs. 40 billions to meet **drinking water needs in Bangalore** and **eight municipalities** in the city's outskirts. The new government announced that the Rs 35 billion Stage IV Phase II of the Cauvery Water Supply Scheme would be undertaken with funding assistance from Hudco and JBIC. Another project for supplying drinking water to eight municipalities around Bangalore in 2004-05 will cost Rs. 5 billion. The Cauvery Stage IV Phase II project is aimed at supplying an additional 500 million liters of water per day to Bangalore's supply with a corresponding sewerage component as well.

Source: Indian Infrastructure, Vol. 6, No. 11, June 2004.



4.4 Mumbai more expensive than Delhi to live in

London has jumped to second spot in a list of the world's most expensive cities to live in. From the price of a morning coffee to the rent on a two-bedroom apartment, on average only Tokyo is costlier and retains its topmost slot. Among Indian cities, Mumbai has jumped five places from 114 to 109 in the list of 144 international cities, and New Delhi seems to have become less expensive over last year as it slipped to 116 from 109.

Last year London was rated seventh on the list, behind Moscow, Geneva, Osaka, Hong Kong and Beijing. But the steady appreciation of pound against the US dollar along with high accommodation and transport costs has pushed the city into second place.

Source: Lallson Properties Bulletin, Vol. VII, Issue 7, July 2004.

4.5 Action Plan to modernize Non-Metro Airports

The Union government is working on an **action plan to modernize non-metro airports**. As part of its plan, the government wants to upgrade about 20 non-metro airports and bring them at par with international standards so that these can handle more passengers and aircrafts. Although these airports will remain under the ownership and control of the Airports Authority of India (AAI), the government is open to private sector participation in the upgradation. The aim is to decongest some busy airports and divert traffic to non-metro ones. It also wants to exploit the commercial potential of these airports to its fullest to increase non-aeronautical revenue sources. To meet these objectives, the government has worked out a strategy, which involves improving the efficiency and effectiveness of airports that remain under the ownership of the AAI, expands aviation infrastructure and airport services capacity and establish a level playing field

by creating an independent regulatory structure.

Source: Indian Infrastructure, Vol. 7, No. 1, August 2004.

4.6 Modernisation of Mumbai and Delhi Airports

Ten companies have submitted EoIs for the modernisation of the Delhi and Mumbai airports. The bids closed on July 20. These include Bharti Enterprises, Videocon, the Essel group, the GMR Group, the GVK Group, L&T, DS Construction Limited, Reliance Airport Developers, DLF and Macquaire Bank (Australian investment bank). The government will now set up an international group to decide on the modalities and to examine the bids in detail with the help of ABN-Amro, the financial adviser. The list of short listed bidders will be sent to the empowered group of ministers headed by the defence minister. The bidders will be asked to submit financial bids, business plans, and architects' models for the two airports.

Meanwhile, the employees of the Airports Authority of India (AAI) have put forward an alternative plan and want the government to consider it as a bid to participate in the modernisation of the Delhi and Mumbai airports. AAI contends it has in-house expertise to build and operate airports, and therefore the projects should be undertaken by AAI. Modernisation will require investments to the tune of Rs.39 billion (Rs.20.31 billion for Delhi and Rs.18.74 billion for Mumbai) over a period of 48 months. The total amount could be financed by the Rs.23 billion reserves available with the AAI and the remainder raised as loans.

Source: Indian Infrastructure, vol. 6, no. 12, July 2004.

4.7 CST - makes it to World Heritage list

The Chhatrapati Shivaji Terminus (CST), earlier called VT (Victoria Terminus), has found its way to the prestigious United Nations Educational Cultural and Scientific Organization (UNESCO). It is the first



administrative and functional building to be accorded such an honour. The 152-year-old building, constructed in the Victorian Gothic Revival architectural style, accommodates over 700 people who work towards the smooth running of the Central Railway. This is the second such site in Mumbai (besides the Elephanta Caves). A formal application to declare the building a world heritage site was processed in early 2003 after a preliminary visit assessing the scope in September 2002 by a team of UNESCO officials.

Source: Indian Architect and Builders, Vol. 17(11), July 04

4.8 First Wedding Mall of India

The first wedding mall of the country is being planned in Gurgaon, Haryana. The brain behind this venture, which is the real estate developer, Omaxe Construction Ltd. The mall is designed to serve, as a one-stop wedding shop to cater to all wedding needs of the people, from designing and printing of invitation cards to buying honeymoon packages. The 1,75,000 sq. ft. mall will be fully air-conditioned and will consist of two banquet halls. The tenants will be a mix of leading international and Indian brands and wedding related service providers including makers of bridal wear, clothing, jewellery, cosmetics, F&B, entertainment, décor, floral management, footwear, white goods, accessories, beauty parlour, wedding planners and travel agencies. With the marriage business in the country is booming, thematic malls are being built to cater to specific needs and occasions.

Source: Indian Architect and Builders, Vol. 17(11), July 2004.

4.9 Multiplicity of Malls in trouble in Gurgaon

Gurgaon plans to have several malls in the near future. Today with just three malls in operation, people already find it faster to walk than to drive along the 2 km stretch during peak hours. Three

years hence, around 12 malls jostle each other along the narrow strip of Mehrauli-Gurgaon Road.

The rest of Gurgaon will not escape either, with 60 malls being planned. The residents already complain bitterly that this upscale suburb was literally straining at the seams as basic infrastructure lags far behind explosive, runaway growth.

Three malls – Sahara Manoranjan and Plaza are already up and running and running on the MG road. Construction on five others – DLF, MGF, Senior Builders, Vatika and Vipul, has started, while four more are in the pipeline.

Source: The Times of India, New Delhi edition, July 29, 2004.

Water - Fuelled Car Around the Corner

The world's first mass produced water-fuelled car could be round the corner. An environmental group in London has made this startling claim.

The car that would be tanked up with the garden hose is an improved model of BMW's existing liquid hydrogen-powered 745h. It is thought to update BMW's sleek hydrogen-powered road monster, 745h, by converting water into hydrogen and oxygen, which is burned in a normal internal combustion engine. It then recycles its main byproduct, water.

Stef Kling, the Britain based Dutch green activist who wants to put his dream roadster on the world map, told that the water-fuelled car was already a reality 25 years ago. But there were obstructions as the inventors received threats at that time. But, now the world climate has changed and that they need to be independent of oil.

Kling runs Earthwatch 2012, which is collaborating with the water-fuelled cars inventors to recreate the world's cheapest dream vehicle in a matter of months.

Source: The Times of India, New Delhi edition, July 4, 2004.



FACT SHEET

- 50 percent of the people in the least developed countries (LDCs) live on less than US\$ 1 a day. In 2000, this group totaled 334 million. By 2015, they could be 471 million.
- In 28 LDCs, the ratio of gross capital formation to gross domestic product (GDP) rose from 20.2 percent in 1998 to 23 percent in 2002 and the domestic savings rate from 4.4 percent to 4.8 percent. The rest of 18.2 percent of GDP in 2002 came from external sources.
- Environmentalists say airlines rate as one of the most polluting forms of transport, with 16,000 commercial jets producing over 600 million tonnes of carbon dioxide every year.
- The countries of the South have 75 percent of the world's people but only:
 - 15 percent of the world's energy consumption.
 - 30 percent of the world's food grain.
 - 18 percent of the world's export earnings.
 - 11 percent of the world's spending on education.
 - 6 percent of the world's spending on health.
 - 8 percent of the world's industry.
 - 5 percent of the world's science and technology.
- Of the approximately 1.3 billion people living in poverty, 70 percent are women.
- Biomass fuels account for 80 percent of all household fuel consumption in developing countries, mostly for cooking, which is done primarily by women.
- Of the 3 million annual air pollution deaths, 2.8 million are from indoor air pollution, a major by product of the traditional use of biomass.
- Nearly one half of the total energy consumed in the country comes from non-commercial sources such as cowdung (gobar) and vegetable waste.
- While oil has an almost equal share in the primary energy consumption compared to the world average, natural gas constitutes less than 8 percent against the world average of 25 percent.

Source: *Down to Earth*, Volume 13, No. 4, July 15, 2004 and *Indian Infrastructure* Vol. 6, No. 12, July 2004.

Key Statistics of Indian Infrastructure

- The major ports in India continue to account for two-thirds of the total traffic, with Visakhapatnam port maintaining top position for the fourth year in a row. Major ports share 75.2% of traffic and minor ports 24.7%.
- Only 2 to 3 percent of the National Highways are four laned and State Highways suffer from severe capacity constraints.
- The National Highways Development Programme (NHDP) is the largest and most ambitious road programme ever undertaken in the country. It has two major components: the Golden Quadrilateral (GQ) which involves construction of 5,846 km of road to be completed by December 2005 and the 7,300 km North-South and East-West Corridor. The status of NHDP projects as on July 31, 2004 is that of the GQ work of 2,665 km completed and 3,181 is under implementation; and the work of the NS and EW Corridors Phases I and II, 596 km completed and 467 km is under implementation.
- Coal continued as the main revenue earner for the Indian Railways, accounting for nearly 40% of the total freight revenue.
- International airports at metro cities account for 80% of the total passenger traffic in the country. The passenger and cargo traffic handled at the airports managed by the AAI has been showing a steady increase during the last decade especially in cargo traffic. Passenger traffic decreased somewhat in 2001-02 but showed a rise in 2002-03.

Source: *Indian Infrastructure*, Vol 7, Ni. 1, August 2004



5.1 BOOK REVIEW

99 Ways to build Transparency in Local Governance

UN-HABITAT and Transparency International launch new toolkit

By Shipra Narang, Kenya

The United Nations Human Settlements Programme (UN-HABITAT) and Transparency International (TI) have recently produced “**Tools to Support Transparency in Local Governance**,” a guide for urban stakeholders – policy makers, professionals, private sectors, civil society organizations and concerned citizens – wishing to improve the quality of life in their cities. A collection of 29 tools and nearly 70 case studies, the “Toolkit” will assist those interested in improving transparency, combating city level corruption and inefficiency, and promoting effective citizen participation.

This toolkit is the second in the **Urban Governance Toolkit Series** of UN-HABITAT’s **Global Campaign on Urban Governance**. Launched in 1999, the Campaign aims to contribute to the eradication of urban poverty through improved urban governance. A key objective of the campaign is to build capacity of local governments and other stakeholders to practice good urban governance, characterized by the principles of sustainability, subsidiarity, equity, efficiency, transparency and accountability, civic engagement and citizenship, and security. A wide range of tools and training materials have been developed, field-tested and adapted for application of these principles in various contexts. Some are aimed at effecting systematic change, while others are designed to prepare individual players to enhance their roles in promoting good urban governance.

The *Global Campaign on Urban Governance* is conducted in partnership with major international

organizations active in the field of urban governance, poverty reduction and sustainable development, such as IULA, ICLEI, Transparency International, Commonwealth Local Government Forum, UNDP, UNESCO, UNICEF, Huairou Commission and many others.

To learn more about the Transparency Toolkit, or to order your copy, contact: The Global Campaign on Urban Governance, UN-HABITAT, P.O. Box 30030, Nairobi 00100, Kenya.

E-mail: governance@unhabitat.org. Website: www.unhabitat.org/governance.

Source: The ISoCaRP NET, Vol. 11, Issue 1, July 2004

5.2 JOURNALS

1. European journal of Spatial Development

The Nordic Centre for Spatial Development in Stockholm, Sweden, has published a new electronic journal on spatial planning and regional development. The journal seeks to be multidisciplinary in nature. (For more information see: www.nordregion.se/EJSD)

2. Metropolitan Space Laboratory

The Metropolitan Space Laboratory is a scientific organization to develop computer simulation programs, which can be used to evaluate and optimize future developments of cities and urban regions. The Metropolitan Simulation Game is a strategic game, which helps in dealing with the complexity of urban planning in playing way. One can see by simulation how a city of the future is developing and can also create one’s own city.

(For more information see: www.metspacelab.com)



6. FORTHCOMING EVENTS

- **New Technical & Cultural Challenges for Environmental Sustainability**
October 4-7, 2004
Rio de Janeiro, Brazil
For details contact: E-mail: info@eeti2004.org
- **AMDA's Brainstorming Session on "The Municipal Ward as the basic platform for the integrated and participatory planned development of the urban settlement"**
October 15, 2004,
Conference Hall, AMDA, New Delhi,
For Details contact: Prof. E.F.N. Ribeiro,
Director, AMDA, Email: india738@nda.vsnl.net.in
- **DIMSUD Conference on Sustainability and Urban Growth in Developing Countries**
October 31- November 3, 2004
Monte Verita, Ascona, Switzerland
For details contact: Website: www.nsLethz.ch/irl/dimsud E-mail: dimsud@nsLethz.ch
- **National Seminar on Planning and Construction of Buildings in Modern India**
November 1-2, 2004
Roorkee.
For details contact: Ar. N. K. Bhatnagar
Scientist, E & HB Division, CBRI, Roorkee.
- **Conference on New Cities, New Forces.**
November 8-10, 2004
Singapore
For details contact: E-mail: jamespuah@singex.com.sg
- **PROTEX INDIA 2004: Seminar/ Exhibition on Property Tax Reforms and Technology Application in the Improvement of Urban Basic Services.**
November 22-23, 2004
Hotel Le Meridian, New Delhi,
For details contact:
Email: seminar@protexindia.net
Website: www.protexindia.net
- **Rio de Janeiro Seminar on Legal Instruments of Urban Policy and Management – An international perspective**
November 22-24, 2004
Rio de Janeiro, Brazil
- **International Conference on Structural and Road Transportation Engineering (START)**
January 3-5, 2005
Kharagpur, West Bengal,
For details contact:
Dr. Bhargab Maitra,
Assistant Professor, IIT, Kharagpur,
W.Bengal
Website: <http://start.watchitlive.net>
- **4th International Conference and National Convention of Mayors on "City Development and Management Strategies" – Problems and Prospects**
February 1-3, 2005
Pragati Maidan, New Delhi.
For details contact:
Shri. V. Suresh
Website: www.goodgovernanceindia.com
Email: vsuresh_ggi@fairfest.com
- **Beyond Universal Goals: Steering Development Towards Global Sustainability**
February 3-5, 2005
TERI, New Delhi
For details contact:
E-mail: mailbox@teri.res.in
- **10th Symposium on IT and Planning and Impacts of ICT on Physical Space**
February 22-25, 2005
Vienna, Austria
For details contact :
E-mail: schrenk@multimediplan.at

AMDA WEB SITE

www.amdaindia.org

Its pleasure to inform you that AMDA has launched its web site from July 2004. The web address of AMDA is www.amdaindia.org.

The basic objective of this web site is to disseminate information of urban development to its members and professionals.

Readers are invited to contribute their experiences in surfing the Net in the context of urban development and urban management ect. giving the full address of the site and the general contents so the others may also benefit from it. Please send your write-up to :



The Director

ASSOCIATION OF URBAN MANAGEMENT AND DEVELOPMENT AUTHORITIES (AMDA)

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Phone: 26494486, 26496487, 26497973, 26496837 Fax: 91-11-26491675

www.amdaindia.org 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/-
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.